

Council Chamber
City Hall, Saskatoon, Sask.
Monday, January 22, 2001
at 7:00 p.m.

MINUTES OF THE REGULAR MEETING OF CITY COUNCIL

PRESENT: His Worship the Mayor, in the Chair;
Councillors Atchison, Fortosky, Heidt, McCann, Paulsen, Penner,
Roe, Steernberg, Swystun and Waygood;
City Manager Richards;
General Manager Community Services Gauthier;
General Manager Infrastructure Services Uzelman;
General Manager Corporate Services Veltkamp;
A/General Manager Utility Services Kerc;
A/General Manager Fire and Protective Services Russell;
City Solicitor Dust;
City Clerk Mann;
A/City Councillors' Assistant Long.

Moved by Councillor Steernberg, Seconded by Councillor Penner,

THAT the minutes of the regular meeting of City Council held on January 8, 2001 be approved.

CARRIED.

HEARINGS

- 2a) **Discretionary Use Application**
Applicant: Herb and Carol Tittle
Intended Use: Bed and Breakfast Home
Legal Description: Lot 21, Block 973, Plan 85S19784
Civic Address: 218 Stacey Court
(File No. CK. 4355-1)

REPORT OF THE CITY CLERK:

“City Council, at its meeting held on October 16, 2000 received notice of the above discretionary use application.

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The Development Services Branch, Community Services Department, has now advised that the necessary on-site notification poster has been placed on the site and letters have been sent to adjacent land owners within 60 metres of the site.

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

The matter is also being reported on under Clause 3, Report No. 2-2001 of the Municipal Planning Commission.

Attached is a copy of a letter dated January 15, 2001 from Garry and Candy Zacharias, 234 Stacey Court, with respect to the matter.”

His Worship Mayor Maddin opened the hearing.

Moved by Councillor Heidt, Seconded by Councillor Atchison,

THAT Clause 3, Report No. 2-2001 of the Municipal Planning Commission be brought forward and considered.

CARRIED.

“REPORT NO. 2-2001 OF THE MUNICIPAL PLANNING COMMISSION”

- 3. Discretionary Use Application - Bed and Breakfast Home
Lot 21, Block 973, Plan 85S19784
218 Stacey Court - Dundonald Neighbourhood
Applicant: Herb and Carol Tittle
(File No. CK. 4355-1)**
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RECOMMENDATION: that the application submitted by Herb and Carol Tittle requesting permission to use Lot 21, Block 973, Plan 85S19784 (218 Stacey Court) for the purpose of a Bed and Breakfast Home be approved subject to the following:

- a) the applicant obtaining all relevant permits (such as building and plumbing permits) and licenses prior to the use of this site for the purpose of a Bed and Breakfast Home;

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- b) that off-street parking be provided in the amount of three spaces;
and
- c) the proposal being commenced within 12 months of the date of Council's approval.

Your Commission has reviewed and supports the recommendations outlined in the attached report of the Community Services Department dated November 14, 2000, regarding the above-noted Discretionary Use Application for a Bed and Breakfast Home.”

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

Ms. Georgia Bell-Woodard, Vice-Chair, Municipal Planning Commission, expressed the Municipal Planning Commission's support of the recommendation.

Mr. Garry Zacharias, 234 Stacey Court, indicated that he is representing most of the residents of Stacey Court and asked that Council deny the application.

Moved by Councillor Heidt, Seconded by Councillor Roe,

THAT the hearing be closed.

CARRIED.

Moved by Councillor Heidt, Seconded by Councillor Roe,

THAT the submitted correspondence be received.

CARRIED.

Moved by Councillor Atchison, Seconded by Councillor Swystun

THAT the application submitted by Herb and Carol Tittle requesting permission to use Lot 21, Block 973, Plan 85S19784 (218 Stacey Court) for the purpose of a Bed and Breakfast Home be approved subject to the following:

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- a) *the applicant obtaining all relevant permits (such as building and plumbing permits) and licenses prior to the use of this site for the purpose of a Bed and Breakfast Home;*
- b) *that off-street parking be provided in the amount of three spaces; and*
- c) *the proposal being commenced within 12 months of the date of Council's approval.*

THE MOTION WAS PUT AND LOST.

2b) Hearings

Discretionary Use Application

Applicant: Jake and Clara Friesen

Intended Use: Day Care Centre

Legal Description: Lot 37, Block 679, Plan 69S1660

Civic Address: 17 Tupper Crescent

(File No. CK. 4355-1)

REPORT OF THE CITY CLERK:

“City Council, at its meeting held on November 6, 2000 received notice of the above discretionary use application.

The Development Services Branch, Community Services Department, has now advised that the necessary on-site notification poster has been placed on the site and letters have been sent to adjacent land owners within 60 metres of the site.

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

The matter is also being reported on under Clause 2, Report No. 2-2001 of the Municipal Planning Commission.

Also attached are copies of the following communications:

- Letter dated December 30, 2000 from Ernest Sorokowski, 9 Tupper Crescent; and
- Letter dated October 2000 from Clara and Jake Friesen, 17 Tupper Crescent.”

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His Worship Mayor Maddin opened the hearing.

Moved by Councillor Penner, Seconded by Councillor Atchison,

THAT Clause 2, Report No. 2-2001 of the Municipal Planning Commission be brought forward and considered.

CARRIED.

“REPORT NO. 2-2001 OF THE MUNICIPAL PLANNING COMMISSION”

- 2. Discretionary Use Application - Day Care Centre
Lot 37, Block 679, Plan 69S16660
17 Tupper Crescent - Confederation Park Neighbourhood
Applicant: Jake and Clara Friesen
(File No. CK. 4355-1)**

RECOMMENDATION: that the application submitted by Jake and Clara Friesen requesting permission to use Lot 37, Block 679, Plan 69S16660 (17 Tupper Crescent) for the purpose of a Day Care Centre be approved subject to the following:

- a) the applicant obtaining all relevant permits (such as building and plumbing permits) and licenses prior to the use of this site for the purpose of a Day Care Centre; and
- b) that a maximum of 12 children be accommodated in the Day Care Centre.

Your Commission has reviewed and supports the recommendations outlined in the attached report of the Community Services Department dated November 28, 2000, regarding the above-noted Discretionary Use Application for a Day Care Centre.”

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

Ms. Georgia Bell-Woodard, Vice-Chair, Municipal Planning Commission, expressed the Municipal Planning Commission’s support of the recommendation.

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

Moved by Councillor Heidt, Seconded by Councillor Paulsen,

THAT the hearing be closed.

CARRIED.

Moved by Councillor Heidt, Seconded by Councillor Paulsen,

THAT the submitted correspondence be received.

CARRIED.

Moved by Councillor Penner, Seconded by Councillor McCann,

that the application submitted by Jake and Clara Friesen requesting permission to use Lot 37, Block 679, Plan 69S16660 (17 Tupper Crescent) for the purpose of a Day Care Centre be approved subject to the following:

- a) *the applicant obtaining all relevant permits (such as building and plumbing permits) and licenses prior to the use of this site for the purpose of a Day Care Centre; and*
- b) *that a maximum of 12 children be accommodated in the Day Care Centre.*

CARRIED.

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2c) Hearings

Discretionary Use Application

Applicant: Steven J. Wilson

Intended Use: Home Based Business - Type II (Law Office)

**Legal Description: Lot 15, except the south 10 feet and all Lot 16, Block 22, Plan
G771**

Civic Address: 2120 York Avenue

(File No. CK. 4355-1)

REPORT OF THE CITY CLERK:

“City Council, at its meeting held on November 6, 2000 received notice of the above discretionary use application.

The Development Services Branch, Community Services Department, has now advised that the necessary on-site notification poster has been placed on the site and letters have been sent to adjacent land owners within 60 metres of the site.

Council, at this meeting, is to consider granting its permission for the proposed use. The matter is also being reported on under Clause 1, Report No. 2-2001 of the Municipal Planning Commission.”

His Worship Mayor Maddin opened the hearing.

Moved by Councillor Atchison, Seconded by Councillor Paulsen,

THAT Clause 1, Report No. 2-2001 of the Municipal Planning Commission be brought forward and considered.

CARRIED.

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“REPORT NO. 2-2001 OF THE MUNICIPAL PLANNING COMMISSION”

- 1. Discretionary Use Application - Home Based Business - Type II
Lot 15, except the south 10 feet and all Lot 16, Block 22, Plan G771
2120 York Avenue - Queen Elizabeth Neighbourhood
Applicant: Steven J. Wilson
(File No. CK. 4355-1)**
-

RECOMMENDATION: that the application submitted by Steven J. Wilson requesting permission to use Lot 15, except the south 10 feet and all Lot 16, Block 22, Plan G771 (2120 York Avenue) for the purpose of a Home-Based Business - Type II be approved subject to the following:

- a) the applicant obtaining all relevant permits (such as building and plumbing permits) and licenses prior to the use of this site for the purpose of a Home-Based Business - Type II;
- b) the provision of three off-street parking spaces; and
- c) the proposal being commenced within 12 months of the date of Council’s approval.

Your Commission has considered and supports the recommendations outlined in the attached report of the Community Services Department dated November 14, 2000, regarding the above-noted Discretionary Use Application for a Home Based Business - Type II.”

Mr. Rick Howse, Development Services Branch Manager, Community Services Department, indicated that his department supports the application.

Ms. Georgia Bell-Woodard, Vice-Chair, Municipal Planning Commission, expressed the Municipal Planning Commission’s support of the application.

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

Moved by Councillor Roe, Seconded by Councillor Swystun,

THAT the hearing be closed.

CARRIED.

Moved by Councillor Roe, Seconded by Councillor Paulsen,

that the application submitted by Steven J. Wilson requesting permission to use Lot 15, except the south 10 feet and all Lot 16, Block 22, Plan G771 (2120 York Avenue) for the purpose of a Home-Based Business - Type II be approved subject to the following:

- a) the applicant obtaining all relevant permits (such as building and plumbing permits) and licenses prior to the use of this site for the purpose of a Home-Based Business - Type II;*
- b) the provision of three off-street parking spaces; and*
- c) the proposal being commenced within 12 months of the date of Council's approval.*

CARRIED.

COMMUNICATIONS TO COUNCIL

The following communications were submitted and dealt with as stated:

A. REQUESTS TO SPEAK TO COUNCIL

**1. John Maxin
326 Avenue D South, dated December 8**

Requesting permission to address City Council with respect to the Albany Hotel. (File No. CK. 4355-44)

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RECOMMENDATION: that John Maxin be heard.

Moved by Councillor Heidt, Seconded by Councillor Fortosky,

THAT John Maxin heard.

CARRIED.

Mr. John Maxin, 326 Avenue D South, spoke with respect to the Albany Hotel being used as a half-way house and asked that Council reconsider the use.

Moved by Councillor Swystun, Seconded by Councillor Heidt,

THAT the information be received.

CARRIED.

**2) Frances L. Farness Petit
118 Avenue R North, dated January 6**

Requesting permission to address City Council with respect to property taxes on the Saskatoon Seniors Action Now Association building at 310 Avenue F South. (File No. CK.1965-1)

RECOMMENATION: that Frances Petit be heard.

Francis Petit was not in attendance.

Moved by Councillor Roe, Seconded by Councillor Paulsen,

THAT the information be received.

CARRIED.

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**3) Don Junor, Chairman
Prairie Urban Congress - 2001 Organizing Committee, dated January 17**

Requesting permission to address City Council with respect to the Prairie Urban Congress - 2001.
(File No. CK. 1870-1)

RECOMMENDATION: that Don Junor and Laverne Szejvolt be heard.

Moved by Councillor Waygood, Seconded by Councillor Atchison,

THAT Don Junor and Laverne Szejvolt be heard.

CARRIED.

Mr. Don Junor and Ms. Laverne Szejvolt requested that Council provide the Prairie Urban Congress - 2001 Organization Committee with a loan of \$10,000 and a grant of \$5,000.

Moved by Councillor Atchison, Seconded by Councillor Penner,

THAT the matter be referred to the Administration for a report to the next Council meeting.

CARRIED.

**4) Ed Hobday, Reeve
R.M. of Corman Park No. 344, dated January 18**

Requesting permission to address City Council with respect to the Residential Land Development Policy - Golf Course Communities. (File No. CK. 4131-1)

RECOMMENDATION: that Clause 1, Report No. 1-2001 of the Planning and Operations Committee be brought forward and considered and that Ed Hobday be heard.

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Moved by Councillor Waygood, Seconded by Councillor Penner,

THAT Clause 1, Report No. 2-2001 of the Planning and Operations Committee and Item A5 of Communications be brought forward and considered and that the speakers be heard.

CARRIED.

“REPORT NO. 2-2001 OF THE PLANNING AND OPERATIONS COMMITTEE

**1. Residential Land Development Policy - Golf Course Communities
(File No. CK. 4060-1)**

RECOMMENDATION: that the Administration proceed with the annexation request put forward by Dundee Development Corporation.

Your Committee considered the attached report of the General Manager, Community Services Department, dated December 20, 2000 regarding the above matter and met with Messrs. Joel Teal and Don Armstrong, representing Dundee Development Corporation, at its meeting held January 16, 2001.

Following review of this matter, your Committee puts forth the above recommendation.

**A5) Bernice Gattinger, Executive Assistant
Dundee Development Corporation, dated January 19**

Requesting permission for Mr. Joel Teal to address City Council with respect to the Residential Land Development Policy - Golf Course Communities (File No. CK. 4131-1)

RECOMMENDATION: that the matter be considered with Item A4 of Communications and Clause 1, Report No. 1-2001 of the Planning and Operations Committee.”

Councillors Fortosky and McCann excused themselves from discussion and voting on the matter due to a conflict of interest and left the Council Chamber.

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The City Clerk circulated copies of maps of the property in question.

Mr. Ed Hobday Reeve, R.M. of Corman Park, indicated that the R.M. of Corman Park does not want City Council to make a decision on this matter on an ad hoc basis, but in the context of the greater picture. He asked that Council reflect on the merits of district planning and continue partnering with the R.M. of Corman Park in planning before making any decision.

Mr. Joel Teal, Dundee Development described the project, outlined reasons why the project should be approved and asked that Council support the recommendation.

Moved by Councillor Atchison, Seconded by Councillor Roe,

- 1) that the General Manager of the Community Services Department be requested to undertake the advertising necessary in order for City Council to consider amending the City of Saskatoon Development Plan to create a new class of residential land to facilitate the development of Residential Golf Course Communities in the City of Saskatoon;*
- 2) that the City Solicitor be requested to prepare the required Bylaw;*
- 3) that the Municipal Planning Commission be requested to bring forward a recommendation at the time of the public hearing; and*
- 4) that the Administration be directed to proceed immediately with completing the comprehensive review of the Saskatoon Planning District Development Plan and Zoning Bylaw and report back to Council at the time of the hearing.*

CARRIED.

COMMUNICATIONS TO COUNCIL - CONTINUED

Councillor Fortosky and Councillor McCann reentered the Council Chambers.

Moved by Councillor Steernberg, Seconded by Councillor Atchison,

THAT the regular order of business be suspended and that Items AA1 and AA2 of Communications be brought forward and considered.

CARRIED.

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**“AA1) A.Q. Agnew, Q.C., Chairman
Saskatoon Rotary Park Committee, dated January 3**

Submitting a request to relocate the Potash Monument from Rotary Park to Innovation Place. (File No. CK. 4040-1)

RECOMMENDATION: that AA2 of Communications be brought forward and considered and that the request be approved subject to Administrative conditions.

**AA2) Heather Edwards, Manager of Design and Development
Meewasin Valley Authority, dated January 11**

Submitting letters of support from five Rotary clubs, the Manager of Innovation Place and the Saskatchewan Mining Association to support the concept of relocating the Potash Monument from Rotary Park to Innovation Place. (File No. CK. 4040-1)”

RECOMMENDATION: that the letters be considered with AA1 of Communications.”

Moved by Councillor Atchison, Seconded by Councillor Roe,

that the request be approved subject to Administrative conditions.

CARRIED.

REQUESTS TO SPEAK TO COUNCIL - CONTINUED

**6) Jon Stampe, 18 - 1738 Quebec Avenue
dated January 22**

Requesting permission to address City Council with respect to Red Light Cameras. (File No. CK. 5300-1)

RECOMMENDATION: that Clause 2, Report No. 1-2001 of the Planning and Operations Committee and Clause D6 of Administrative Report No. 2-2001 be brought forward and considered and that Jon Stampe be heard.

The City Clerk circulated copies of a letter dated January 22, 2001 from Lawrence Ingerman, 422 Witney Avenue North with respect to the matter.

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Moved by Councillor Atchison, Seconded by Councillor Steernberg,

that Clause 2, Report No. 1-2001 of the Planning and Operations Committee and Clause D6 of Administrative Report No. 2-2001 be brought forward and considered and that Jon Stampe be heard.

CARRIED.

“REPORT NO. 1-2001 OF THE PLANNING AND OPERATIONS COMMITTEE

**2. Red Light Cameras
(File No. CK. 5300-1)**

RECOMMENDATION: that the information be received.

Attached is a report of the Chair, Traffic Safety Committee, dated January 2, 2001 advising of that Committee's support of red light cameras as a means to reduce accidents and increase safety. Your Committee understands that a report from the Administration respecting Red Light Cameras will be before City Council at its meeting scheduled for January 22, 2001.

ADMINISTRATIVE REPORT NO. 2-2001

**D6) Proposed Red Light Camera Program
(File No. 6332-6)**

RECOMMENDATION:

- 1) that City Council approve the implementation of a Red Light Camera Program;
- 2) that fine revenue received by the City of Saskatoon over and above the cost of administering the Red Light Camera Program be used to fund future traffic safety initiatives; and
- 3) that the City Solicitor be instructed to prepare the necessary agreement with Nestor Traffic Systems Inc. for the provision of a turnkey red light camera system.

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BACKGROUND

City Council, at its meeting held on December 4, 2000, considered Clause 6, Report No. 16-2000 of the Planning and Operations Committee, copy attached, (Attachment 1) and resolved:

“that a nine month Red Light Camera Pilot Program not be initiated”.

City Council, when considering the Administration’s previous reports, noted that Provincial regulations allowing for the mailing of violation notices had not yet been adopted, and that there was a substantial initial cost for the proposed Red Light Camera Pilot Program. Based on the recent announcement by the Province of Saskatchewan dealing with the mailing of violation notices and new pricing information from Nestor Traffic Systems Inc. (NTS), Infrastructure Services and the Saskatoon Police Service request that this matter be considered again by City Council.

DISCUSSION

On December 7, 2000, the Province of Saskatchewan announced that effective immediately, violation notices relating to red light camera offences could be mailed rather than being served personally by a peace officer. In making the announcement, Acting Justice Minister John Nilson noted, “Keeping communities safe is a top priority of this government and we support enforcement practices that improve public safety and prevent accidents.” With the changes made to *The Highway Traffic Act* and *The Summary Offences Procedure Act* in the spring of 2000, and the signing of the Regulations allowing for the mailing of violation notices in December, the possibility of fully implementing a Red Light Camera Program, rather than a pilot project, for the City of Saskatoon is now feasible.

JUSTIFICATION

A recent study conducted in the United States concluded that red light running collisions have become an increasing concern for the traffic safety community. According to the report, there are approximately 750 fatalities and 260,000 collisions annually, which are directly attributable to red light running offences. A second study found that occupant injuries occurred in 45 percent of the red light running collisions, compared to 30 percent for other urban collision types. A review of collision data from four states in the Federal Highway Administration’s Highway Safety Information System (HSIS) showed that red light running collisions account for 16 to 20 percent of the total collisions at urban signalized intersections.

Another recent U.S. Department of Transportation study in Oxnard, California showed that red light running violations dropped a total of 42 percent after cameras were installed at nine

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intersections. A similar study showed violations declined 40 percent in Fairfax, Virginia after one year of camera enforcement.

Automated enforcement has been used in many other countries to reduce the number of red light violations. In the Netherlands and Australia for example, automated enforcement has reduced red light violations by 35 to 60 percent, and right angle collisions have been reduced by 32 percent.

While there is no similar detailed data available for Canada, a recent Transport Canada report estimated that 29 percent of collisions at signalized intersections were the direct result of a driver running a red light. The Transport Canada report estimated that in Canada, an average of two red light violations per hour occur at a signalized intersection every day.

The use of automated enforcement is providing governments and police departments with a cost effective solution to address the increasing problem of red light violations. Although each jurisdiction specifies its own traffic laws, a red light violation is commonly defined as when the front wheels of a vehicle enter the defining boundary of an intersection (usually the stop bar or crosswalk) after the traffic signal changes to the red phase and the vehicle proceeds through the intersection while the signal is red.

Drivers who “run” red lights pose a danger to both other drivers using the roadway and to themselves. Enforcing traffic laws in urban areas by traditional means poses special difficulties for police, who in most cases must follow a violating vehicle through a red light to stop it. This can endanger motorists and pedestrians, as well as police officers. Communities often do not have the resources to allow police to patrol intersections as often as would be needed to ticket all motorists who violate red lights. The use of red light cameras allows police to focus on other enforcement needs.

The use of red light cameras truly requires the “Three E’s” of road safety: Engineering, Education, and Enforcement. Infrastructure Services and the Saskatoon Police Service are committed to ensuring that each intersection chosen for the installation of a red light camera system are reviewed in detail to ensure an effective application of this technology to reduce collisions and prevent injuries with a view to Engineering, Education, and Enforcement.

It is not feasible (or practical) to install red light cameras at every intersection. A decision must be made to choose the appropriate intersection for this type of enforcement. A municipality must have good traffic data to determine which intersections pose the highest risks for both violations and collisions. Using this data, a red light camera program can be targeted for the highest level of benefit for the expected expenditure. Similarly, once problem intersections have been identified, a full engineering review of the intersections must be undertaken. Each intersection must be

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reviewed for approach geometry, signal timing, and other relevant details to ensure that the red light running problem is behavioral.

Infrastructure Services has collected collision and volume data for every intersection and major roadway for the past 40 years. Using this information, a list of high collision intersections is produced annually. The candidate intersections chosen by Infrastructure Services for red light camera installation all fall in the top ten for the number of collisions. In partnership with Saskatchewan Government Insurance (SGI), Infrastructure Services will undertake intersection reviews at each of the targeted intersections in 2001. These reviews will identify any changes required to ensure that red light running is in fact a motorist behavioral problem.

Education of the motoring public is crucial to accomplish the safety objectives of this program. First, an education program is required to gain public support, which is critical to the success of a red light camera program; second, to seek voluntary change in behavior at signalized intersections through a public education program; third, to alert motorists to the level of increased enforcement - sometimes the threat of enforcement is sufficient to change unsafe behavior; and finally, to inform the public of how the system works. In addition to educating the public, it is essential to educate police officials, legislators, and the Justice system to the merits of red light cameras and to alleviate their concerns as to the viability of the system. Infrastructure Services and the Saskatoon Police Service will work in conjunction with the Communications Branch and SGI to develop an education campaign directed at red light violations.

Enforcement is the final step in any traffic safety campaign. Once satisfied that the engineering component of each intersection has been fully reviewed, and an education campaign has been developed and implemented, enforcement, whether by conventional policing methods or automated methods, is implemented.

In regard to the proposed Red Light Camera Program for the City of Saskatoon, both Infrastructure Services and the Saskatoon Police Service are committed to ensuring the safety objectives of a Red Light Camera Program are fully met using a combination of engineering, education, and enforcement. In order to meet these objectives, a reduction in the number of red light violations and the resulting collision reduction will be the results of this program.

OPTIONS

No other options were considered in the writing of this report.

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POLICY IMPLICATIONS

The legislative and regulatory changes required, as noted in the May 25, 1999 and December 4, 2000 reports to City Council (Attachments 1 and 2), have now been made by the Province to allow this program to proceed.

Should City Council approve the proposed Red Light Camera Program, Infrastructure Services will develop a policy regarding the installation and operation of a Red Light Camera Program.

FINANCIAL IMPACT

Subsequent to the December 4, 2000 decision of City Council, NTS has provided the City of Saskatoon with pricing options for the implementation of a full Red Light Camera Program.

Infrastructure Services has reviewed the pricing provided by NTS and recommends an option that provides the City with the most cost effective method of delivering this high quality product. Under the recommended pricing option, the City will pay NTS an equipment lease/maintenance fee of \$7,500.00 per month per approach, which includes the processing of 2,500 violations annually per approach for a 60-month contract. Additional violations processed in excess of the 2,500 per approach annually will be charged at a rate of \$25.00 per violation. NTS and the City have agreed that at the end of the 60-month contract, a total of eight approaches at four intersections will have the CrossingGuard system installed. Each system will be capable of monitoring up to three lanes of traffic per direction, and will include the collision avoidance features built into the system.

NTS will be responsible for the cost of equipment and installation at the designated intersections, and will provide a computer system capable of reviewing violations and intersection monitoring at a designated location, and court support. NTS will also provide a full maintenance program, including on-line system monitoring, hardware maintenance, software support, fully staffed help desk support, and equipment cleaning and testing.

The typical NTS turnkey operation will provide electronic retrieval and processing of violations, delivery of all violations to the City for review, access to the SGI database for retrieval of license plate information, preparation of violation notices to the City for review and approval, preparation of contested violations for court, archival, and maintenance of violation information to a database for retrieval, and the generation of monthly performance and financial reports. The exact process, procedures, and system delivery will be finalized should City Council approve the Red Light Camera Program.

Infrastructure Services and the Saskatoon Police Service have met to discuss the administration of the proposed Red Light Camera Program. Both Departments have agreed to jointly provide the

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required staffing and resources to meet the objectives of the program. Infrastructure Services will provide the overall administrative functions of the Red Light Camera Program and the Saskatoon Police Service will provide the resources required to review, sign, and mail the offence notices. It is expected that fine revenue received by the City will offset all of the expenses incurred by Infrastructure Services and the Saskatoon Police Service.

It is envisaged that in 2001, one intersection (two approaches) would be equipped with the red light camera system. A second, third, and fourth intersection would be added at intervals over the remaining term of the five year contract.

It is further proposed that any fine revenues received by the City, which are in excess of the annual program costs and violation fees paid to NTS, be directed to future traffic safety initiatives.

COMMUNICATIONS PLAN

As discussed previously in this report, Infrastructure Services, the Saskatoon Police Service, and the Communications Branch will develop an education campaign directed at the Red Light Camera Program. It is anticipated that this communications campaign would begin prior to the installation of the first CrossingGuard system anticipated for operation in April 2001.

Since the administration has first reported on red light cameras, there have been a number of comments and questions raised that should be addressed, as there appear to be some misconceptions regarding red light camera programs.

“Red light camera programs are little more than a tax grab by the City.”

Unfortunately, red light camera programs have been somewhat unfairly tainted by negative public sentiment over the use of photo radar. These are entirely different programs, and it is the Administration’s position that the red light camera program is solely a traffic safety initiative. Contrary to some public perception, there will be no revenue windfall for the City by implementing a red light camera program. Certainly, fine revenues for red light violations will increase with increased enforcement, but the majority of this revenue increase will go toward funding the program’s operation. The City will likely see a modest increase in net revenue from fines, and the Administration is recommending that this revenue be used to fund other traffic safety initiatives in the City.

“I will be assessed points against my driver’s license if someone else is driving my vehicle and is issued a red light violation.”

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This is not the case. While it is true that the violation will be issued to the registered owner of the offending vehicle, no demerit points would be issued against that owner's driver's license. As for the payment of the violation, it would be up to the vehicle owner to settle the matter with whoever was driving their vehicle at the time the violation occurred.

“The City should focus its efforts on improving traffic signal timing as opposed to red light cameras.”

Red light cameras have nothing to do with traffic signal timing or the optimization of traffic signals in general. Red light cameras are simply an enforcement tool used to penalize motorists that fail to stop for red traffic signals. Since every violation is reviewed twice by staff, only those vehicles that clearly enter the intersection on a red traffic signal will be issued a ticket. Entering the intersection on the amber phase of a traffic signal will not result in a violation being issued. This said, one of the most desirable features of the red light camera is its ability to be a collision avoidance system. It is this feature that is the only true interaction with the traffic signal phasing. If the system senses that it is unlikely that an approaching motorist will stop for the pending red traffic signal indication, the side street red signal indication will be held to allow the offending vehicle to safely clear the intersection and avoid what otherwise could have been a serious right angle collision. The Administration considers this feature alone to be a significant step toward collision reduction at intersections in the City.

“The City would be better off spending its dollars on traffic education as opposed to red light cameras.”

Under the new proposal being put forward by NTS, the City will not be required to commit to any up front capital costs for the red light camera system. Other than the monthly lease and maintenance fee, the City would not experience any additional costs (aside from day to day operational costs of staff which can be absorbed within existing staff budgets). The program is self-funding from fine revenues and should there be any surplus fine revenue generated, those funds would be dedicated to other traffic safety initiatives in the City, including educational programs under the City's traffic safety programs.

“It is unfair and an infringement upon one's privacy for the City to use video surveillance for traffic enforcement.”

The use of camera technology for traffic management is a well-established and accepted technique throughout the world. Any video or pictures produced by the system are digitally encrypted and handled with the highest degree of confidentiality. No one, outside of the vendor, City staff, the court system, and the registered vehicle owner would be privy to any photographic material. It should be further noted that any intersection with a red light camera in operation would be clearly

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signed as such to the motoring public. It is not intended to be a covert operation, but rather the City will be very open in its use of this technology and will provide the public with very obvious indications of where it is being employed.

“Traffic accidents have increased at intersections once red light cameras have been installed.”

There is absolutely no statistical evidence that would suggest that this statement is true. In fact, the experience at intersections with red light cameras is completely contrary to this statement. Red light cameras produce a reduction in the number of collisions, and their severity, at intersections where they have been installed.

The above items and any others raised during consideration of this program would be conveyed to the public by way of an information campaign. The City of Regina Police Service, in conjunction with SGI, developed an extensive media campaign directed at their program, and the Administration would endeavor to utilize some of the advertising and campaign literature from Regina. It is anticipated that an education campaign would cost \$10,000. Infrastructure Services has tentatively allocated funding for this awareness program in the 2001 Capital Budget Project 631, Traffic Safety.”

Mr. Jon Stampe, 18 - 1738 Quebec Avenue, spoke with respect to red light cameras and requested that Council look at other options to address the root problems at the intersection of Avenue C and Circle Drive, such as the speed limit, an orange warning light before the intersection, timing of lights, a turning arrow and traffic flow.

Moved by Councillor Atchison, Seconded by Councillor Penner,

- 1) that City Council approve the implementation of a Red Light Camera Program;*
- 2) that fine revenue received by the City of Saskatoon over and above the cost of administering the Red Light Camera Program be used to fund future traffic safety initiatives; and*
- 3) that the City Solicitor be instructed to prepare the necessary agreement with Nestor Traffic Systems Inc. for the provision of a turnkey red light camera system.*

YEAS: Councillors McCann, Penner, Fortosky, Atchison and Steernberg 5

NAYS: His Worship the Mayor, Councillors Paulsen, Roe, Heidt, Swystun and Waygood 6

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Moved by Councillor Penner,

THAT the hour of the meeting be extended past the hour of 10:00 p.m.

CARRIED.

COMMUNICATIONS TO COUNCIL - CONTINUED

AA. ITEMS WHICH REQUIRE THE DIRECTION OF CITY COUNCIL

- 1) **A.Q. Agnew, Q.C., Chairman
Saskatoon Rotary Park Committee, dated January 3**

DEALT WITH EARLIER. SEE PAGE NO. 13.

- 2) **Heather Edwards, Manager of Design and Development
Meewasin Valley Authority, dated January 11**

DEALT WITH EARLIER. SEE PAGE NO. 13.

- 3) **David Crossley
821 - 8th Avenue North, dated January 5**

Submitting a letter with respect to road conditions due to snow removal. (File No. CK. 6000-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Steernberg, Seconded by Councillor Paulsen,

that the information be received.

CARRIED.

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**4) Joy Pelling, President
Celebrate Canada Committee for Saskatchewan, dated January 15**

Submitting a letter with respect to National Flag of Canada Day. (File No. CK. 205-5)

RECOMMENDATION: that the information be received.

*Moved by Councillor Roe, Seconded by Councillor Atchison,
that the information be received.*

CARRIED.

**5) Mayor Don Schlosser
City of Weyburn, dated January 12**

Submitting a letter with respect to elections for the SUMA Executive Committee. (File No. CK. 155-3)

RECOMMENDATION: that the information be received.

*Moved by Councillor Penner, Seconded by Councillor Atchison,
that the information be received.*

CARRIED.

**6) Cy Standing, Chairman of the Board
Wanuskewin Heritage Park, dated January 17**

Requesting the City of Saskatoon to return its funding level to \$240,000 per year for the next five years. (File No. CK. 1870-21)

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RECOMMENDATION: that the letter be referred to the Budget Committee for consideration during the Operating Budget review.

Moved by Councillor Roe, Seconded by Councillor Penner,

THAT a representative of Wanuskewin Heritage Park be allowed to speak.

CARRIED.

Mr. Ray Fast, Acting Director of Wanuskewin Heritage Park, thanked Council for its past support and asked that Council return its funding level to \$240,000 per year.

Moved by Councillor Roe, Seconded by Councillor Swystun,

THAT the request be referred to the Budget Committee for consideration during the Operating Budget review and that the Wanuskewin Heritage Park Board be advised of the date and time of the meeting.

CARRIED.

**7) Georgie A. Davis
402 Avenue Q North, dated January 15**

Submitting a letter with respect to complaints filed with the Saskatchewan Human Rights Commission against the City of Saskatoon regarding special needs transit service. (Files CK. 7305-1 and 280-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Atchison, Seconded by Councillor Roe,

THAT the information be received.

CARRIED.

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**8) Joanne Sproule, Secretary
Saskatoon Development Appeals Board, dated January 5**

Submitting Notice of Development Appeals Board Hearing regarding property at 2815 Wanuskewin Road. (File No. CK. 4352-1)

**9) Joanne Sproule, Secretary
Saskatoon Development Appeals Board, dated January 5**

Submitting Notice of Development Appeals Board Hearing regarding property at 101 - 20th Street West. (File No. CK. 4352-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Fortosky, Seconded by Councillor Penner,

THAT the information be received.

CARRIED.

B. ITEMS WHICH HAVE BEEN REFERRED FOR APPROPRIATE ACTION

**1) Jack Hillson, Minister
Municipal Affairs, Culture and Housing, dated January 9**

Submitting information with respect to local election financing legislation. (File No. CK. 277-1)
Referred to the Administration and Finance Committee.

**2) Gwen Charman, Director of Operations
Meewasin Valley Authority, dated December 28**

Submitting a letter with respect to the Meewasin Trail extension and requesting a letter of endorsement from the City of Saskatoon. (File No. CK. 277-1) **Referred to the Administration for a report.**

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**3) Carol Grosse
1077 East Centre, dated January 15**

Submitting a letter with respect to animal control. (File No. CK. 151-5) **Referred to the Advisory Committee on Animal Control.**

RECOMMENDATION: that the information be received.

Moved by Councillor Steernberg, Seconded by Councillor Penner,

- 1) that regarding Item 2) above, the City provide a letter of endorsement to Municipal Affairs, Culture and Housing with respect to the Meewasin Trail extension; and*
- 2) that the information be received;*

CARRIED.

C. PROCLAMATIONS

**1) Karen Cherwoniak, March Drive Co-ordinator
The Kidney Foundation, dated January 11**

Requesting City Council to proclaim the month of March, 2001 as Kidney Month in Saskatoon and raise the Kidney Foundation's flag in the City Hall Square. (File No. CK. 205-5)

**2) Marianne Yurchuk, Promotion Director
CKOM FM 102, dated January 8**

Requesting City Council to proclaim the week of August 20 to 26, 2001 as Cruise Week in Saskatoon and submitting various requests regarding the 19th Annual CKOM FM 102 Cruise Weekend to be held on August 24 to 26, 2001.

RECOMMENDATION:

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

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- 3) that permission be granted to the Kidney Foundation to raise the Kidney Foundation's flag in the City Hall Square, subject to Administrative conditions; and
- 4) that the requests submitted by CKOM FM 102 in connection with the 19th Annual Cruise Weekend to be held on August 24 to 26, 2001 be approved subject to Administrative conditions.

Moved by Councillor Atchison, Seconded by Councillor Penner,

- 1) *that City Council approve all proclamations as set out in Section C;*
- 2) *that the City Clerk be authorized to sign the proclamations on behalf of City Council;*
- 3) *that permission be granted to the Kidney Foundation to raise the Kidney Foundation's flag in the City Hall Square, subject to Administrative conditions; and*
- 4) *that the requests submitted by CKOM FM 102 in connection with the 19th Annual Cruise Weekend to be held on August 24 to 26, 2001 be approved subject to Administrative conditions.*

CARRIED.

REPORTS

Ms. Georgia Bell-Woodard, Vice-Chair, presented Report No. 2-2001 of the Municipal Planning Commission;

General Manager Community Services Gauthier presented Section A, Administrative Report No. 2-2001;

General Manager Corporate Services Veltkamp presented Section B, Administrative Report No. 2-2001;

General Manager Infrastructure Services Uzelman presented Section D, Administrative Report No. 2-2001;

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A/General Manager Utility Services Kerc presented Section E, Administrative Report No. 2-2001;

City Solicitor Dust presented Section B, Legislative Report No. 2-2001;

Councillor Atchison, Chair, presented Report No. 1-2001 of the Planning and Operations Committee;

Councillor Penner, Chair, presented Report No. 1-2001 of the Administration and Finance Committee; and

His Worship Mayor Maddin, Chair, presented Report No. 1-2001 of the Executive Committee.

Moved by Councillor Steernberg, Seconded by Councillor Atchison,

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

- a) Report No. 2-2001 of the Municipal Planning Commission;*
- b) Administrative Report No. 2-2001;*
- c) Legislative Report No. 2-2001;*
- d) Report No. 1-2001 of the Planning and Operations Committee;*
- e) Report No. 1-2001 of the Administration and Finance Committee;*
- f) Report No. 1-2001 of the Executive Committee.*

CARRIED.

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

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

Committee arose.

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

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

“REPORT NO. 2-2001 OF THE MUNICIPAL PLANNING COMMISSION”

Composition of Commission

Mr. Dieter André
Ms. Georgia Bell Woodard
Mr. Jack Billinton
Ms. Joan Llewellyn
Mr. Don Lloyd
Mr. Ron Mantyka
Ms. Jo-Anne Richter
Ms. Tamara Ross
Mr. Terry Smith
Councillor L. Swystun
Mr. Nelson Wagner
Ms. Colleen Yates

- 1. Discretionary Use Application - Home Based Business - Type II
Lot 15, except the south 10 feet and all Lot 16, Block 22, Plan G771
2120 York Avenue - Queen Elizabeth Neighbourhood
Applicant: Steven J. Wilson
(File No. CK. 4355-1)**

DEALT WITH EARLIER. SEE PAGE NO. 7.

- 2. Discretionary Use Application - Day Care Centre
Lot 37, Block 679, Plan 69S16660
17 Tupper Crescent - Confederation Park Neighbourhood
Applicant: Jake and Clara Friesen
(File No. CK. 4355-1)**

DEALT WITH EARLIER. SEE PAGE NO. 4.

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- 3. Discretionary Use Application - Bed and Breakfast Home
Lot 21, Block 973, Plan 85S19784
218 Stacey Court - Dundonald Neighbourhood
Applicant: Herb and Carol Tittle
(File No. CK. 4355-1)**
-

DEALT WITH EARLIER. SEE PAGE NO. 1.

ADMINISTRATIVE REPORT NO. 2-2001

Section A - COMMUNITY SERVICES

- A1) Land-Use Applications Received by the Community Services Department
For the Period Between December 28, 2000 and January 11, 2001
(For Information Only)
(Files CK. 4300-1, 4132-1 & 4355-1)**
-

RECOMMENDATION: that the following report be received as information.

ADOPTED.

The following applications have been received and are being processed:

Condominium

- Application No. 1/01: 325 Keevil Crescent
Applicant: Larson Surveys Ltd. for Medican Devs. Inc.
Legal Description: Parcel C, Plan 96S55464
Current Zoning: M3
Neighbourhood: University Heights
Date Received: January 5, 2001

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Development Plan

- Amendment No. DPA2/01: 3311 Fairlight Drive
Applicant: Lorman Developments Ltd.
Legal Description: Parcel A, Lots 2 and 3, Block 582, Plans 65S06904
and 76S07218
Current Land Use Designation: Suburban Centre
Proposed Land Use Designation: Arterial Commercial
Neighbourhood: Confederation Suburban Centre
Date Received: January 9, 2001

Discretionary Use

- Application No. D1/01: 1817 Edmonton Avenue
Applicant: NCO Holdings Ltd.
Legal Description: Lots 3, 4, and 5, Block 451, Plan 69S12511
Current Zoning: RM4
Proposed Use: Care Home (25 beds)
Neighbourhood: Hudson Bay Park
Date Received: January 4, 2001
- Application No. D2/01: 86 Brown Crescent
Applicant: Connoisseur Limousine Service (Lee Farrell)
Legal Description: Lot 30, Block 309, Plan 66S01352
Current Zoning: R2
Proposed Use: Limousine Service
Neighbourhood: Adelaide/Churchill
Date Received: January 10, 2001

Rezoning

- Application No. Z1/01: 715 Saskatchewan Crescent West
Applicant: Northridge Development Corporation
Legal Description: Part of Parcel D, Plan 70S00223
Current Zoning: RM3(H)
Proposed Zoning: M3 by Agreement
Neighbourhood: Nutana
Date Received: January 2, 2001

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- Application No. Z3/01: 3311 Fairlight Drive
Applicant: Lorman Developments Ltd.
Legal Description: Parcel A, Lots 2 and 3, Block 582, Plans 65S06904
and 76S07218

Current Zoning: M3
Proposed Zoning: B4
Neighbourhood: Confederation Suburban Centre
Date Received: January 9, 2001

Subdivision

- Application No. 2/01: Idylwyld Drive Municipal Reserve
Applicant: City of Saskatoon
Legal Description: All MR1, Plan 95S40116
Current Zoning: M3(H)
Neighbourhood: Riversdale (Transmission Line Easement)
Date Received: January 3, 2001
- Application No.3/01: 800 Block 60th Street East (no civic address)
Applicant: City of Saskatoon
Legal Description: Parcel A, Plan 00SA24992
Current Zoning: IH
Neighbourhood: Marquis Industrial (Transmission Line Easement)
Date Received: January 3, 2001
- Application No. 4/01: U of S Lands
Applicant: City of Saskatoon
Legal Description: SW ¼ and W ½ SE ¼ Sec.35-36-5-W3M,
Plan 61S12719

Current Zoning: R2
Neighbourhood: Sutherland (Transmission Line Easement)
Date Received: January 4, 2001
- Application No. 5/01: North of Attridge Drive
Applicant: City of Saskatoon
Legal Description: Part SE ¼ Sec. 11-37-5-W3M and Part NE ¼ Sec.
2-37-5-W3M, Plan 82S16587

Current Zoning: AG
Neighbourhood: U of S Lands North Management Area
(Transmission Line Easement)
Date Received: January 5, 2001

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- Application No.6/01: South of 117th Street (no civic address)
Applicant: City of Saskatoon
Legal Description: All that portion of SE ¼ Sec. 2-37-5-W3M north of the northeast limit of Plan 83S50429 and east of the east limit of 83S27375

Current Zoning: RM2
Neighbourhood: Sutherland (Transmission Line Easement)
Date Received: January 4, 2001
- Application No.7/01: Beckett Crescent/Overholt Crescent (no civic address)
Applicant: City of Saskatoon
Legal Description: Parcel Y, Plan 00SA16182
Current Zoning: R1A
Neighbourhood: Arbor Creek (Transmission Line Easement)
Date Received: January 4, 2001
- Application No. 8/01: 60th Street (no civic address)
Applicant: City of Saskatoon
Legal Description: Lots 1 to 3, Block 242, Plan 83S46282; Part of Lot 1, Block 241, Plan 83S46282

Current Zoning: IH(H)
Neighbourhood: Marquis Industrial
Date Received: January 5, 2001
- Application No. 9/01: 105 and 109 Wakooma Street
Applicant: Tri-City Surveys Ltd.
Legal Description: Block 234, Plan 84S25814
Current Zoning: IL1
Neighbourhood: Agriplace
Date Received: January 9, 2001
- Application No. 10/01: Idylwyld Drive (no civic address)
Applicant: George, Nicholson, Franko & Associates
Legal Description: Parcels L and P and all of Parcel G, Plan 63S01249
Current Zoning: M3(H)
Neighbourhood: Riversdale
Date Received: January 10, 2001

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ATTACHMENTS

1. Plan of Proposed Condominium No. 1/01
2. Plan of Proposed Discretionary Use No. D1/01
3. Plan of Proposed Discretionary Use No. D2/01
4. Plan of Proposed Rezoning No. Z1/01 (a, b, and c)
5. Plan of Proposed Rezoning No. Z3/01
6. Plan Showing Proposed Easement No. 2/01
7. Plan Showing Proposed Easement No. 3/01
8. Plan Showing Proposed Easement No. 4/01
9. Plan Showing Proposed Easement No. 5/01
10. Plan Showing Proposed Easement No. 6/01
11. Plan Showing Proposed Easement No. 7/01
12. Plan of Proposed Subdivision No. 8/01
13. Plan of Proposed Subdivision No. 9/01
14. Plan of Proposed Subdivision No. 10/01

**A2) Easement Requirement - SaskTel
Parcel J, Plan 63S03501
Buffer Strip along Warman Road and Hazen Street
Project: SKTN/Hazen Street, No. 914455.0040/00
(File No. CK. 4090 - 3)**

- RECOMMENDATION:**
- 1) that City Council grant an easement to SaskTel as outlined in the attached plan; and
 - 2) that the City Clerk be requested to review the submitted easement agreement , and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal

ADOPTED.

Heather Duncanson, on behalf of the SaskTel Land Department, has requested the City's approval for an easement over portions of Parcel J, Plan 63S03501 as shown outlined on the attached plan.. The purpose of this easement is to install a new buried cable for distribution purposes.

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Council approved Report No. 26-1962 during its June 25, 1962 meeting. The easement was not required or shown at the time of approval in 1962. The Community Services Department and Infrastructure Services Department have no objection to the granting of this easement to SaskTel.

ATTACHMENT

1. Parcel J, Plan 63S03501

**A3) Request For Encroachment Agreement
1001 Victoria Avenue
Lot 10, Block 58, Plan Q1
(File No. CK 4090-2)**

RECOMMENDATION:

- 1) that City Council recognize the encroachment at 1001 Victoria Avenue (Lot 10, Block 58, Plan Q1);
- 2) that the City Solicitor be instructed to prepare the appropriate encroachment agreement making provision to collect the applicable fees; and
- 3) that the City Solicitor be requested to review the submitted encroachment agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

ADOPTED.

Kurt & Brigitte Hofmann, the registered owners of the property located at 1001 Victoria Avenue, have requested to enter into an Encroachment Agreement with the City of Saskatoon. As shown on the attached Real Property Report, part of the garage encroaches onto 9th Street. The total area of encroachment is approximately 3.25 m² and will, therefore, be subject to an annual charge of \$50. This encroachment has existed since the garage was constructed.

ATTACHMENTS

1. Letter from Kurt & Brigitte Hofmann (undated).
2. Real Property Report dated September 28, 1995.

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Section B - CORPORATE SERVICES

**B1) Enquiry - Councillor O. Fortosky (January 8, 2001)
Tax Title Property
(File No. CK. 1920-4)**

RECOMMENDATION: that the information be received.

ADOPTED.

At its meeting of January 8, 2001, Councillor Fortosky made the following enquiry:

“The City of Saskatoon periodically takes over property due to non-payment of taxes.

Would the Administration please report back on the process that occurs from the point of seizure to the point of re-sale and give feedback as to various ways the City can deal with the property.”

In October 2000, the City’s Audit Committee received a report from Robert Prosser & Associates Inc. titled *Audit Report on the Property Tax Billing System*. Chapter 6 of that report provides a detailed outline of the property tax collection process, including property seizure. This chapter has been reproduced, and is attached to this report, in response to the enquiry.

ATTACHMENT

1. Chapter 6 of the Audit Report on the Property Tax Billing System.

**B2) 2001 Capital Budget (2002-2005 Capital Plan)
(File No. CK. 1702-1)**

RECOMMENDATION: that the information be received.

ADOPTED.

At its meeting held on December 18, 2000, City Council approved the 2001 Capital Budget (2002-2005 Capital Plan). Attached, for Council’s information, is the final version of that budget which incorporates the changes which were confirmed at that meeting.

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ATTACHMENTS

1. 2001 Capital Budget (2002-2005 Capital Plan)

**B3) Collective Agreement
Public Service Alliance of Canada - Airport Fire Fighters' Unit
(File No. CK. 4720-7)**

- RECOMMENDATION:**
- 1) that the information be received; and
 - 2) that City Council authorize the execution of the collective agreement between the City of Saskatoon and the Public Service Alliance of Canada (Airport Fire Fighters' Unit) by His Worship the Mayor and the City Clerk under the Corporate Seal.

ADOPTED.

The City of Saskatoon has a service agreement with the Saskatoon Airport Authority to provide fire suppression and airport rescue service for the operation of the John Diefenbaker Airport. As part of the initial agreement, the City assumed the responsibility for the fire fighting staff which had been employed by the Authority. It was determined that these staff would remain under the jurisdiction of the Public Service Alliance of Canada (PSAC), rather than being amalgamated with the International Association of Fire Fighters (IAFF), Local 80, which represent all other fire fighters in the City.

Efforts to reach a first agreement between the City and PSAC culminated with the appointment, by the Minister of Human Resources Development Department, of a federal Arbitrator. This appointment follows the City's agreement with PSAC to recognize all fire fighters at the Airport as essential, and to jointly apply for arbitration.

On December 21, 2000, Mr. David Jones, Arbitrator, gave his Award in this matter. The Award includes all items agreed to by the parties at bargaining and during federal conciliation. Because this is a "first agreement", the Award includes every term and condition which will be applied to Airport Fire Fighters over the three-year period of the agreement (January 1, 2000, to December 31, 2002). These terms and conditions reasonably approximate, and in most cases replicate, those contained in our current collective agreement with IAFF Local 80.

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The Award provides for salaries which equal those for comparable positions in Local 80. However, the Arbitrator also awarded the following increases to those salaries:

2000 - 2%
2001 - 2.5%
2002 - 2.5%

All the terms and conditions of the Arbitrator's award will be formally placed into a collective agreement.

The City is in negotiations with the Saskatoon Airport Authority regarding the renewal of the current contract. The existing contract, and any future negotiated contract, will include clauses which address the costs of implementing settlements with the Airport Fire Fighters.

ATTACHMENT

1. Copy of Arbitration Award (limited distribution).

**B4) Collective Agreement
IAFF Local 80
(File No. CK. 4720-7)**

RECOMMENDATION:

- 1) that the information be received; and
- 2) that City Council authorize the execution of the collective agreement between the City of Saskatoon and the Saskatoon Professional Fire Fighters' Union (Local 80, International Association of Fire Fighters) by His Worship the Mayor and the City Clerk under the Corporate Seal.

ADOPTED.

The City of Saskatoon bargained with IAFF Local 80 throughout the year 2000, concluding all terms and conditions of a Collective Agreement except salaries. The Union applied for an arbitration board to settle this issue, which was heard by the Board on October 17 and 18, 2000. The Board has awarded the following salary increases:

January 1, 2000 - 2% wage increase
January 1, 2000 - 1% out-of-line adjustment

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January 1, 2001 - 3% wage increase
January 1, 2002 - 3% wage increase

The parties previously agreed, and jointly instructed the Arbitration Board, to reduce the awarded amount for 2001 by $\frac{3}{4}$ % in regard to the costs of certain benefits negotiated in this round of bargaining. Accordingly, the net increase to salaries for 2001 is to be $2\frac{1}{4}$ %.

The Arbitration Award, attached, provides all agreed changes made in advance of the Arbitration. All of the terms and conditions contained in the Award will be included in a formal collective agreement.

ATTACHMENT

1. Copy of Arbitration Award (limited distribution).

Section D - INFRASTRUCTURE SERVICES

**D1) Sanitary Sewer and Storm Sewer Design Standards
Award of Engineering Services
(Files CK.7820-2 and 7820-3)**

- RECOMMENDATION:**
- 1) that the proposal for engineering services submitted by CH2M Hill to review and recommend changes to the existing sanitary sewer and storm sewer hydraulic design standards for a total upset limit cost of \$83,802.40 including G.S.T. be accepted; and
 - 2) that the City Solicitor be instructed to prepare the necessary Engineering Services Agreement for execution by the Mayor and City Clerk under the Corporate Seal.

ADOPTED.

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In late 1999, the City Solicitor, in consultation with Infrastructure Services, issued a request for proposals to engineering firms to assist them with investigating storm claims from 1998. Three engineering firms submitted proposals at that time and CH2M Hill was selected as the successful firm to provide these consulting services. Consideration was given to including a review of the City's current hydraulic design standards for both sanitary and storm sewers in the CH2M Hill commission. The intent of this additional review was to develop new hydraulic design standards for both systems in parallel with the work the City Solicitor's Office required. However, this additional work was dropped from the proposal and CH2M Hill's work was limited to a review of the City's current design standards in comparison to what other municipalities were using.

Infrastructure Services now wishes to proceed with the originally contemplated review of hydraulic design standards with the intent of developing new ones. To this end, CH2M Hill was approached to prepare an updated proposal to continue its review work on the existing sanitary sewer and storm sewer hydraulic design standards and to provide recommendations for changes to the standards to better reflect the operation of the City's sewer systems. Since this additional work is simply viewed as an extension to the project already undertaken by CH2M Hill for the City Solicitor, it was deemed to be in the City's best interest to retain them for this project as they had already completed a substantial portion of the required work. As such, no additional engineering consultants were invited to submit proposals. CH2M Hill is one of the most respected engineering firms in Canada dealing with hydraulic design standards and Infrastructure Services believes that retaining their services for this additional work is the best value for our dollar.

The net cost to the City for the proposal submitted by CH2M Hill would be as follows.

Base Fees	\$ 78,320.00
G.S.T.	<u>5,482.40</u>
Total Fees	\$ 83,802.40
G.S.T. Rebate	<u>3,132.80</u>
Net Cost to City	<u><u>\$ 80,669.60</u></u>

Capital Project 1491 – Water and Sewer Design Standards has \$50,000 of approved funding allocated in 1999 which has been carried forward to 2001. Approved Capital Project 785 – Water and Sewer Rehab/Replacement, would fund the remainder of the net cost. As such, sufficient funding is in place to allow for the provision of these engineering services to proceed.

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**D2) Appointment of Weed Inspector - 2001
The Noxious Weed Act
(File No. 4200-2 and 4510-1)**

RECOMMENDATION: that Mr. Don Ross of the Infrastructure Services Department be appointed as the City of Saskatoon's 2001 Weed Inspector, in accordance with the provisions of *The Noxious Weed Act*.

ADOPTED.

Section 7, Article 1 of *The Noxious Weed Act* (Saskatchewan) requires that City Council appoint, a weed inspector annually. To carry out this year's program, a weed inspector is required for a six-month period from May 1 to October 31, 2001.

Mr. Don Ross, Superintendent, Horticulture Maintenance, Infrastructure Services Department, is recommended to fulfil this requirement during 2001.

**D3) Enquiry – Councillor Maddin (November 30, 1998)
Crosswalk – Primrose Drive and Coppermine Crescent
(File No. CK. 6150-3)
and
Enquiry – Councillor Swystun (November 20, 2000)
Pedestrian Crossing – Coppermine and Primrose
(File No. CK. 6150-1)**

RECOMMENDATION: that the information be received.

ADOPTED.

The following enquiry was made by Councillor Maddin at the meeting of City Council held on November 30, 1998:

“Given the additional dangers faced by pedestrians due to increases in vehicular traffic in terms of both speed and volume, would the Administration please report on the feasibility of installing a pedestrian activated walk light or similar device at the crosswalk located at Primrose Drive and the west access to Coppermine Crescent.”

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The following enquiry was made by Councillor Swystun at the meeting of City Council held on November 20, 2000:

“Many residents in River Heights have expressed concern over the safety of crossing Primrose at Coppermine Crescent both as a pedestrian and driver.

Could the Administration please investigate or re-investigate a crosswalk or some type of traffic safety device/improvement at Coppermine and Primrose Drive.”

Infrastructure Services has investigated the need for additional pedestrian crossing facilities at several points along Primrose Drive in response to reports from pedestrians who have experienced difficulty in crossing this street near the Mall at Lawson Heights. This investigation included pedestrian and vehicle counts, and a review of the collision history and traffic volumes on Primrose Drive.

Primrose Drive is a four-lane minor arterial street with parking prohibited on both sides of the street. Traffic volumes in the range of 5,000 to 20,000 vehicles per day are expected on this type of street. To the south and east of Primrose Drive is the River Heights neighbourhood and the Lawson Heights Suburban Centre including the Lawson Heights Leisure Centre. To the north and west of Primrose Drive is the Mall at Lawson Heights. There are numerous pedestrian crossing points along Primrose Drive between Warman Road and Pinehouse Drive. These include a signed and marked crosswalk at Coppermine Crescent (west leg), and a signed and marked crosswalk at Coppermine Crescent (east leg). Studies have been undertaken in the past to determine appropriate pedestrian crossing facilities at these two crosswalks as well as at the driveway to the abandoned transit terminal and at the driveway to the Lawson Heights Leisure Centre. None of these studies has ever determined that a pedestrian actuated signal was warranted at any of these locations. As well, the pedestrian crossings are occurring at a minimum of four other crossing points along Primrose Drive, but there has been no opportunity to consolidate those crossings at one location.

Pedestrian and vehicle counts were undertaken on January 18, 1999 at the Coppermine Crescent intersections. Similar counts on Primrose Drive were undertaken the latter part of May 2000 at Coppermine Crescent West, the centre mall entrance, abandoned transit terminal, and east mall entrance. These counts were recorded for the hours of 7:30 - 9:00 AM, 11:30 AM - 1:30 PM, and 3:00 - 6:00 PM and are summarized as daily totals. The results of these counts appear in Table 1 along with the pedestrian actuated signal warrant value for each location. A value of 100 is normally used as an indication that a pedestrian actuated signal may be beneficial. The table also lists the ranking of each location on the priority list with other locations that have been evaluated for this type of device.

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Table 1: Pedestrian and Vehicle Counts, Primrose Drive

Location	Pedestrians		Vehicles		Warrant Value		Priority Ranking
	1999	2000	1999	2000	1999	2000	
Coppermine (west leg)	65	37	7406	5760	61	45	44 th
Centre Mall Entrance (Robin's)	---	13	---	4569	---	41	57 th
Coppermine (east leg)	22	---	6456	---	41	---	60 th
Abandoned Transit Terminal	---	41	---	4261	---	42	53 rd
East Mall Entrance	---	104	---	4446	---	94	8 th

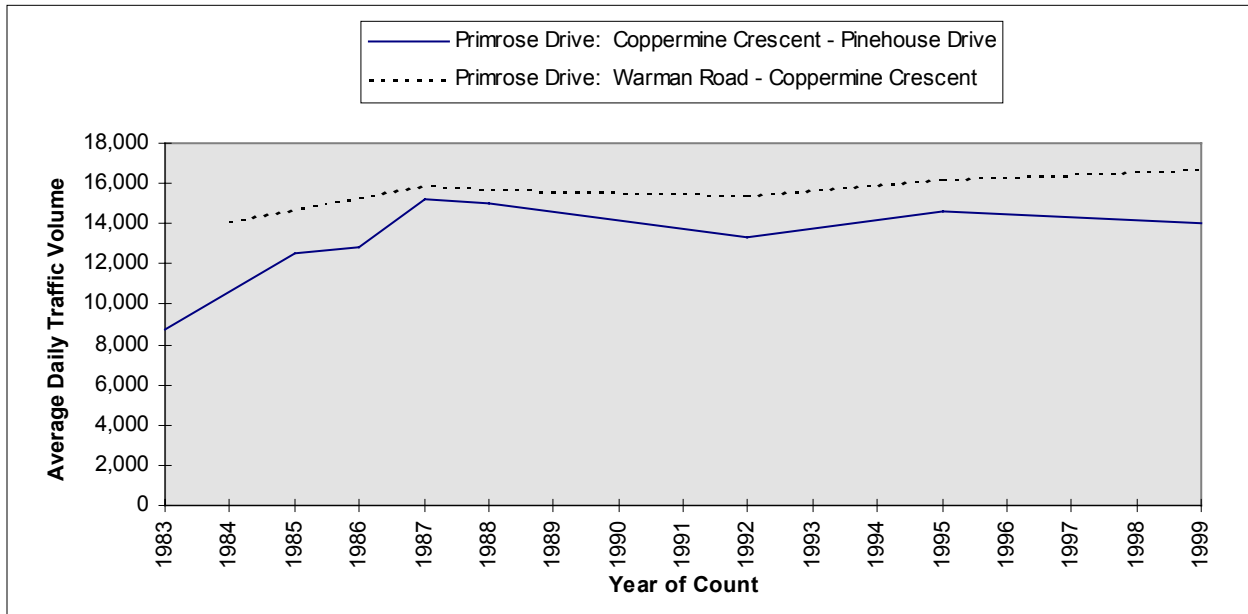
An abbreviated five-year collision history of these locations on Primrose Drive is summarized in Table 2:

Table 2: Collision History, Primrose Drive

LOCATION	1995	1996	1997	1998	1999	TOTAL
Coppermine (west leg)	3	4*	7*	1	1	16
Centre Mall Entrance (Robin's)	1	17	13	15	16	62
Coppermine (east leg)	2	2	3	1	1	9
Abandoned Transit Terminal	6	4	4	7	13	34
East Mall Entrance	1	1	2	3	3	10
TOTAL	13	28	29	27	34	131
* Pedestrian(s) Involvement	0	1	1	0	0	

Traffic volumes on Primrose Drive have been recorded since it was opened as a public roadway. The average daily traffic volume history indicates a rise in traffic volumes while land continued to develop in the area. Traffic volumes have been relatively stable since 1987 even though there have been some significant multiple-unit developments in the Lawson Suburban Centre and the opening of the Saskatoon Soccer Centre. Historical traffic volumes are shown in Figure 1:

Figure 1: Average Daily Traffic Volumes – Primrose Drive



The use of traditional techniques in evaluating the existing pedestrian-vehicular traffic conditions on Primrose Drive have not produced any satisfactory solutions towards reducing pedestrian delay or improving pedestrian crossing safety of Primrose Drive. In recent years, however, there has been significant international research into the benefits and disadvantages of converting four-lane undivided roadways to two-lane divided roadways with left turn bays. Infrastructure Services is currently investigating the use of this technique to reduce collisions and improve pedestrian crossings while maintaining through traffic flow. There are several potential candidates for this application including Primrose Drive between Warman Road and Lenore Drive. Traffic and pedestrian characteristics will be measured and observed in the spring of 2001 as a part of this investigation, which is expected to be completed by mid-summer of 2001. A report of our conclusions and recommendations will be forwarded to City Council at that time.

**D4) Proposed Street Closure
 Part of 60th Street
 Plan No. 242-0004-001r001
(File No. 6295-1)**

RECOMMENDATION: 1) that City Council give notice of its intention to consider the closing described in Plan No. 242-0004-001r001; and

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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.

ADOPTED.

A request has been received from Community Services, Land Branch, along with the required deposit, to proceed with the closure of a portion of 60th Street as shown on Plan No. 242-0004-001r001 (Attachment 1). The purpose of the closure is to remove any anomalies that currently exist, prior to the registration of a new plan for Standard Machine.

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

Closing Plan No. 242-0004-001r001 sets forth a detailed description of the closing described in general terms above. This description complies with the recommendations of the Chief Surveyor, Land Titles Office, Regina.

ATTACHMENT

1. Plan No. 242-0004-001r001

**D5) Implementation of CityCard for Parking and Bylaw Amendment
(File No. CK. 6120-5)**

RECOMMENDATION: that City Council consider The Traffic Amendment Bylaw, 2001 (No. 8006).

ADOPTED.

City Council, at its meeting held on May 29, 2000, approved the elimination of all parking permits, except those issued to people with disabilities, and approved the implementation of a smart card payment method for parking.

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The purpose of this report is twofold:

- I. to amend Bylaw 7200, The Traffic Bylaw, to reflect the changes City Council adopted regarding parking permits and the use of a smart card payment method for parking; and,
- II. to provide information to City Council on the use of the smart card for parking.

The smart card for parking has been given the name CityCard, and will now be referred to as such throughout this report.

The CityCard will provide an alternate payment method other than coinage for those people who park at City parking meters. People will be able to buy a CityCard(s) in either \$20.00 or \$50.00 values. A \$5.00 deposit is charged on each CityCard purchased. This deposit is refundable upon return of the CityCard to the City. The \$5.00 deposit is intended to act as an incentive to people to bring their CityCard back to the City when they have used up the value of their card and exchange it for a new CityCard, hence avoiding paying the deposit again. CityCards are rechargeable, so it is in the City's best interest to encourage people to return their used CityCards so they can be recharged and sold again, thereby reducing the capital costs of the cards.

The CityCard operates as follows:

- I. The customer drives into a metered parking stall and inserts the CityCard into the parking meter.
- II. The parking meter indicates the value of the customer's CityCard and then displays the maximum time limit allowed by that parking meter (i.e. if it was a two hour time limit parking meter, then two hours would be displayed).
- III. The customer then removes the CityCard and goes about conducting his/her business.
- IV. When the customer returns to the parking stall and is ready to leave, the CityCard is simply re-inserted into the parking meter, and any unused time will be credited back to the CityCard rounded up to the nearest multiple of twenty-five cents.

The City of Saskatoon is the only municipality in Canada that has this type of card payment system in operation that allows the user to get unused time credited back to the card.

To date, the City has sold approximately 300 CityCards to individuals or companies who previously had a parking meter permit. This group is being used as a test to determine any problems with the cards and to provide feedback to the administration, so that any bugs can be worked out before launching the CityCard to the public.

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It is anticipated that a launch to the public will occur sometime in the next two months. CityCards will be sold at City Hall, Lakewood, Lawson and Cosmo Civic Centres, Saskatoon Field House and Harry Bailey Aquatic Centre.

Attachment 1, The Traffic Amendment Bylaw, 2001 (No. 8006), as prepared by the City Solicitor, will enact the required changes to Bylaw No. 7200, The Traffic Bylaw to permit the use of CityCards and eliminate the parking permits as approved previously.

ATTACHMENT

1. The Traffic Amendment Bylaw, 2001 (No. 8006)

**D6) Proposed Red Light Camera Program
(File No. 6332-6)**

DEALT WITH EARLIER. SEE PAGE NO. 14.

Section E - UTILITY SERVICES

**E1) 2001 Capital Budget
Capital Project No. 815 - 04
138 kV - 14.4 kV 20/26.6/33.3 MVA Transformer
Electrical Substation - Pleasant Hill Upgrade
File No. 2421-3**

- RECOMMENDATION:**
- 1) that the second lowest tender submitted by VA TECH Ferranti-Packard Transformers Limited for the supply of one (1) 138 kV - 14.4 kV 20/26.6/33.3 MVA Power Transformer at a total estimated cost of \$892,700.00 be accepted; and,
 - 2) that the Corporate Services Department, Purchasing Services issue the appropriate Purchase Order.

ADOPTED.

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The Corporate Services Department, Purchasing Services called for tenders on the supply of one (1) 138 kV-14.4 kV 20/26.6/33.3 MVA transformer for Capital Project No. 815-04, Electrical Substation - Pleasant Hill Upgrade. Six complete bids were received and opened publicly on December 19, 2000. Three of these bids were improperly signed and were rejected by Purchasing Services. The quoted costs of the three correctly completed bids are as per the attached tabulation.

The project involves the replacement of a power transformer, 14.4 kV switchgear, and auxiliary equipment, to meet load growth requirements from the construction of new buildings in Holiday Park and the expansion of Mitchell Foods. The substation is located at 301 Camponi Drive in Fairhaven.

The total budget for the Pleasant Hill Substation Upgrade is \$3,035,000.00 and the estimated cost for the purchase of the transformer was \$900,000.00. The lowest evaluated bid is from Cutler Hammer Engineering Services of Saskatoon. Cutler Hammer quoted a transformer marketed by Virginia Transformer Corporation from Roanoke, Virginia, U.S.A. but manufactured by Apex Electricals Limited in Baroda, India. This tender is rejected by the Electric System as it did not meet the requirements as given in the tender documents and specifications.

The transformer quoted by Cutler Hammer did not meet specifications in that it was quoted to be delivered to site air filled. The specifications called for the transformer to be delivered to site filled with oil. An air filled transformer will take more time and cost to fill with oil at site and may be more prone to damage during shipment. In addition, the specifications indicate that the Bidder may be required to provide evidence as to the manufacturer's ability and competence in supplying materials of the nature of the Contract. The Manufacturer of the transformer quoted by Cutler Hammer has only sold one transformer in this approximate voltage class to any electrical utility in Canada. Nova Scotia Power purchased a transformer from this manufacturer. The first time the transformer was shipped, it was damaged in transit and had to be returned to the factory for extensive repairs. When the transformer finally reached its destination, there were a number of problems/deficiencies to resolve before the unit could be put in service. There were significant quality control deficiencies in its design, manufacture and shipment that indicate that this plant has not shown that it can meet our technical requirements. Prior to accepting a manufacturer that we have not dealt with before or who has not provided equipment to Canadian utilities, we would want to visit their factory and discuss the project with their design engineers. This together with retaining an engineering firm to monitor the progress of the transformer during construction and to witness final performance tests prior to shipment would add considerable cost to this order that we would not experience with a manufacturer that we have dealt with before. These costs could exceed \$50,000.00.

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The second lowest cost evaluated bid is from VA TECH Ferranti-Packard Transformers Limited of St. Catherines, Ontario. It does meet the requirements of the specification and is being recommended. We have purchased transformers of this voltage class from VA TECH Ferranti-Packard Transformers Limited in the past and found them satisfactory. The costs are tabulated as follows:

Base Tender	\$ 778,000.00
Transportation / Insurance Charges	12,000.00
G.S.T.	55,300.00
P.S.T.	<u>47,400.00</u>
Contract Amount	\$ 892,700.00
G.S.T. Input Tax Credit	<u>55,300.00</u>
Net Estimated Cost to the City	\$ 837,400.00

ATTACHMENTS

1. Tabulation of Price Quotations
2. Tender Form Packages

LEGISLATIVE REPORT NO. 2-2001

Section B - OFFICE OF THE CITY SOLICITOR

- B1) Incentive Application
Mitchell's Gourmet Foods Inc.
(File No. CK. 3500-13)**

RECOMMENDATION: that City Council consider Bylaw No. 8003.

ADOPTED.

City Council, at its meeting on October 19, 1999, approved the application by Mitchell's Gourmet Foods Inc. for a five year tax abatement on the new processing plant to be constructed on the property located at 100 McLeod Avenue, Saskatoon, Saskatchewan. The abatement applies to the taxes on the new processing plant and associated lands only. The abatement does not apply to the taxes currently levied on the other existing production facilities and lands owned by Mitchell's. Construction of the processing plant is nearing completion and Mitchell's has requested that the abatement begin in the 2001 taxation year.

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Our Office has prepared the appropriate Tax Incentive Agreement. Mitchell's and its solicitors have reviewed the Agreement and Mitchell's is prepared to sign the Agreement once Council has approved same. We are pleased to submit Bylaw No. 8003 for Council's consideration. The proposed Agreement is attached as Schedule "A" to the Bylaw.

ATTACHMENT

1. Proposed Bylaw No. 8003 with attached Schedule "A".

**B2) Agreement with Saskatchewan Association for Resource Recovery
Eco-Centre - Used Oil, Oil Filter and Oil Container Recovery Facility
Spadina Landfill
(File No. CK. 7830-1)**

- RECOMMENDATION:**
- 1) that City Council approve the amendment of the City's Agreement with Saskatchewan Association for Resource Recovery Corporation (SARRC) for the construction of an oil, oil filter and oil container recover facility to provide for a steel building in place of a prefabricated concrete building;
 - 2) that the Mayor and City Clerk be authorized to execute the appropriate documents to amend the Agreement with SARRC.

ADOPTED.

City Council at its meeting held on April 17, 2000 approved an Agreement for the construction and operation of an oil, oil filter and oil container recovery facility at the Spadina Landfill. SARRC has reported that due to unforeseen supply and time-line problems with the original concrete used oil collection building it has arranged for a steel building from a different supplier. SARRC reports that the new building meets the same environmental, safety and insurance criteria as the original building; however minor changes are required to the original Agreement to provide for the change in specifications.

The Utility Services Department has reviewed the proposed amendments and concurs in the specification changes. The changes will result in an increase in the amount of \$2,500.00 in the contribution being made by SARRC. There is no further cost to the City.

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REPORT NO. 1-2001 OF THE PLANNING AND OPERATIONS COMMITTEE

Composition of Committee

Councillor D. Atchison, Chair
Councillor P. McCann
Councillor T. Paulsen
Councillor P. Roe
Councillor R. Steernberg

**1. Residential Land Development Policy - Golf Course Communities
(File No. CK. 4060-1)**

DEALT WITH EARLIER. SEE PAGE NO. 11.

**2. Red Light Cameras
(File No. CK. 5300-1)**

DEALT WITH EARLIER. SEE PAGE NO. 14.

**3. Prairie Urban Conference, 2001 - Saskatoon
(File No. CK. 225-41)**

RECOMMENDATION: that the information be received.

ADOPTED.

Your Committee considered the attached report of the Chair, Social Housing Advisory Committee, dated January 5, 2001 regarding the above matter.

Mr. Jim Wasilenko, Chair, Social Housing Advisory Committee, was in attendance to present the report and answer questions of your Committee at its meeting held January 16, 2001. Mr. Wasilenko reiterated the Social Housing Advisory Committee's enthusiastic support of the initiative towards hosting the Prairie Urban Conference in Saskatoon in 2001. He confirmed that, to the best of his knowledge, Saskatoon is recognized nationally as a leader regarding issues relative to social and affordable housing.

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As requested by the Social Housing Advisory Committee, your Committee forwards the attached report as information.

**4. Community University Institute for Social Research Update
(File No. CK. 1870-1)**

RECOMMENDATION: that the information be received.

ADOPTED.

Attached is a report of the General Manager, Community Services Department, dated November 30, 2000 regarding the above.

Your Committee requested that this report be forwarded without Attachment 5, identified as the Telephone Survey, because of its lengthiness and the volume of paper required to reproduce. Your Committee advises that a copy of Attachment 5 is available for review in the City Clerk's Office.

5. Communications to Council
From: Doug Archer
FCM Waste Minimization Group
Date: August 2, 2000
Subject: Financial Contributions for Waste Minimization
(File Nos. CK. 155-2 and 7830-4-2)

- RECOMMENDATION:**
- 1) that a contribution of \$1,936.47, being \$0.01 per capita, be provided to the Federation of Canadian Municipalities (FCM) in order for FCM to continue work on waste minimization initiatives; and
 - 2) that this payment be funded from General Government.

Your Committee, at its meeting held November 28, 2000, considered the attached report of the General Manager, Utility Services Department, dated November 7, 2000, and resolved that the matter be referred to the Administration for a report regarding total costs incurred by the City of Saskatoon over the past three years as a result of payments to the Federation of Canadian Municipalities. In response to this resolution, your Committee considered the attached report of the General Manager, Corporate Services Department, dated December 12, 2000. Also attached is a copy of the communication dated August 2, 2000 from the Federation of Canadian Municipalities.

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Following consideration of this matter, your Committee puts forth the above recommendations.

IT WAS RESOLVED: 1) that a contribution of \$1,936.47, being \$0.01 per capita, be provided to the Federation of Canadian Municipalities (FCM) in order for FCM to continue work on waste minimization initiatives;

2) that this payment be funded from General Government; and

3) that the City indicate to FCM its preference that FCM projects be prioritized and funded through membership fees rather than on an ad hoc basis.

**6. Enquiry - Councillor R. Steernberg
Illegal Parking on Private Property
(File No. CK. 6120-2)**

RECOMMENDATION: that the information be received.

ADOPTED.

Attached is a report of the City Solicitor dated December 1, 2000 which was provided in response to Councillor Steernberg's following enquiry, which was made at the meeting of City Council held on November 20, 2000:

“Would the Planning and Operations Committee please review the bylaw pertaining to parking on private property. Specifically the inclusion of apartment block lots allowing the police to impound the vehicle and the recovery of costs to be borne by the owner of the vehicle.”

Your Committee has reviewed the attached report, and puts forth the above recommendation.

**7. Enquiry - Councillor Maddin (October 2, 2000)
Proposed No Parking Restriction
North Side of 35th Street between Idylwyld Drive and Avenue B North
(File No. CK. 6120-2)**

RECOMMENDATION: that a No Parking Restriction be installed on the north side of 35th

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Street between Idylwyld Drive and the lane east of Avenue B North.

ADOPTED.

Attached is a copy of Clause D1, Administrative Report No. 19-2000, which City Council, at its meeting held October 16, 2000, referred to the Planning and Operations Committee.

The Committee referred the matter to the Administration for a further report respecting the possibility of a parking prohibition that would include the entire length of the block along the north side of 35th Street between Idylwyld Drive and Avenue B North. Attached is a report of the General Manager, Infrastructure Services Department, dated December 8, 2000 in response to the referral.

Your Committee, following consideration of this matter, puts forth the above recommendation.

**8. Expanded Eligibility Criteria
Special Needs Transportation
(File No. CK. 7305-1)**

- RECOMMENDATION:**
- 1) that special needs transportation service be provided for people who, because of a disability, are unable to use the regular transit system with safety and dignity, and who meet one of the following criteria:
 - Unable to learn and understand how the public transit system operates.
 - Unable to recognize destination or landmarks.
 - Unable to wait at the bus stop for up to 20 minutes without undue detriment to their health.
 - Unable to walk a distance of one city block in a safe and timely fashion (10 minutes).
 - Unable to manage three steps.
 - Unable to seat themselves on the bus safely, i.e. balance, frail.
 - Unable to fit in the bus seats (because of use of equipment or other physical disability).
 - 2) that special needs transportation service be available to persons visiting Saskatoon provided they meet the eligibility criteria;

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- 3) that registration be available for:
 - a) individuals who are temporarily disabled and for that period are unable to use regular transit with safety and dignity, and that such registration be valid for up to three months following which the customer must apply for an extension if required; and
 - b) individuals who require temporary service on a seasonal basis (e.g. November 1 to April 1); and
- 4) that a customer appeal process be established.

ADOPTED.

Attached is a report of the Chair, Special Needs Transportation Advisory Committee, dated November 6, 2000 recommending several changes to the eligibility criteria for special needs transportation. Also attached is a report of the General Manager, Utility Services Department, dated January 8, 2001, providing information regarding the costs associated with providing service in accordance with the proposed expanded criteria.

Your Committee notes that the matter of an annual provision of \$187,850, as would be required for the additional service to meet the expanded criteria, has been referred to the Budget Committee for consideration, and that the Administration has been requested to develop a business plan to deal with operational matters resulting from providing service in light of the expanded eligibility criteria.

**9. Appeals Process and Establishment of an Appeals Subcommittee/Committee
(File No. CK. 7305-1)**

RECOMMENDATION: that the information be received.

ADOPTED.

Attached is a report of the Chair, Special Needs Transportation Advisory Committee, dated December 20, 2000 regarding the above matter. Also attached is a report of the General Manager, Utility Services Department, dated November 16, 2000.

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Your Committee was advised by City Clerk Mann that secretarial services would be available through the City Clerk's Office to facilitate the Appeals Process.

**10. Special Needs Transportation No-show/Late Cancellation Policy
(File No. CK. 7305-1)**

RECOMMENDATION: that the information be received.

ADOPTED.

Attached is a report of the Chair, Special Needs Transportation Advisory Committee, dated December 20, 2000 regarding the above matter. Also attached is a report of the General Manager, Utility Services Department, dated November 16, 2000.

Your Committee was advised that alternate arrangements could likely be made when cancellations with more than three hours of notice occurred; however, vacancies resulting from trip cancellations with less than three hours notice were difficult to fill. It was also identified that, while there are different definitions among jurisdictions as to what constitutes a late cancellation, your Administration is satisfied that its Policy recommendation respecting late cancellations addresses issues relevant to the provision of Saskatoon's Special Needs Transportation service.

**11. Policy and Criteria for Subscription Trips
(File No. CK. 7305-1)**

RECOMMENDATION: that the information be received.

ADOPTED.

Attached is a report of the Chair, Special Needs Transportation Advisory Committee, dated December 20, 2000 regarding the above matter. Also attached is a report of the General Manager, Utility Services Department, dated November 16, 2000.

REPORT NO. 1-2001 OF THE ADMINISTRATION AND FINANCE COMMITTEE

Composition of Committee

Councillor G. Penner, Chair
Councillor O. Fortosky
Councillor M. Heidt
Councillor L. Swystun
Councillor K. Waygood

**1. Proposed Amendment to Dangerous Dog Legislation
to Include All Domestic Animals
(File No. CK. 151-5)**

RECOMMENDATION: that City Council request an amendment to *The Urban Municipality Act, 1984* to include all domestic animals (pets), under the Dangerous Dog legislation.

ADOPTED.

Attached is a copy of the report of the Advisory Committee on Animal Control dated December 19, 2000 forwarding information on pets that have displayed aggressive behavior. The Committee was in agreement that not only dogs should be covered by the Dangerous Dog legislation, but all pets, in order to provide a means of dealing with all aggressive domestic animals.

**2. Pets on City Buses
(File No. CK. 151-1)**

RECOMMENDATION: that the information be received.

ADOPTED.

Attached is a copy of the report of the Advisory Committee on Animal Control dated December 19, 2000 recommending a change in policy to allow all pets on City Transit. Your Committee has reviewed this report and is not prepared to recommend a change in the current policy in that many people are terrified of animals and many people are allergic to animals, and therefore allowing all animals on City buses would not be in the best interest of those who use the system. Representatives of the Transit Services Branch were in attendance and noted that allowing all animals on buses could be potentially dangerous for the animal should the driver need to make a

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quick stop, it could be uncomfortable for riders in wheelchairs, who are not able to move to another space on the bus, and it would add to the complexities that bus drivers deal with on a daily basis.

The Committee wishes to point out that the current policy of Saskatoon Transit Services does allow for animals that provide assistance to their owner, and animals that are properly contained, as follows:

- “1) Animals trained and identifiable as seeing eye, hearing aid, or other human assistance animals, are allowed to accompany their owner onto the bus; and
- 2) Pets, other than those assisting passengers with disabilities, may only be transported in small carry-on containers designed for this purpose, provided the owner can store it safely while on board. Any said container will not occupy a seat space and must be placed so that it will not be stepped on or tripped over.”

REPORT NO. 1-2001 OF EXECUTIVE COMMITTEE

Composition of Committee

His Worship the Mayor, 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. Appointment to Saskatoon Airport Authority Community Consultative Committee
(File No. CK. 175-43)**

RECOMMENDATION: that Councillor G. Penner be appointed as the City’s representative on the Saskatoon Airport Authority Community Consultative Committee.

ADOPTED.

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The Airport Authority has requested Council to appoint a representative to its Community Consultative Committee.

**2. Appointment to North Central Transportation Planning Committee
(File No. CK. 175-1)**

RECOMMENDATION: that Councillor M. Heidt be appointed as the City's representative on the North Central Transportation Planning Committee.

ADOPTED.

City Council, at its meeting held on December 18, 2000, resolved that the City join the above body and that the matter of representation on the Committee be referred to the Executive Committee."

Moved by Councillor Steernberg, Seconded by Councillor Roe,

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

CARRIED.

ENQUIRIES

**Councillor D. Atchison
Possible Tax Deferment Program - 2001 Reassessment
(File No. CK. 1930-1)**

Would the Administration please look into a tax deferment program to go along with the 2001 reassessment.

The tax deferment of property taxes on principal residence would be for those residence if your are:

- Age 60 or over; or
- A widow or widower; or
- A person with a disability as defined by the provincial government.

And if you are:

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A Canadian citizen or landed immigrant and have lived in Saskatchewan for at least one year before applying for tax deferment.

This land tax deferment is now in place in British Columbia, so this is not a non-proven program.

INTRODUCTION AND CONSIDERATION OF BYLAWS

Bylaw No. 8003

Moved by Councillor Steernberg, Seconded by Councillor Heidt,

THAT permission be granted to introduce Bylaw No. 8003, being “The Mitchell’s Gourmet Foods Inc. Incentives Bylaw, 2001” and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Steernberg, Seconded by Councillor Swystun,

THAT Bylaw No. 8003 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Steernberg, Seconded by Councillor Waygood,

THAT Council go into Committee of the Whole to consider Bylaw No. 8003.

CARRIED.

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

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Committee arose.

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

That while in Committee of the Whole, Bylaw No. 8003 was considered clause by clause and approved.

Moved by Councillor Steernberg, Seconded by Councillor Paulsen,

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

CARRIED.

Moved by Councillor Steernberg, Seconded by Councillor McCann,

THAT permission be granted to have Bylaw No. 8003 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Steernberg, Seconded by Councillor Penner,

THAT Bylaw No. 8003 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. 8006

Moved by Councillor Steernberg, Seconded by Councillor Heidt,

THAT permission be granted to introduce Bylaw No. 8006, being “The Traffic Amendment Bylaw, 2001” and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Steernberg, Seconded by Councillor Swystun,

THAT Bylaw No. 8006 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Steernberg, Seconded by Councillor Waygood,

THAT Council go into Committee of the Whole to consider Bylaw No. 8006.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 8006 was considered clause by clause and approved.

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

CARRIED.

Moved by Councillor Steernberg, Seconded by Councillor McCann,
THAT permission be granted to have Bylaw No. 8006 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Steernberg, Seconded by Councillor Penner,
THAT Bylaw No. 8006 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 Steernberg,
THAT the meeting stand adjourned.*

CARRIED.

The meeting adjourned at 10:55 p.m.

Mayor

City Clerk