

Council Chambers  
City Hall, Saskatoon, Sask.  
Monday, May 9, 2011  
at 6:00 p.m.

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

**PRESENT:** His Worship the Mayor, in the Chair;  
Councillors Clark, Donauer, Dubois, Heidt, Hill, Loewen, Lorje,  
Neault, Paulsen, and Penner;  
City Manager Totland;  
City Solicitor Dust;  
General Manager, Corporate Services Bilanski;  
General Manager, Community Services Gauthier;  
General Manager, Fire and Protective Services Bentley;  
General Manager, Infrastructure Services Gutek;  
General Manager, Utility Services Jorgenson;  
City Clerk Mann; and  
Council Assistant Mitchener

*Moved by Councillor Penner, Seconded by Councillor Dubois,*

*THAT the minutes of meeting of City Council held on April 18, 2011, be approved.*

*CARRIED.*

### **HEARINGS**

- 3a) Proposed Official Community Plan Text Amendments  
Capital Project No. 2167 – Review of Residential Care Homes  
Proposed Bylaw No. 8928  
(File No. CK. 4350-62)**
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### **REPORT OF THE CITY CLERK:**

“The purpose of this hearing is to consider proposed Bylaw No. 8928.

City Council, at its meeting held on April 4, 2011, deferred consideration of this hearing in order to do the necessary re-advertising due to an error.

Attached is a copy of the following:

- Proposed Bylaw No. 8928;

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- Clause 1, Report No. 10-2011 of the Planning and Operations Committee, which was adopted by City Council at its meeting held on January 17, 2011;
- Letter from the Secretary to the Municipal Planning Commission dated March 21, 2011, advising the Commission supports the recommendation of the Community Services Department that the proposed amendments to Official Community Plan Bylaw No. 8769, as outlined in the November 3, 2010 report of the General Manager, Community Services Department, be approved; and
- Revised notice that appeared in the local press under dates of April 23 and 30, 2011.

*His Worship the Mayor opened the hearing.*

*Mr. Darryl Dawson, Senior Planner, Community Services Department, reviewed the proposed Official Community Plan amendment and expressed the Department's support.*

*Mr. Kurt Soucey, Chair, Municipal Planning Commission, expressed the Commission's support of the proposed Official Community Plan amendment.*

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

*Moved by Councillor Dubois, Seconded by Councillor Donauer,*

*THAT the submitted correspondence and report be received.*

*CARRIED.*

*Moved by Councillor Hill, Seconded by Councillor Penner,*

*THAT the hearing be closed.*

*CARRIED.*

*Moved by Councillor Dubois, Seconded by Councillor Clark,*

*THAT Council consider Bylaw No. 8928.*

*CARRIED.*

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**3b) Proposed Zoning Bylaw Text Amendments  
Capital Project No. 2167 – Review of Residential Care Homes  
Proposed Bylaw No. 8929  
(File No. CK. 4350-62)**

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**REPORT OF THE CITY CLERK:**

The purpose of this hearing is to consider proposed Bylaw No. 8929.

City Council, at its meeting held on April 4, 2011, deferred consideration of this matter to this meeting due the necessary re-advertising of the related Official Community Plan amendment hearing (See 3a).

Attached is a copy of the following:

- Proposed Bylaw No. 8929;
- Clause 1, Report No. 10-2011 of the Planning and Operations Committee, which was adopted by City Council at its meeting held on January 17, 2011 (See attachment 3a);
- Letter from the Secretary to the Municipal Planning Commission dated March 21, 2011, advising the Commission supports the recommendation of the Community Services Department that the proposed amendments to Zoning Bylaw No. 8770, as outlined in the November 3, 2010 report of the General Manager, Community Services Department, be approved (See attachment 3a); and
- Notice that appeared in the local press under dates of March 19 and 26, 2011.”

*His Worship the Mayor opened the hearing.*

*Mr. Darryl Dawson, Senior Planner, Community Services Department, reviewed the proposed Zoning Bylaw amendment and expressed the Department’s support.*

*Mr. Kurt Soucey, Chair, Municipal Planning Commission, expressed the Commission’s support of the proposed Zoning Bylaw amendment.*

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

*Moved by Councillor Penner, Seconded by Councillor Dubois,*

*THAT the submitted correspondence and report be received.*

**CARRIED.**

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*Moved by Councillor Donauer, Seconded by Councillor Loewen,*

*THAT the hearing be closed.*

*CARRIED.*

*Moved by Councillor Hill, Seconded by Councillor Neault,*

*THAT Council consider Bylaw No. 8929.*

*CARRIED.*

*(Councillor Paulsen was not present during the entire hearing and therefore not able to vote.)*

**3c) Proposed Zoning Bylaw Text Amendment –  
Section 4.2(3) Pertaining to Site Development of Community Facilities  
Proposed Bylaw No. 8941  
(File No. CK. 4350-011-4)**

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**REPORT OF THE CITY CLERK:**

“The purpose of this hearing is to consider proposed Bylaw No. 8941.

Attached is a copy of the following:

- Proposed Bylaw No. 8941;
- Report of the General Manager, Community Services Department dated March 14, 2011, recommending that the proposal to amend Section 4.2(3) of the Zoning Bylaw No. 8770, as indicated in the attached report, be approved;
- Letter dated April 21, 2011, from the Secretary to the Municipal Planning Commission advising that the Commission supports the above-noted recommendation; and
- Notice that appeared in the local press under dates of April 23 and 30, 2011.”

*His Worship the Mayor opened the hearing.*

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*Mr. Tim Steuart, Development Review Section Manager, Community Services Department, reviewed the proposed Zoning Bylaw amendment and expressed the Department's support.*

*Mr. Kurt Soucey, Chair, Municipal Planning Commission, expressed the Commission's support of the proposed Zoning Bylaw amendment.*

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

*Moved by Councillor Dubois, Seconded by Councillor Donauer,*

*THAT the submitted correspondence and report be received.*

*CARRIED.*

*Moved by Councillor Hill, Seconded by Councillor Clark,*

*THAT the hearing be closed.*

*CARRIED.*

*Moved by Councillor Clark, Seconded by Councillor Dubois,*

*THAT Council consider Bylaw No. 8941.*

*CARRIED.*

*(Councillor Paulsen was not present during the entire hearing and therefore not able to vote.)*

**MATTERS REQUIRING PUBLIC NOTICE**

- 4a) Proposed Closure of Portion of Boulevard Right-of-Way  
Adjacent to 630 – 9<sup>th</sup> Avenue North  
(File No. CK. 6295-011-4 and IS. 6295-1)**

**REPORT OF THE CITY CLERK:**

“The following is a report of the General Manager, Infrastructure Services Department dated April 28, 2011:

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- RECOMMENDATION:**
- 1) that Council consider Bylaw 8944;
  - 2) that the Administration be instructed to take all necessary steps to bring the intended closure forward and to complete the closure;
  - 3) that upon closure of the right-of-way, as shown in Plan 240-0039-002-r001, it be sold to Lisa and Kevin Sorsdahl of 630 - 9th Avenue North (Lot 62, Block 4, Plan 99SA06423) for \$7,413.60, plus G.S.T.; and
  - 4) that all costs associated with this closure be paid by the applicants, including Solicitors' fees and disbursements.

## **REPORT**

An application has been received from Lisa and Kevin Sorsdahl of 630 - 9<sup>th</sup> Avenue North (Lot 62, Block 4, Plan 99SA06423) to close and purchase a portion of the public right-of-way as shown on attached Plan 240-0039-002-r001 (Attachment 1) to enlarge their property.

The right-of-way is not currently used by the public. A stakeholder survey was conducted to determine the level of support for the sale of the land. The only opposition received was in relation to the removal of trees. There are no existing trees within the area proposed for sale, therefore, all responses were considered to be in favour of the closure.

No internal agencies have objections or easement requirements with respect to the closure.

Upon closure of the right-of-way, it will be sold to Lisa and Kevin Sorsdahl for \$7,413.60, plus G.S.T. All costs associated with the closure will be paid by the applicants, including Solicitor's fees and disbursements.

## **PUBLIC NOTICE**

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

- Advertised in The StarPhoenix and Sun on the weekends of April 30<sup>th</sup> and May 7<sup>th</sup>, 2011;
- Posted on the City Hall Notice Board on Friday, April 29<sup>th</sup>, 2011;
- Posted on the City of Saskatoon website on Friday, April 29<sup>th</sup>, 2011; and
- Flyers distributed to affected parties on Thursday, April 28<sup>th</sup>, 2011.

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**ATTACHMENTS**

1. Plan 240-0039-002-r001
2. Copy of Proposed Bylaw 8944; and
3. Copy of Public Notice.”

*General Manager, Infrastructure Services Gutek presented his report.*

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

*Moved by Councillor Penner, Seconded by Councillor Hill,*

- 1) *that Council consider Bylaw 8944;*
- 2) *that the Administration be instructed to take all necessary steps to bring the intended closure forward and to complete the closure;*
- 3) *that upon closure of the right-of-way, as shown in Plan 240-0039-002-r001, it be sold to Lisa and Kevin Sorsdahl of 630 - 9th Avenue North (Lot 62, Block 4, Plan 99SA06423) for \$7,413.60, plus G.S.T.; and*
- 4) *that all costs associated with this closure be paid by the applicants, including Solicitors' fees and disbursements.*

**CARRIED.**

**4b) Evergreen Neighborhood  
Portion of Agra Road  
Between the Future Roadways of Fedoruk Drive and McOrmond Drive  
(File No. CK. 6295-011-3)**

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**REPORT OF THE CITY CLERK:**

“The following is a report of the General Manager, Infrastructure Services Department dated April 28, 2011:

- RECOMMENDATION:**
- 1) that Council consider Bylaw 8943;
  - 2) that the Administration be instructed to take all necessary steps to bring the intended closure forward and to complete the closure;

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- 3) that upon closure of the portions of Agra Road lying between the future roadways of Fedoruk Drive and McOrmond Drive, as indicated on Plan 240-0083-002r001, the land be consolidated and retained by the City of Saskatoon for re-subdivision;
- 4) that all costs associated with this closure be paid by the applicant.

**REPORT**

City of Saskatoon, Community Services Department, Land Branch has requested closure of Agra Road lying between the future roadways of Fedoruk Drive and McOrmond Drive, as indicated on Plan 240-0083-002r001 (Attachment 1). The purpose of the closure is for development in the Evergreen Neighborhood. The proposed right-of-way will be consolidated and retained by the City of Saskatoon.

The Infrastructure Services Department, Land Development Section is in agreement with the proposal, subject to the closure of the rights-of-way being completed.

**PUBLIC NOTICE**

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

- Advertised in The StarPhoenix and Sun on the weekends of April 30<sup>th</sup> and May 7<sup>th</sup>, 2011;
- Posted on the City Hall Notice Board on Friday, April 29<sup>th</sup>, 2011;
- Posted on the City of Saskatoon website on Friday, April 29<sup>th</sup>, 2011; and
- Flyers distributed to affected parties on Thursday, April 28<sup>th</sup>, 2011.

**ATTACHMENTS**

1. Plan 240-0083-002r001;
2. Proposed Bylaw 8943; and
3. Copy of Public Notice.”

*General Manager, Infrastructure Services Gutek presented his report.*

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



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*Moved by Councillor Penner, Seconded by Councillor Donauer,*

- 1) *that Council consider Bylaw 8943;*
- 2) *that the Administration be instructed to take all necessary steps to bring the intended closure forward and to complete the closure;*
- 3) *that upon closure of the portions of Agra Road lying between the future roadways of Fedoruk Drive and McOrmond Drive, as indicated on Plan 240-0083-002r001, the land be consolidated and retained by the City of Saskatoon for re-subdivision;*
- 4) *that all costs associated with this closure be paid by the applicant.*

**CARRIED.**

**4c) Proposed Closure of Portion of Public Right-of-Way  
Avenue K South north of 20<sup>th</sup> Street West and the CPR Railway  
(File No. CK. 6295-011-2)**

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**REPORT OF THE CITY CLERK:**

“The following is a report of the General Manager, Infrastructure Services Department dated April 28, 2011:

- RECOMMENDATION:**
- 1) that Council consider Bylaw 8933;
  - 2) that the Administration be instructed to take all necessary steps to bring the intended closure forward and to complete the closure;
  - 3) that upon closure of the portion of right-of-way, as shown in Plan 240-0042-011r002, it be sold to Saskatchewan Housing Corporation for \$25,995, plus G.S.T.; and
  - 4) that all costs associated with this closure be paid by the applicant.

**REPORT**

An application has been received from Saskatchewan Housing Corporation to close and purchase a portion of the lane right-of-way adjacent to their property, as shown on attached Plan 240-0042-011r002 (Attachment 1) to create a parking lot.

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All agencies, except the Infrastructure Services Department, have indicated that they have no objections or easement requirements with respect to the closure.

The proposed subdivision plan is acceptable to the Infrastructure Services Department, subject to the following conditions:

1. An 8.0 metre wide easement for storm sewer distribution purposes is required in perpendicular width throughout Parcel X, beginning 4.52 metres from the west property line of Parcel X and extending 8.0 metres to 12.52 metres from the west property line; and
2. The parcel to the east of the proposed closure, 222 Avenue K South, is to remain developable, with a 7.5 metre requirement on the frontage for access to the parcel.

Upon closure, the portion of right-of-way will be sold to Saskatchewan Housing Corporation at a purchase price of \$25,995, plus G.S.T. All costs associated with the closure will be paid by the applicant.

**PUBLIC NOTICE**

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

- Advertised in the StarPhoenix and Sun on the weekends of April 30 and May 7, 2011;
- Posted on the City Hall Notice Board on Friday, April 29, 2011;
- Posted on the City of Saskatoon website on Friday, April 29, 2011; and
- Flyers distributed to affected parties on Thursday, April 28, 2011.

**ATTACHMENTS**

1. Plan 240-0042-011r002;
2. Copy of Proposed Bylaw 8933; and
3. Copy of Public Notice.”

*General Manager, Infrastructure Services Gutek presented his report.*

*Mr. Rick Mackie, owner of 222 Avenue K, property located just east of the proposed closure, expressed concerns regarding closure of the noted property. He asked that the matter be deferred in order to give him more time to review the material.*

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*Moved by Councillor Lorje, Seconded by Councillor Heidt,*

*THAT the hearing be adjourned to the July meeting of City Council.*

*CARRIED.*

**4d) Stonebridge Neighbourhood  
Proposed Closure of Portion of Road Allowance  
Lying East of MacInnes Street and South of Cornish Road  
(File No. CK. 6295-011-5)**

**REPORT OF THE CITY CLERK:**

“The following is a report of the General Manager, Infrastructure Services Department dated April 28, 2011:

- RECOMMENDATION:**
- 1) that Council consider Bylaw 8942;
  - 2) that the Administration be instructed to take all necessary steps to bring the intended closure forward and to complete the closure;
  - 3) that upon closure of the proposed road allowance lying east of MacInnes Street and south of Cornish Road, as indicated on Plan 240-0074-003r001, the land be transferred to 101099047 Saskatchewan Ltd., c/o North Ridge Developments, in exchange for dedication of future roads in the area; and
  - 4) that all costs associated with this closure be paid by the applicant.

**REPORT**

A request has been received from 101099047 Saskatchewan Ltd., c/o North Ridge Developments, to close a portion of road allowance lying east of MacInnes Street and south of Cornish Road, as shown on Plan 240-0074-003r001 (Attachment 1). The purpose of the closure is for further development in the Stonebridge Neighborhood. The portion of road allowance will be transferred to 101099047 Saskatchewan Ltd. in exchange for dedication of future roads in the area. All costs associated with the closure will be paid by the applicant.

**PUBLIC NOTICE**

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

- Advertised in the StarPhoenix and Sun on the weekends of April 30<sup>th</sup> and May 7<sup>th</sup>, 2011;
- Posted on the City Hall Notice Board on Friday, April 29<sup>th</sup>, 2011;
- Posted on the City of Saskatoon website on Friday, April 29<sup>th</sup>, 2011; and
- Flyers distributed to affected parties on Thursday, April 28<sup>th</sup>, 2011.

**ATTACHMENTS**

1. Plan 240-0074-003r001;
2. Copy of Proposed Bylaw 8942; and
3. Copy of Public Notice.””

*General Manager, Infrastructure Services Gutek presented his report.*

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

*Moved by Councillor Dubois, Seconded by Councillor Loewen,*

- 1) *that Council consider Bylaw 8942;*
- 2) *that the Administration be instructed to take all necessary steps to bring the intended closure forward and to complete the closure;*
- 3) *that upon closure of the proposed road allowance lying east of MacInnes Street and south of Cornish Road, as indicated on Plan 240-0074-003r001, the land be transferred to 101099047 Saskatchewan Ltd., c/o North Ridge Developments, in exchange for dedication of future roads in the area; and*
- 4) *that all costs associated with this closure be paid by the applicant.*

**CARRIED.**

UNFINISHED BUSINESS

- 5a) **Bylaw No. 8491 – The Campaign Disclosure and Spending Limits Bylaw, 2006**  
**(File No. CK. 255-5-1)**
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**REPORT OF THE CITY CLERK:**

“Attached is a copy of Clause 4, Report No. 6-2011 of the Executive Committee which was placed on the April 18, 2011 agenda of City Council. Due to a Notice of Motion given by Councillor C. Clark at the same meeting regarding this matter, Council subsequently resolved to defer consideration of this matter to this meeting.

It is recommended that Council bring forward Councillor Clark’s Motion (See 12a) prior to considering the above-noted matter.”

*Moved by Councillor Clark, Seconded by Councillor Hill,*

*THAT an independent advisory committee be established to make recommendations to City Council with regard to changes to the Campaign Disclosure and Spending Limits Bylaw, and that the matter be referred to Administration for a report to the Executive Committee regarding composition of the advisory committee.*

**DEFEATED.**

*Moved by Councillor Penner, Seconded by Councillor Dubois,*

- 1) *that Bylaw No. 8491, The Campaign Disclosure and Spending Limits Bylaw, 2006, be amended as follows:*
  - a) *that the limit for campaign expenses be established at \$.75 per citizen for the Mayor, and the limit for Councillor expenses be one-tenth of the Mayor’s limit, with the population figure used to obtain the campaign expenses limit being that used for the establishment of the most recent ward boundaries;*
  - b) *that the following be added to the auditing requirements for candidates for Mayor:*
    - *for all campaigns where less than \$5,000 was spent, decrease the maximum amount to be reimbursed to \$750.00 (i.e. candidates would be reimbursed the lesser of the actual cost or \$750.00);*

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- *for all campaigns where more than \$5,000 was spent, increase the maximum amount to be reimbursed to \$2,000 (i.e. candidates would be reimbursed the lesser of the actual cost or \$2,000);*
  - *prior to each election, increase the maximum amounts by the cumulative rate of inflation since the previous election;*
  - *for greater clarity and to eliminate potential for abuse, specify that audits must be performed by a Chartered Accountant under the rules of professional conduct of the Institute of Chartered Accountants of Saskatchewan; and*
  - *specify that the maximum costs do not include taxes (i.e. candidates would be reimbursed the actual cost of \$2,000 plus GST.)*
- c) *that in addition to forwarding a summary report to City Council and posting same in a conspicuous place, the City Clerk be required to post copies of the Statements of Election Expenses/Contributions on the City's website;*
- d) *that the deadline to file the Statements of Election Expenses/Contributions be two months for Councillor candidates and four months for Mayor candidates; and*
- 2) *that the City Solicitor be requested to prepare the appropriate amendment to Bylaw 8491.*

**CARRIED.**

*Moved by Councillor Penner, Seconded by Councillor Dubois,*

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

**CARRIED.**

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

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

*Committee arose.*

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

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

**“ADMINISTRATIVE REPORT NO. 8-2011**

**Section A – COMMUNITY SERVICES**

**A1) Land Use Applications Received by the Community Services Department  
For the Period Between April 7, 2011 to April 27, 2011  
(For Information Only)  
(Files CK. 4000-5, PL. 4115 and PL. 4300)**

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

*ADOPTED.*

The following applications have been received and are being processed:

Official Community Plan

- Amendment No. OCP 3/11: 1014 Main Street East  
Applicant: Blackrock Developments Ltd.  
Legal Description: Lots 27 and 28, Block 4, Plan G18  
Current Land Use Designation: Low Density Residential  
Proposed Land Use Designation: Medium Density Residential  
Neighbourhood: Varsity View  
Date Received: April 20, 2011

Subdivision

- Application No. 17/11: Taylor Street/Meadows Boulevard  
Applicant: Webster Surveys for Arbutus Park Properties  
Legal Description: Part of the N.W. ¼ 17-36-4-W3M  
Current Zoning: R1A/RMTN  
Neighbourhood: Rosewood  
Date Received: April 20, 2011
- Application No. 18/11: Meadows Boulevard and Eaton Lane/Crescent  
Applicant: Webster Surveys for Arbutus Park Properties  
Legal Description: Parcel A, Plan 101317474, Part N.W. ¼ Sec. 17, and  
Part of N.E. ¼ Sec. 17-36-4-W3M  
Current Zoning: R1A/RMTN  
Neighbourhood: Rosewood  
Date Received: April 20, 2011

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**ENVIRONMENTAL IMPLICATIONS**

There are no environmental and/or greenhouse gas implications.

**PUBLIC NOTICE**

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

**ATTACHMENTS**

1. Plan of Proposed Official Community Plan No. 3/11
2. Plan of Proposed Subdivision No. 17/11
3. Plan of Proposed Subdivision No. 18/11

**A2) Request For Encroachment Agreement  
103 Staigh Crescent  
Lot 12, Block 298, Plan 86S17943  
(Files CK. 4090-2 and PL. 4090-2)**

- RECOMMENDATION:**
- 1) that City Council recognize the encroachment at 103 Staigh Crescent (Lot 12, Block 298, Plan 86S17943);
  - 2) that the City Solicitor be instructed to prepare the appropriate Encroachment Agreement making provision to collect the applicable fees; and
  - 3) that His Worship the Mayor and the City Clerk be authorized to execute, on behalf of the City of Saskatoon under the Corporate Seal and in a form that is satisfactory to the City Solicitor, the agreement with respect to this encroachment.

*ADOPTED.*

The owner of the property located at 103 Staigh Crescent has requested to enter into an Encroachment Agreement with the City of Saskatoon (City). As shown on the attached copy of the Real Property Report, a portion of the detached garage, in the form of the building corner and the overhanging eaves, encroaches onto City property on Kenderdine Road by up to 0.52 metres. The total area of encroachment is approximately 0.75 square metres and will be subject to an annual charge of \$50.

**PUBLIC NOTICE**

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



**ATTACHMENTS**

1. Letter on behalf of the owner, dated April 6, 2011
2. A Request for Encroachment Agreement, dated April 5, 2011
3. Copy of Real Property Report, dated March 15, 2011

**A3) Capital Project 2471 – CY – Kinsmen Park Master Plan  
Environmental Site Assessments  
Engineering Services - Contract Approval  
(Files CK. 4205-9-3, WT. 4120-2 and LA. 217-96)**

- RECOMMENDATION:**
- 1) that the proposal for providing engineering services for the complete Environmental Site Assessment (ESA) process for the Kinsmen Park Master Plan, along with consultation into the site development plan based on environmental implications, from P. Machibroda Engineering Ltd. (PMEL) for the Phase I and II ESA, reporting and consultation activities of \$20,184 (exclusive of taxes) be accepted; and
  - 2) that the City Solicitor be instructed to prepare the necessary Engineering Services Agreement for execution by His Worship the Mayor and the City Clerk under the Corporate Seal.

*ADOPTED.*

**BACKGROUND**

The City of Saskatoon (City) Kinsmen Park and Area Master Plan project involves establishing a plan for Kinsmen Park and Area that also includes the Mendel Art Gallery building and grounds and the Shakespeare on the Saskatchewan site. The Master Plan will propose and set up a process to renovate this site in order to create a civic activity node that is place-specific, memorable, and enjoyable for all ages. The functional program for Kinsmen Park and Area will consider users city-wide with a special focus on children, while continuing to support local communities and the growing downtown population.

City Council, at its meeting held April 4, 2011, approved a report recommending that the preparation of the Kinsmen Park Master Plan be awarded to Space2Place Design Inc. for a total of \$157,092.60 (including G.S.T.).

The City's Land Branch has approached the Environmental Services Branch to manage the complete Environment Site Assessment process for the Kinsmen Park Master Plan, along with consultation into the site development plan based on environmental implications. The management and outcome of these studies and reporting is to be in accordance with the

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Saskatchewan Ministry of Environment's guidelines and regulations as well as industry standards.

**REPORT**

A Terms of Reference was drafted outlining the requirements for the Environmental Site Assessment process for the Kinsmen Park Master Plan. Consulting engineering firms were invited to submit proposals regarding the provision of engineering services including a Phase I and II Environmental Site Assessment, consultation to City stakeholders to determine options for Kinsmen Park Master Plan based on the Phase II results, and preparation of the Corrective Action Plan to be submitted to the Ministry of Environment. Responses were received from the following firms:

- AECOM
- P. Machibroda Engineering (PMEL)
- PINTER & Associates
- SLR Consulting
- Stantec

Following a rated criteria evaluation by Environmental Services Branch project management engineers, the proposal submitted by PMEL was rated as most favourable for the project.

**OPTIONS**

Administration could cancel the Request For Proposal (RFP) and re-issue. However, the PMEL proposal meets the requirements of the City and was deemed most favourable.

**POLICY IMPLICATIONS**

There are no policy implications.

**FINANCIAL IMPLICATIONS**

The upset fee for engineering services for the Phase I ESA, reporting and consultation activities project, and the net cost to the City would be as follows:

Basic Upset Fee	\$11,550.00
G.S.T. at 5 percent	<u>577.50</u>
<b>Total Upset Fee</b>	<b>\$12,127.50</b>
G.S.T. Rebate at 5 percent	<u>(577.50)</u>
<b>Net Cost to the City</b>	<b><u>\$11,550.00</u></b>

The full extent of work required for the Phase II ESA cannot be determined until the completion of Phase I. The following is PMEL's quoted unit cost and estimated Phase II expenses:

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	<u>PMEL Unit Cost</u>	<u>Estimated Units</u>	<u>Projected Costs*</u>
Borehole	\$ 804.75	5\$4,023.75	
Monitoring Well	\$1,536.75	3\$4,610.25	
Subtotal			\$8,634.00
G.S.T. at 5 percent			\$431.70
<b>Projected Total Upset Fee*</b>			<b>\$9,065.70</b>
G.S.T. Rebate at 5 percent			(431.70)
<b>Projected Net Cost to the City*</b>			<b><u>\$8,634.00</u></b>
<b>Total estimated cost for Phase I and II ESA and Consultation</b>			<b><u>\$20,184.00</u></b>

\* These costs are only Administration's estimates based on the estimated scope of work. The consultant has only committed to the Unit Cost.

Capital Project 2471 has sufficient funding to cover the costs for the engineering services for the Environmental Site Assessment process for the Kinsmen Park Master Plan.

**ENVIRONMENTAL IMPLICATIONS**

The objectives of the Environmental Site Assessment process are to:

- Define the distribution of contamination in the environment, including air, water and soil;
- Determine the risk from the exposure to these contaminants; and
- Evaluate the possibility of mitigating these risks and then mitigating the risk.

The site assessment process is designed to assist in the verification of the existence or non-existence of contamination, determination and conceptualization of the extent of contamination and selection of the most appropriate mitigative/treatment options. Referenced from:

(Saskatchewan Petroleum Industry/Government Environmental Committee Guideline No. 5, March 1, 1999. Environmental Site Assessment Procedures for Upstream Petroleum Sites, p. 1)

Failure to manage the environmental risks could result in fines and stop orders issued by the Saskatchewan Ministry of Environment and/or other regulatory agencies, legal and liability implications and poor public perception.

**PUBLIC NOTICE**

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

**Section B – CORPORATE SERVICES**

**B1) Corporate Trunked Radio System Plan  
and  
Panhandling  
and  
Municipal Innovation Fund  
(Files CK. 1000-12, CK. 5000-1 and CK. 1780-1)**

**RECOMMENDATION:** that the Fire and Protective Services digital radio fleet, panhandling baseline study and Municipal Innovation Fund be funded as outlined in this report.

*IT WAS RESOLVED: that the matter be considered with the presentations from the speakers. See Page No. 51.*

**B2) Accessible Taxi Rates  
(File No. CK. 307-2)**

**RECOMMENDATION:**

- 1) that City Council consider Bylaw No. 8946, The License Amendment Bylaw, 2011, to provide that the minimum rate for wheelchair accessible taxis be the same as for regular taxis on all trips as of June 1, 2011; and,
- 2) that Administration investigate:
  - i) a possible increase to the current taxi fare structure;
  - ii) the number of wheelchair accessible taxi licenses in context of current taxi trip data; and
  - iii) the feasibility of a new rate for door-to-door service and report back to the Administration and Finance Committee with recommendations no later than October 1, 2011.

*IT WAS RESOLVED: that the matter be considered with the presentations from the speakers. See Page No. 56.*

**Section E – INFRASTRUCTURE SERVICES**

**E1) Capital Project 1458  
Airport Drive and Claypool Drive Intersection Upgrade  
Property Acquisition from Her Majesty the Queen in Right of Canada as represented  
by the Minister of Transport  
Southeast Portion of Parcel A, Plan 73S24023, Surface Parcel 161595568  
(Files CK. 4020-1, IS. 6000-13 and LA. 4021-08-2)**

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- RECOMMENDATION:**
- 1) that the purchase of 534.304 square metres of land located on the southeast portion of Parcel A, Plan 73S24023, Surface Parcel 161595568 (Saskatoon Airport), for a purchase price of \$2,185, be approved;
  - 2) that the cost of acquisition and any related expenses be charged to the Dedicated Roadway Reserve; and
  - 3) that the City Solicitor be requested to prepare the necessary Sale Agreement, based on the terms and conditions outlined in this report, for execution by His Worship the Mayor and the City Clerk, under the corporate seal.

*ADOPTED.*

**REPORT**

Approved Capital Project 1458 - Arterial Road – Hampton Village involves the construction of an arterial roadway between Hampton Village and Airport Drive. Two lanes of an ultimate four lane roadway, extending along the north perimeter of the neighbourhood between McClocklin Road and Airport Drive, were constructed in 2005. In 2008, the Airport Drive and Claypool Drive intersection was upgraded, which included the construction of Cynthia Street as a temporary roadway until future development within McNab Park occurs.

During construction in 2008, it was determined that the acquisition of 534.304 square metres of land located on the southeast corner of Parcel A, Plan 73S24023 (Saskatoon Airport), as shown on the attached plan, is required to properly upgrade the intersection of Airport Drive and Claypool Drive into a four lane roadway, which includes two driving lanes and dedicated turn lanes. The property is currently owned by Transport Canada.

The City's Real Estate Manager has negotiated an agreement with Transport Canada to acquire the lands required, subject to Council approval.

Significant terms and conditions of the Offer to Purchase Agreement are as follows:

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Purchase Price

Purchase price for the property is \$2,185.

Conditions Precedent

Approval of Saskatoon City Council.

Closing Date

The earliest date acceptable to both Buyer and Seller, subsequent to subdivision approval and registration of the subject Lands.

Legal Costs and Disbursements

Each party shall be responsible for its own legal costs.

Other Terms

The Buyer shall be responsible for all survey and subdivision costs, Land Titles disbursements in respect to the registration of the transfer of title from the Seller to the Buyer, save and except for the discharge of any encumbrances which is the responsibility of the Seller to discharge.

**OPTIONS**

There are no options.

**POLICY IMPLICATIONS**

There are no policy implications.

**FINANCIAL IMPACT**

The Administration is recommending that the cost of acquisition and related expenses be funded from the Dedicated Roadway Reserve.

**ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications.

**PUBLIC NOTICE**

Public Notice pursuant to Section 3 of Policy C01-021, Public Notice Policy, is not required.

**ATTACHMENT**

1. Cynthia/Claypool/Airport Drive – Transport Canada Land Requirements

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**E2) Request for Change Order - Contract 9-0074  
Cosmopolitan Park Slope Remediation  
(Files CK. 292-09-58, x 4000-1 and IS. 6315-1)**

**RECOMMENDATION:** that a Change Order, in the amount of \$193,796.06, for Contract No. 9-0074, Cosmopolitan Park Slope Remediation, be approved.

*ADOPTED.*

**REPORT**

Approved Capital Project 2427 - Repair Cosmo Park Slope Failure includes funding for the construction of a shear key to address the slope failure at Cosmopolitan Park. Contract 9-0074 - Cosmopolitan Park Slope Remediation, was publicly tendered with Acadia Construction, the lowest bidder, at an estimated amount of \$1,459,055.17, being chosen.

After the contract was awarded, it was determined that there was sufficient budget remaining to either permanently close or rebuild the Saskatchewan Crescent off-ramp to address visibility concerns, improve safety for pedestrians and cyclists, and to enhance the aesthetics of the landscaping. At its meeting held on July 2, 2010, Council considered a report of the Planning and Operations Committee and approved the recommendation that the Saskatchewan Crescent off-ramp at the east end of the University Bridge remain open, and that the Administration work on the final configuration to be as close to the existing footprint as possible.

Additional materials and services, totalling \$178,929.45, were added to the contract with Acadia Construction to ensure that the improvements to the area could be completed prior to the end of the construction season. This increase, funded from Capital Project 1493 – East River Bank Preservation and Slope Stabilization, brought the total contract to \$1,991,807.78. Since this increase was greater than 25% of the original contract amount, Council approval was required. Council approved the Change Order at its meeting held on October 12, 2010.

Additional slumping throughout the site, particularly in the north area below the Meewasin Valley Authority (MVA) trail, has resulted in additional work being required. Acadia Construction has invoiced the City an additional \$167,480.91, which includes extra concrete in the pedestrian ramp adjacent to the bridge; 95 metres of additional curb; extra topsoil; extra mulch; an extra erosion blanket; extra plantings; excavation of the road; installation of geotextile; and installation of road base and conduit under the roadway.

Due to weather and resulting contractor availability, work on the Saskatchewan Crescent off-ramp was not completed during the 2010 construction season, therefore, the work needs to be completed this spring. Upon further evaluation, it was determined that the amount of curb and sidewalk on the island to be removed and installed, along with subsequent asphalt patching, was more than anticipated, resulting in an increase for materials and services totalling \$26,315.16.

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The increase of \$193,796.06 brings the total contract with Acadia Construction to \$2,185,603.84. Since this increase is greater than 25% of the original contract amount of \$1,459,055.17, Council approval is required for the Change Order.

**OPTIONS**

There are no other options.

**POLICY IMPLICATIONS**

The requested approval of the Change Order is in accordance with Policy A02-027 - Corporate Purchasing Procedures.

**ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications.

**FINANCIAL IMPACT**

There are sufficient funds within the approved Capital Project 2427 - Repair Cosmo Park Slope Failure and Capital Project 1493 - East River Bank Preservation and Slope Stabilization.

**PUBLIC NOTICE**

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

**E3) Enquiry – Former Councillor B. Pringle (April 21, 2008)  
Use of Engine Retarder Brakes  
(File No. CK. 6280-1)**

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

**BACKGROUND**

The following enquiry was made by former Councillor B. Pringle at the meeting of City Council held on April 21, 2008:

“Entering the city from Highway 11 South and Highway 16 East, residents are complaining about the increased noise – especially in evenings, at night and even on weekends from semi-truck retarder brakes. Could the Administration please assess this situation with regards to adequate signage and enforcement.”



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**REPORT**

Bylaw 8244, The Noise Bylaw, strictly prohibits the use of engine retarder breaks within city limits. In response to former Councillor Pringle's enquiry, a review was conducted and additional signage was installed along Highway 11 South and Highway 16 East, to ensure awareness of the prohibition.

Enforcement of the use of engine retarder brakes requires that a police officer be physically present to observe the offence. Saskatoon Police Services addressed this concern in the fall of 2010, and spent considerable time monitoring the situation at the location. Their findings were that the problem was intermittent. They will continue to monitor and enforce the bylaw as infractions are observed.

**ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications.

**PUBLIC NOTICE**

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

*IT WAS RESOLVED: that the Administration review the penalty and report back to the Planning and Operations Committee.*

**E4) PotashCorp Fireworks Festival  
Closure of Broadway Bridge  
(File No. CK. 205-1)**

**RECOMMENDATION:** that the request to close the Broadway Bridge to all pedestrian and vehicular traffic from 7:00 p.m. to 11:00 p.m., Friday, September 2 and Saturday, September 3, 2011; and most of Friendship Park as well as Spadina Crescent between the Meewasin Valley Authority offices and the Broadway Bridge from 6:00 p.m. Thursday, September 1 to 12:00 noon, Sunday, September 4, in conjunction with the PotashCorp Fireworks Festival, be approved.

*ADOPTED.*

**REPORT**

The Administration has received a request from the PotashCorp Fireworks Festival Inc. to use the Broadway Bridge as the fireworks launch site for the 2011 festival. This requires that the bridge be closed from 7:00 p.m. to 11:00 p.m. on Friday, September 2 and Saturday, September 3.

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The Fireworks Festival was held at River Landing the past three years. Prior to that, fireworks displays had been held in the downtown area as part of the Saskatchewan Centennial, Saskatoon Centennial and the 125 Bridging Saskatoon celebrations.

The fireworks will be set up on trailers located on Spadina Crescent between the Meewasin Valley Authority offices and the Broadway Bridge and moved into position on the bridge at 7:00 p.m. for final show preparation. The installation of the fireworks, cleanup and removal will be arranged to minimize the restrictions on the bridge, and other than the 7:00 p.m. through 11:00 p.m. timeframe on September 2 and 3, the bridge will be open to the public.

In addition to the bridge closure, the PotashCorp Fireworks Festival Inc. has requested the closure of Spadina Crescent between the Meewasin Valley Authority offices and the Broadway Bridge from 6:00 p.m., Thursday, September 1 to 12:00 noon, Sunday, September 4, to accommodate the set up and removal of the fireworks, as well as most of Friendship Park during this time period, for safety purposes.

An Emergency Services Plan has been developed to ensure that emergency vehicles are provided with access across the Broadway Bridge at all times, if necessary.

## **PUBLIC NOTICE**

Public notice pursuant to Section 3 of Policy C01-021, Public Notice Policy, is not required.

### **E5) Post Budget Approval**

#### **Capital Project 1135 – IS Civic Buildings Comprehensive Maintenance Program**

#### **Fire Hall 1 - Heating, Ventilation and Air Conditioning Upgrade**

**(Files CK. 630-1 and IS. 600-1)**

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- RECOMMENDATION:**
- 1) that a post budget increase in the amount of \$393,746, for Capital Project 1135 – IS Civic Buildings Comprehensive Maintenance Program, to fund a projected shortfall for the Fire Hall 1 heating, ventilation and air conditioning upgrade, be approved; and
  - 2) that the post budget increase in the amount of \$393,746 be funded from the 2011 allocation to the Civic Buildings Comprehensive Maintenance Reserve.

*ADOPTED.*

## **BACKGROUND**

In April 2009, the consulting firm of AECOM provided a Heating, Ventilation and Air Conditioning (HVAC) study for Fire Hall 1, which identified numerous deficiencies throughout the

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building and estimated a project cost of \$380,300. In 2010, funding was approved within Capital Project 1135 – IS Civic Buildings Comprehensive Maintenance Program, based on AECOM’s 2009 estimate, for the replacement of the original air handling and air conditioning equipment serving the second floor of Fire Hall 1, including upgrading the existing pneumatic building control system to current digital technology. Preliminary work began in 2010, with completion planned for 2011.

**REPORT**

During the 2010 preliminary design work, and after detailed site inspections, AECOM and the Infrastructure Services Department, Facilities Branch identified additional equipment which needed to be replaced as part of the HVAC upgrade, as well as the need for additional control system equipment. In addition, it was determined that the size of the ventilation unit specified in the 2009 study was too small. The larger ventilation unit also requires that the overall size of the mechanical room must be increased in order to accommodate the required equipment.

As a result of these changes, the revised project estimate is \$774,046, an increase of \$393,746. The Administration is recommending that the increase be funded from the 2011 allocation to the Civic Buildings Comprehensive Maintenance Reserve.

**OPTIONS**

There are no options.

**POLICY IMPLICATION**

There are no policy implications.

**FINANCIAL IMPACT**

Funding for the project is estimated is as follows:

Construction	\$ 595,170
Consulting Fees	\$ 80,576
Project Services and Miscellaneous Trades	\$ 35,000
Contingency	\$ 35,000
Asbestos Survey and Removal	\$ 28,300
Project Costs Subtotal	\$ 774,046
Less funding previously approved (2010)	<u>(\$380,300)</u>
<b>Additional Funding Required</b>	<b>\$ 393,746</b>

There are sufficient funds within the Civic Building Comprehensive Maintenance Reserve.

**ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications.

**PUBLIC NOTICE**

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

**Section F – UTILITY SERVICES**

**F1) Recycling Reports  
(Files CK. 7830-5 and WT. 7832-19)**

**RECOMMENDATION:** that the following reports be placed on the May 24, 2011 Council agenda for consideration:

1. Update on Let's Talk Recycling;
2. Funding for Curbside Recycling;
3. Recycling Request for Proposals Fundamentals; and
4. Fulfilling the City's Contractual Obligations to Cosmopolitan Industries.

*ADOPTED.*

**REPORT**

Administration is attaching the four above-noted reports with respect to curbside recycling. In order to provide City Council and the public with adequate time to review these reports, it is recommended that they be placed on the May 24, 2011 Council agenda under "Matters of Particular Interest" and that all interested parties be given an opportunity to address Council at that time.

Administration has put the reports in the order that they should be considered. For example, the assumptions in Report #2 are based on approval of Report #1.

Council's decisions regarding the recommendations included in these reports are expected to provide the Administration with clear direction regarding a possible comprehensive, city-wide curbside recycling program in Saskatoon.

**POLICY IMPLICATIONS**

There are no policy implications.

**FINANCIAL IMPLICATIONS**

The financial implications are included in the applicable reports.

**ENVIRONMENTAL IMPLICATIONS**

Environmental impacts will be reported on in subsequent reports outlining program specifics.

**PUBLIC NOTICE**

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

**ATTACHMENTS**

1. Update on Let's Talk Recycling
2. Funding for Curbside Recycling
3. Recycling Request for Proposals Fundamentals
4. Fulfilling the City's Contractual Obligations to Cosmopolitan Industries

**F2) 2009 Capital Budget  
Capital Project #1225-09 – WWT – Sludge Disposal Facility Replacement  
Deep Cell #7 Asphalt Relining  
Engineering Services Award  
(Files CK. 7800-1 and WWT. 7990-81-1)**

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- RECOMMENDATION:**
- 1) that the proposal submitted by AMEC Earth and Environmental for engineering services for the Relining of Deep Cell #5 at the Wastewater Treatment Plant Biosolids Dewatering Facility, at a total upset fee of \$103,213.00 (including G.S.T. and P.S.T.) be accepted; and,
  - 2) that the City Solicitor be instructed to prepare the necessary Engineering Services Agreement for execution by His Worship the Mayor and the City Clerk under the Corporate Seal.

*ADOPTED.*

**BACKGROUND**

Capital Project #1225 – WWT – Sludge Disposal Facility Replacement provides funding for the staged asphalt relining of the deep cells and decant cells at the sludge disposal facility and related equipment replacements. Sub Project 09, Deep Cell #7 Asphalt Relining received \$1,300,000 of approved funding in the 2009 Capital Budget. Wastewater Treatment management and

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Engineering Services reviewed the relining needs of the sludge disposal facility and determined that Deep Cell #5 was a more appropriate candidate for relining.

**REPORT**

In April 2011, Terms of Reference (TOR) were sent out to three consulting firms requesting proposals for engineering services. The TOR was structured such that the engineering services would be provided for all three phases of the project; preliminary design, detailed design and construction. Proposals were received from the following two firms:

- AMEC Earth and Environmental (AMEC), A Division of AMEC Americas Limited, (Saskatoon, SK)
- Catterall and Wright Consulting Engineers with P. Machibroda Engineering LTD., (Saskatoon, SK )

The proposal from AMEC was responsive to the TOR and was considered most favourable for the project. AMEC is familiar with the Wastewater Treatment Plant, specifically the North 40, and have provided engineering services for similar upgrades to other Wastewater holding facilities across Canada.

**OPTIONS**

The AMEC proposal meets the requirements of the City and is most favourable.

**POLICY IMPLICATIONS**

There are no policy implications.

**FINANCIAL IMPLICATIONS**

The upset fee for engineering services for the project, and the net cost to the City would be as follows:

Phase 1 Preliminary Design	\$ 17,800.00
Phase 2 Detailed Design	31,700.00
Phase 3 Construction	35,800.00
Contingency	<u>8,530.00</u>
Subtotal	\$ 93,830.00
P.S.T.	4,691.50
G.S.T.	<u>4,691.50</u>
<b>Total Upset Fee</b>	<b>\$103,213.00</b>
G.S.T. Rebate	<u>(4,691.50)</u>
<b>Net Cost to the City</b>	<b><u>\$ 98,521.50</u></b>

Capital Project #1225-09 – WWT – Sludge Disposal Facility Replacement – Deep Cell #7 Asphalt Relining has sufficient funding to cover the costs for these engineering services.

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**ENVIRONMENTAL IMPLICATIONS**

There are no environmental and/or greenhouse gas implications.

**PUBLIC NOTICE**

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

**F3) 2010 Annual Report – Saskatoon Light & Power  
(Files CK. 430-16 and WT. 430-2)**

**RECOMMENDATION:** that the Saskatoon Light and Power 2010 Annual Report be received.

*ADOPTED.*

**BACKGROUND**

The Administration and Finance Committee received the following report at its May 2, 2011 meeting with a recommendation that stated that the Administration submit a report to City Council.

**REPORT**

The 2010 Annual Report for Saskatoon Light & Power highlights details of services provided; customers served; safety; operation and capital revenues and costs; and year-end financial status for 2010.

Saskatoon Light & Power (SL&P) had a very successful year in 2010. A return on investment was provided to the City in the amount of \$21.78 million, which was 9.1% higher than the previous year. The Utility also provided a grant in-lieu of taxes in the amount of \$17.28 million, for a total benefit to the City of Saskatoon of \$39.06 million.

A number of alternative energy projects were initiated in 2010. City Council approval was granted for the Landfill Gas Power project as well as the Turboexpander project. These projects, along with a proposed Tall Wind Turbine project, will form a Green Energy Park at the Saskatoon Landfill. Studies also advanced for the possible construction of a Hydropower project at the Saskatoon Weir.

Through the on-going dedication of the employees of SL&P, the City of Saskatoon was able to supply power to its customers with exceptionally high reliability.

The Utility's safety performance was also exemplary in 2010 with only two lost-time incidents for a total of 2 lost-time days.

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A copy of the 2010 Saskatoon Light and Power Annual Report is available for viewing at the Public Libraries under the May 2, 2011 Administration and Finance Committee Agenda, or on the City of Saskatoon's website ([www.saskatoon.ca](http://www.saskatoon.ca), click on "c" for City Council and look under Reports and Publications).

**ENVIRONMENTAL IMPLICATIONS**

There are no environmental and/or greenhouse gas implications.

**PUBLIC NOTICE**

Public Notice pursuant to Section 3 of Policy C01-021, Public Notice policy, is not required.

**F4) Transit Service Modifications  
(Files CK. 7310-1 and WT. 1704-1)**

**RECOMMENDATION:** that City Council approve the Transit service changes and budget allocations adjustments as outlined in this report.

**BACKGROUND**

The Administration and Finance Committee received the following report at its May 2, 2011 meeting with a recommendation that stated that the Administration submit a report to City Council.

In the 2010 and 2011 budget cycle, Administration requested and Council approved \$658,000 in 2010 for increased transit service, and an additional \$1,316,000 in 2011 primarily for the end-load of the increased service implemented in late 2010. The changes made increased service to the airport, the North Industrial area, Blairmore Suburban Centre, Hampton Village, Stonebridge, Willowgrove, and increased frequency on east/west DART routes. All changes were made as planned with the exception of the DART frequency increase, which has been deferred.

There were some problems encountered with the 2010 service expansions, and a number of adjustments have been made to resolve those problems. In addition, schedule adherence and overcrowding on existing routes occurred on peak days during the fall and winter of 2010 for a variety of reasons. Transit responded with a number of adjustments, and these adjustments helped Transit return to a more dependable service.

Over the past four months, Transit has conducted a critical review of operations. The Administration is recommending a series of service modifications that will enhance Transit service in the areas most needed, and reduce service in some areas where ridership is very low.

**REPORT**

The critical review of operations was undertaken with a focus on principles as follows:



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- *Fact-based.* Transit staff conducted passenger counts, monitored schedule adherence, and tracked buses throughout routes to identify problem areas.
- *Back to Basics Service.* A successful transit operation is dependent on meeting customer's needs. The most basic need is that the bus picks the customer up on time, and delivers them to their destination on time.
- *Seek creative solutions.* Some of the issues Transit is facing are new, such as the significant impact of traffic congestion. Therefore, new solutions are required to solve these new challenges.

The proposed changes are described in detail in Attachment 1, and maps showing current service and proposed service are included as Attachment 2. Costs are included in the Financial Impact section of this report. In summary, the changes proposed are as follows:

1. ***Eliminate the Interline of Routes 5, 23 and 40.*** Removal of interlining (a single bus moving from one route to another) of these routes will significantly improve reliability, since schedule adherence on one route is not dependent on another. The airport service will now be serviced in the evenings and on weekends with the Route 11 bus.

2. ***Change Routing and Schedules on the DART 50/60 and DART 70/80, and Increase Weekday Service.*** This proposed change has the most significant financial and service impact of the changes proposed. Rather than increasing to a 10-minute service for all service hours as originally planned, Transit is proposing an innovative solution. A new route will be introduced, possibly called the Route 90, which will provide 7.5-minute service along the main trunks of these routes during peak periods on weekdays from September through April. These are peak ridership months due to both post-secondary ridership and weather. The new Route 90 will terminate at the University, thus reducing the river crossing need for buses originating on the University side of the river. There are currently 22 buses crossing the University Bridge each hour, including rush hours. This new approach will reduce the number of buses crossing the bridge per hour to 14. These "University Specials" will provide significant relief to the existing DART routes, which will increase service to all Transit customers.

3. ***Improve Service to Stonebridge.*** By introducing route adjustments and reducing service to the CN Industrial Area during evenings and weekends, Transit will be able to increase service to Stonebridge, in particular east of Preston Avenue.

4. ***Eliminate Evening Bus Service of Route 13.*** Route 13 is currently considered redundant in the evenings and on weekends, and as such can be eliminated without significantly affecting service.

The changes outlined above are expected to enable Transit to significantly improve service reliability, and would reduce operating costs by \$368,000 per year. If approved by Council, Transit would undertake a public education phase as outlined in the Communications Plan section

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of this report, and would implement the changes on Sunday, July 3, 2011.

Administration is recommending that these savings be used to offset the rising net cost of operations. Transit is currently facing two significant funding issues. The first issue is fuel which, at this point, is projected to be approximately \$580,000 higher in 2011 than budgeted due to price escalation. The second issue is fare revenue. Transit will report on this in further detail in the upcoming report on fares. At this time Transit is estimating a \$300,000 shortfall in 2011 fare revenue due primarily to the levelling off of ridership and migration of customers to lower-cost fares, such as Discounted Bus Passes, which are funded primarily from the City subsidy.

Transit also has a number of other pressure points that need to be addressed and will be submitted as part of the 2012 budget process. A further report will be submitted outlining these pressure points in more detail. In summary, Administration's priorities are as follows:

1. Customer Service Training. Over the past three years, approximately 85% of Transit complaints received have been related to operator behaviour and schedule adherence problems. Operators are being forced to run late in many cases through no fault of their own. This is frustrating to both operators and customers, and can lead to confrontations and less than desirable interactions with our customers. Transit recognizes that both schedule adherence and appropriate customer ambassadorship is critical to Transit achieving its current and future role as a mode of choice for transportation, and that these two factors are often interdependent.
2. Bus Shelters. There is a strong desire from riders to increase the number of bus shelters in the city. This issue was also raised during the 2011 Operating Budget presentation to the Budget Committee. In order to address this issue, additional funding is required for construction of new shelters.
3. Access Transit Supervisor. Access Transit is in desperate need of additional supervisory staff. Access Transit has 48 staff working shifts covering 6:15 a.m. to 11:45 p.m. Monday through Friday, and 8:15 a.m. to 11:45 p.m. on weekends and holidays. Access Transit has two supervisors to supervise staff, resolve customer concerns, and provide training and screening of people who are requesting to be eligible for Access Transit service.
4. Additional Mechanics. The average age of Saskatoon Transit's bus fleet is relatively high in comparison to other comparable transit systems – 12.2 as opposed to 9.5 years old in 2009. With an older fleet comes increased maintenance requirements. Transit currently employs 18 mechanics including 12 journeyman mechanics and 6 apprentice mechanics. With a bus fleet of 180 buses (152 regular buses and 28 Access buses), the ratio of mechanics to fleet size is currently 10 buses per mechanic. This ratio is above the industry standard of 6 buses per mechanic. It has become an unrealistic expectation to maintain the bus fleet with the current compliment of journeyman mechanics.
5. "Extra" Buses. In order to meet service, Transit often puts out buses commonly referred to as "Extras" during peak periods. These Extras are not formally accounted for in the budget, and result in additional operating expenditures.

**FINANCIAL IMPACT**

Table 1 shows the savings that will be realized with the recommended changes. It is recommended that this funding be used to offset the rising net cost of operations.

**Table 1 – Summary of Recommended Service Changes**

<b>Initiative</b>	<b>Estimated Annual Savings</b>
Eliminate the Interline of Routes 5, 23 and 40	\$ 8,100
Change Routing and Schedules on the DART 50/60 and DART 70/80, and Increase Weekday Service	271,400
Increase Service to Stonebridge	77,700
Eliminate Evening Bus Service of Route 13	11,100
<b>TOTAL</b>	<b>\$368,300</b>

**OPTIONS**

1. Maintain the planned implementation of higher frequency service on the east/west DART routes. These changes can be implemented beginning July 3, 2011. Administration is not recommending this option because the cost would be higher than the proposed solution being recommended.
2. Maintain the existing transit service levels. Administration could simply maintain the status quo for service provision. Although there would be funding available due to the DART service not being implemented, Administration is not recommending this option because changes need to be made to core services in order to bolster service reliability and schedule adherence.

**COMMUNICATIONS PLAN**

Proposed service changes will be implemented on Sunday, July 3, 2011. Attachment 3 – 2011 Transit Service Modification Communication Plan, provides a summary of key messages, target audience and tools/tactics that will be utilized to inform current riders and stakeholders of the service changes that will take place on July 3, 2011 and the foundation behind those service changes, and solicit feedback on the proposed changes. Part of this strategy will be to hold a public information session prior to the change to get feedback from riders.

There will always be some customers who will oppose any changes because it will negatively impact them in some way. Transit will make every attempt to satisfy individuals with alternatives to reaching their destination via transit services.

**POLICY IMPLICATIONS**

There are no policy implications.

**ENVIRONMENTAL IMPACT**

There are no environmental and/or greenhouse gas implications.

**PUBLIC NOTICE**

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

**ATTACHMENTS**

1. 2011 Transit Service Modifications
2. Maps of Current and Proposed Service
3. 2011 Transit Service Modification Communication Plan

*Mr. Harold Matthies, Operations Manager, Transit Branch, outlined the modifications noted in the report and answered questions of Council.*

- IT WAS RESOLVED:*
- 1) *that City Council approve the Transit service changes and budget allocations adjustments as outlined in this report; and*
  - 2) *that the Administration provide a report back in one year from the date of implementation.*

**Section G – CITY MANAGER**

**G1) Municipal Innovation Network and Municipal Innovation Fund  
(Files CK. 1780-1 and CC. 100-1)**

- RECOMMENDATION:**
- 1) that the City of Saskatoon contribute up to \$50,000 to the Communities of Tomorrow Municipal Innovation Fund, subject to reporting on a source of funding; and
  - 2) that the City Manager be authorized to sign the collaborative Memorandum of Understanding between the City of Saskatoon and Communities of Tomorrow.

*ADOPTED.*

**REPORT**

As City Council is aware, your Administration has been working diligently toward reshaping our corporation to one that is more responsive and adaptive to the changing environment that we find ourselves in. Our community is changing and with this comes a host of new challenges and complex issues that we have not faced before. Creating a culture of innovation within the City's Administration is certainly one of the strategic goals we have as a means to continuing to provide superior service to our citizens and meet our future obligations.

The infrastructure deficit we face as a growing city is no small part of this new challenge. As the recent National Infrastructure Summit held this past January in Regina so aptly demonstrated, it is extremely unlikely that we will be able to 'fund' our way out of the infrastructure deficit that cities face. The real key to dealing with this deficit is to attack the problem in a fundamentally different way. This will mean bringing innovative and creative approaches to the way we plan and build our cities. We have to start thinking about changing our planning model from one of building a city to accommodate more cars to building a city to accommodate more people. This sounds intuitive and simple, but successful execution means a complete paradigm shift in our thinking.

Your Administration was recently approached by a public-private partnership organization, Communities of Tomorrow (CT) to participate, together with other Saskatchewan cities, in a Municipal Infrastructure Innovation Network. We believe this first of its kind 'innovation network' is a key component in beginning to address the infrastructure issue in a new and unique way.

CT's mission is to make Saskatchewan a global leader in the field of innovative sustainable municipal infrastructure. CT's role is twofold: one is to bring municipalities together with researchers and industry to create innovative infrastructure products and services that will save municipalities tax dollars and extend the life of its infrastructure. This will ensure efforts are being put into worthwhile infrastructure innovation with the resulting products and services developed to the point of implementation in the most effective way possible. Its second role is to create significant economic growth for Saskatchewan.

The City of Saskatoon has been asked to partner with this network by signing a Memorandum of Understanding (MOU) with Communities of Tomorrow Partners for Sustainability Inc. The City's commitment over a five-year period will include: encouraging early adoption of innovative technologies in the delivery of municipal services; participating in innovation projects; and, identifying project ideas and showcase projects that garner national, international, and global attention. In addition, the City is required, among other things, to provide access to its infrastructure for real-life monitoring and testing of new technologies and solutions. As a further indication of the prominent role that municipal government will play in this collaborative partnership, the City Managers of Regina, North Battleford, and Saskatoon were also invited to sit on the Board of Directors of CT.

As outlined in the MOU between the City of Saskatoon and Communities of Tomorrow (Attachment 1), the Municipal Innovation Network has three fundamental principles:

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1. That municipal infrastructure systems need to be more cost effective, longer-lasting, environmentally friendly, and deliver services to an appropriate level of quality, reliability, and security;
2. That all reasonable efforts should be made to find, consider, and apply innovative approaches to infrastructure development, construction, operation, and maintenance in order to achieve a high degree of sustainability; and,
3. That communities should work together to share successful infrastructure innovations for the benefit of all citizens of Saskatchewan.

It is important to understand that the work of CT and the innovation network is not that of a research and development project that produces 'theoretical' solutions to problems and issues. It is about bringing new and different functional and practical solutions to the problems that face today's public works operations.

In addition to the MOU, the City of Saskatoon, together with 14 other Saskatchewan cities, has been requested to participate in a leveraged Municipal Innovation Fund. This fund, totalling \$300,000, with funding split equally by the cities and CT, would be used to fund a portfolio of innovative projects based on municipal member needs. The \$150,000 cities funding contribution would be based on a formula that sees Regina and Saskatoon each contributing \$50,000 and the remaining 13 cities making up the remaining \$50,000 on a per capita basis. Regina has already signed the MOU and has committed its \$50,000 of upset funding, and 12 other cities have either signed or pending signing of the MOU and committing funding. The Province of Saskatchewan, through Enterprise Saskatchewan, has also endorsed the innovation network as it aligns with many of its goals for the economy in this province.

City of Saskatoon funding will be subject to a set of specific criteria and deliverables as set out in terms of reference. Funds will only be provided to CT for approved projects which will be relevant to the priority needs of the cities. Additional criteria are identified within Attachment 2.

Your Administration is recommending that the City of Saskatoon participate by signing the MOU and agreeing to contribute funding to an upset limit of \$50,000 towards the Municipal Innovation Fund. A funding source for this initiative will be recommended under a separate report prepared by the Administration.

### **ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications.

### **PUBLIC NOTICE**

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

**ATTACHMENTS**

1. Memorandum of Understanding Between the City of Saskatoon and Communities of Tomorrow Partners for Sustainability Inc.
2. Communities of Tomorrow Municipal Innovation Fund – Criteria.

**LEGISLATIVE REPORT NO. 6-2011**

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

**B1) Panhandling  
(File No. CK. 5000-1)**

- RECOMMENDATION:**
- 1) that this report be considered after the report of the General Manager of Corporate Services regarding funding;
  - 2) that Mr. Terry Scaddan of The Partnership be permitted to present this report on behalf of the Panhandling Task Force, with the assistance of Ms. Elisabeth Miller; and
  - 3) that City Council approve the terms of the Request for Proposals for a Street Activity Baseline Study as set out in this report.

*IT WAS RESOLVED: that consideration of the matter be deferred until such time that Clause B1) Administrative Report No. 8-2011 has been considered. See Page No. 51.*

**REPORT NO. 6-2011 OF THE ADMINISTRATION AND FINANCE COMMITTEE**

Composition of Committee

Councillor G. Penner, Chair  
Councillor M. Neault  
Councillor D. Hill  
Councillor M. Heidt  
Councillor T. Paulsen

**1. 2010 Annexation – Assessment and Taxation**  
**(File No. CK. 4060-1 x 1620-1)**

**RECOMMENDATION:** that the Administration be directed to pursue Farm Land Agreements with eligible owners, that is, those where farming is the principal occupation of the assessed owner, the farmed land is in excess of eight hectares in area (19.78 acres), and the land has not been subdivided into lots.

*IT WAS RESOLVED: that the matter be considered with the presentations from the speakers. See Page No. 62.*

**REPORT NO. 7-2011 OF THE ADMINISTRATION AND FINANCE COMMITTEE**

Composition of Committee

Councillor G. Penner, Chair  
Councillor M. Neault  
Councillor D. Hill  
Councillor M. Heidt  
Councillor T. Paulsen

**1. Green Energy Park at the Saskatoon Landfill – Update**  
**Capital Project 1281: Electrical Supply Options – Generation Alternatives**  
**(File No. CK. 2000-5)**

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

*ADOPTED.*



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Your Committee has reviewed the attached report the General Manager, Utility Services Department dated April 18, 2011 providing an update on the Green Energy Park at the Saskatoon Landfill. The report is being forwarded to City Council for its information.

**REPORT NO. 7-2011 OF THE EXECUTIVE COMMITTEE**

Composition of Committee

His Worship Mayor D. Atchison, Chair  
Councillor C. Clark  
Councillor R. Donauer  
Councillor B. Dubois  
Councillor M. Heidt  
Councillor D. Hill  
Councillor M. Loewen  
Councillor P. Lorje  
Councillor M. Neault  
Councillor T. Paulsen  
Councillor G. Penner

**1. Authorization to Stand for Election  
Federation of Canadian Municipalities (FCM) National Board of Directors  
(File No. CK. 155-2)**

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**RECOMMENDATION:** that Councillor Bev Dubois be authorized to stand for election as a representative on FCM's National Board of Directors and that City Council assume all costs associated with Councillor Dubois attending Board meetings.

*ADOPTED.*

Elections for the FCM National Board of Directors will take place at the annual FCM Conference being held from June 3 – 6, 2011. The authorization of City Council is required for a member of Council to put their name forward for election.

**2. 2010 Annual Report  
Saskatoon Accessibility Advisory Committee  
(File No. CK. 430-1)**

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

*ADOPTED.*

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Attached for the information of Council is the 2010 annual report of the Saskatoon Accessibility Advisory Committee.

**3. License Agreement with Saskatoon Bicycle Rentals at River Landing  
(File No. CK. 4129-1)**

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- RECOMMENDATION:**
- 1) that the City enter into a License Agreement with Saskatoon Bicycle Rentals for the temporary use of part of Parcel BB at River Landing Phase II for the operation of its bike rental operation at a license fee of \$40 a month for the land use;
  - 2) that the operation be a pilot project in River Landing, and continue for three seasons (2011-2013); and
  - 3) that the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and The City Clerk be authorized to execute the agreement under the Corporate Seal.

*ADOPTED.*

Your Committee has reviewed and supports the following report of the City Manager dated April 19, 2011:

**“BACKGROUND**

River Landing is a unique public riverfront destination that enriches the quality of life of Saskatoon residents, visitors, and tourists. Its design and cultural character allows users to explore the river, its human history, natural and built heritage, art, cultural heritage, and the market place.

Your Administration was approached in February 2011 by Saskatoon Bicycle Rentals with a proposal/business plan to offer bike rentals at River Landing. As part of the future Feature Building development (proposed on the east side of River Landing, south of Spadina Crescent and west of the Traffic Bridge), a lease space for a river tour operator and/or recreation equipment business was envisioned. In the absence of the Feature Building development, Administration sees this as an opportunity to pilot a bike rental program. Pending demand, a permanent location for bicycle rentals could be explored at River Landing in the future.

Your Administration promotes River Landing as a destination and a family place, and encourages increased animation at the site. Bike rentals are one way for residents and visitors alike to explore River Landing and the entire river valley. Biking is also a great physical activity for all ages to enjoy and is environmentally friendly.

**REPORT**

Saskatoon Bicycle Rentals will have the exclusive right to be situated at River Landing. This business will operate from the northeast corner of Parcel BB in Phase II (the former AL Cole site), just south of Market Square. Parcel BB has not yet been developed; therefore, Saskatoon Bike Rentals can temporarily use the space on a year-to-year basis (Attachment 1).

Saskatoon Bicycle Rentals' proposal includes a portable 18-foot bike trailer that will be brought onto the site each day and removed at night. The operation is self-contained, including providing its own power source. Saskatoon Bicycle Rentals is tentatively scheduled to operate from May 24, 2011, to the end of October 2011. The operation will run from 9:00 a.m. – 8:00 p.m. during May, September, and October; and 9:00 a.m. – 10:00 p.m. during June, July, and August.

In addition to the bike rental service, it also plans to offer a bike compound storage service (8'x16') at the site, for a safe bike lock-up for commuters heading to downtown or the Farmers' Market.

The bikes offered for rent would be "Dutch-style cruisers" and are geared low making high-speed travel impossible. In consultation with a local bike shop on customer needs, the bikes offered for rent are 3-speed bikes, tandem bikes, adult tricycles, kids' bikes, child trailer 2-seaters, and mountain bikes. With all bike rentals, a mandatory bike helmet will be issued (unless the rider comes with their own). Also issued will be bike safety tips and a rider waiver form. Rental options will be for the full day, or one, two, or four-hour time spans.

Saskatoon Bicycle Rentals' market research indicates that Tourism Saskatoon received on average 12 calls per week in the summer with requests for bicycle rentals, and a local bike shop received approximately 24 calls a week for rentals. Originally, the concept was to rent bikes to tourists, but the proponent sees there are residents who don't own bikes, or don't feel like putting them in their cars to drive down to the river for a bike ride, thus they will also be a target market. The proponent has developed a business plan that indicates that the venture has a reasonable chance of success and generating some income. There is no request for any City contribution with respect to the capital costs for the bikes and equipment or the operating expenses. Your Administration will ask Saskatoon Bicycle Rentals for yearly summaries on its activities, in order to evaluate the bike rental model in River Landing. Such statistics would include how many rental users there are in any particular period, where they are from, what types (individuals, families, age groups, etc.), and usage of the bike storage command for commuters. Other services to be offered include a picnic basket with each bicycle rental, historical tours, group tours, and family discounts.

The owner of Saskatoon Bicycle Rentals plans to manage the day-to-day operations for the first year. Its owner has operated a seasonal business, and has worked as head of

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maintenance for a rental company with staff under him. He may hire students to help in the summer months with the rental stand and as tour guides. The company's mission statement is to assist in the safe, increased usage of the entire river bank basin for the benefit of Saskatonians, and visitors to Saskatoon, while making available low impact exercise options and encouraging physical fitness.

Your Administration has had discussions with other civic departments (Transportation, Facilities, Leisure Services, Environmental Services, Solicitors, Purchasing, Business License, and Zoning Compliance) regarding this proposal and no concerns were raised. The proponent will need to arrange the necessary business license and insurance requirements as set out by the Administration. The Farmers' Market has also been notified and is supportive of this proposal. A letter of support from the Meewasin Valley Authority is attached as well (Attachment 2).

The alternative is to generate and produce a Request for Proposals; however, this would delay the launch of this endeavour and this is the only proponent that has ever approached the City with respect to offering such a service at River Landing.

Your Administration recommends that the Saskatoon Bicycle Rentals' proposal be approved as a three-year pilot project. The Administration will monitor demand and determine if a permanent bike rental location is required. Following the three-year pilot project, should demand warrant a permanent location, the Administration will then prepare a Request for Proposals for a permanent bicycle rental service at River Landing.

### **FINANCIAL IMPLICATIONS**

There are instances where the City enters into short-term lease agreements with companies wishing to use vacant City lots for equipment and materials storage. While this particular endeavour of bike rentals is more of a service arrangement rather than straight storage, there is a precedent for leasing out City land. Upon reviewing the formulas for storage leases as well as potential Right of Way fees, your Administration is recommending a reasonable license fee of \$40 a month for the 288 square metres that will be used, to be collected from Saskatoon Bicycle Rentals for the use of Parcel BB in River Landing Phase II. Administration will review this license fee annually to ensure it remains reasonable.

### **ENVIRONMENTAL IMPLICATIONS**

There are no environmental and/or greenhouse gas implications.

### **PUBLIC NOTICE**

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

**ATTACHMENTS**

1. Site map indicating the proposed location of Saskatoon Bicycle Rentals.
2. Letter dated February 14, 2011, from Meewasin Valley Authority expressing support for Saskatoon Bicycle Rentals.”

**4. Traffic Bridge Replacement  
Process Overview  
(File No. CK. 6050-8)**

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

*ADOPTED.*

Your Committee submits for the information of Council the following report of the General Manager, Infrastructure Services dated April 20, 2011 providing an overview of the design-build process for replacing the Traffic Bridge.

**“BACKGROUND**

At its meeting held December 6, 2010, City Council considered a report of the General Manager, Infrastructure Services Department, dated November 17, 2010, regarding the Traffic Bridge Needs Assessment and Functional Planning Study Final Report and resolved:

- “1) that the existing Traffic Bridge be replaced with a modern steel truss bridge as outlined in the report of the General Manager, Infrastructure Services Department dated November 17, 2010;
- 2) that the replacement structure be completed through a design-build process; and
- 3) that as part of the design-build process, efforts will be made to incorporate elements that are sympathetic to the heritage and architecture of the existing bridge.”

The design-build (DB) process assigns responsibility for both design and construction, based on specified and measurable parameters, to one contractor who assumes all risks and responsibilities for an entire project. This process establishes costs in advance, improves scheduling, promotes innovation, and shortens construction time.

On December 22, 2010, Infrastructure Services issued a request for proposals for an Owner's Engineer to assist the City with developing the framework for the design-build process in order to prepare the Request for Qualifications (RFQ) and Request for Proposals

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(RFP) for the design-build agreement. Stantec Consulting Ltd. was awarded the contract in February, 2011.

A statement of heritage significance was received by City Council at its meeting held on November 22, 2010. The heritage value of the Traffic Bridge resides in three character defining elements. One of these elements is identified as the property's engineering technology, such as the steel truss architecture. The bridge was constructed in 1907, and is the oldest steel Parker through-truss in the province. It represented a significant engineering advance over earlier bridge structures.

On March 1, 2011, the City of Saskatoon met with Stantec to begin developing the requirements that will help build the framework for the RFP stage of the DB agreement.

The purpose of this report is to provide a brief overview and update on the process that the Administration is following with respect to the replacement of the Traffic Bridge.

**REPORT**

The design-build (DB) process requires that the design criteria be specified and measurable, but not specific solutions. The Administration has identified a number of issues that would play an important role in forming the parameters for the DB agreement. Council's input and direction on whether to incorporate these items into the RFP documents is required.

These decision items will be presented in a series of separate reports. The overall goal is to have all items resolved by June 27, 2011.

The following is a list of reports and anticipated meeting dates, which will include recommendations for the identified issues and will be submitted to the Executive Committee for consideration before being submitted to Council.

<b>Item</b>	<b>Meeting Date</b>	<b>Comments</b>
Community Space	May 2	Referred from Planning & Operations on April 12.
Architectural Lighting	May 2	Referred from Planning & Operations on April 12.
Adaptive Reuse	May 2	Referred from Planning & Operations on April 12. Revised report to be submitted.
Public Art	May 16	Potential inclusion in capital project.
Information to be presented at Public Consultation Forum	May 16	Overview of May 18 open house (Information Report)

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Information to be presented at Public Consultation Forum	May 30	Overview of June 8 open house (Information Report)
Heritage/Architectural Elements	June 20	Options/features and costs associated with each
Arrangement of Span 1	June 20	Present two options (span in/out) and recommendation.
Functional Plan and Holding Bylaw	June 27	Council to select preferred option.

**Public Consultation**

Public open houses will be conducted to present project information to the public and to solicit public feedback. It is expected that two public open houses will be necessary as follows:

<b>Date</b>	<b>Location</b>	<b>Purpose</b>
May 18	Nutana Collegiate Gymnasium	To provide background and present various options for the structure geometry; roadway alignment on the south side; and pedestrian interactions between the bridge sidewalks and adjacent pathway systems.
June 8	To be determined	To review refined options based on the comments obtained from the initial public open-house. Provide additional information on the project and gather further input.

Stantec Consulting Ltd. has retained Fast Consulting to coordinate the open houses and compile the public's comments and input.

**FINANCIAL IMPACT**

Replacement of the Traffic Bridge is anticipated to cost between approximately \$27,000,000 and \$34,000,000. Any additional items that may be added beyond the original scope of the project will be submitted to City Council for approval.

The City has not finalized a source of funding for this project. The Administration is exploring potential funding sources, including senior levels of government.

**ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications.

**PUBLIC NOTICE**

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

**5. Traffic Bridge Replacement  
Adaptive Reuse  
(File No. CK. 6050-8)**

**RECOMMENDATION:** that there be no adaptive reuse by the City of Saskatoon of any portions of the steel trusses from the existing Traffic Bridge.

*ADOPTED.*

Attached is a report of the General Manager, Infrastructure Services dated March 31, 2011 requesting direction as to whether City Council wishes to pursue the adaptive reuse of portions of the steel trusses from the Traffic Bridge. Your Committee notes that there is a change to the estimated costs under Option 1 on page 2 – the \$1 per pound would result in an estimated allowance of \$200,000 to \$250,000 rather than \$800,000 to \$1,000,000, based on each truss weighing between 50,000 and 60,000 pounds.

Your Committee has reviewed this issue and does not support the adaptive reuse of the steel trusses due to the high cost involved.

**6. Traffic Bridge Replacement  
Creation of Community Space  
(File No. CK. 6050-8)**

**RECOMMENDATION:** that a community space be created by constructing viewing bays on each walkway at each pier, and gates/portals (one per side per span) to connect the sidewalk to the bridge deck, but that there be no dedicated electrical circuit or water connections.

Your Committee has considered the attached report of the General Manager, Infrastructure Services dated March 31, 2011 requesting direction as to whether any requirements for a community space component should be included in the framework for the design-build process.

Your Committee has reviewed the report and supports the construction of viewing bays and gates connecting the sidewalk to the bridge deck in order to allow the bridge to be used for community events. However the Committee is of the opinion that a dedicated electrical circuit is not required since event organizers will be able to utilize the functional lighting circuit, and that any water requirements can be met by means other than by the installation of a permanent water source. The



administration will allow for power receptacles as part of the functional lighting circuit to the best ability that that circuit will allow.

- IT WAS RESOLVED: 1) that a community space be created by constructing viewing bays on each walkway at each pier, and gates/portals (one per side per span) to connect the sidewalk to the bridge deck, but that there be no dedicated electrical circuit or water connections; and*
- 2) that once the bridge design has been completed, it be referred to Tourism Saskatoon for review as to its efficacy as a space for community events.*

**7. Traffic Bridge Replacement**  
**Architectural Lighting**  
**(File No. CK. 6050-8)**

**RECOMMENDATION:** that the functional lighting circuit for the Traffic Bridge replacement provide for as much architectural lighting as possible, and that the Administration report further on the costs for fixed lighting and for programmable coloured lighting.

*ADOPTED.*

Your Committee has considered the attached report of the General Manager, Infrastructure Services dated March 31, 2011 requesting direction as to architectural lighting for the new Traffic Bridge. Your Committee supports architectural lighting to the extent that is possible by utilizing the required functional lighting circuit, and is requesting further information as to the costs of fixed lighting versus programmable coloured lighting.

**8. Disclosure of Campaign Contributions and Expenditures**  
**(File No. CK. 255-5-1)**

**RECOMMENDATION:** that the Province be requested to amend the provisions of *The Local Government Election Act* so as to prohibit any candidate who does not comply with campaign disclosure and spending limits requirements from running for office in the next regular election.

*ADOPTED.*

City Council has previously requested the Province to amend *The Local Government Election Act* so as to prohibit any candidate who does not comply with campaign disclosure and spending limits requirements from running for office in the next regular election. The Province decided not to pursue that amendment.

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All Court cases arising from the 2009 municipal election are now concluded. All of the candidates who did not comply with the *Campaign Disclosure and Spending Limits Bylaw* have now filed the required forms, and all have been fined \$100 plus a \$50 surcharge.

The City paid slightly over \$10,000 in legal fees to prosecute the five candidates who were in breach of the Bylaw. Four of the candidates filed within two weeks of the deadline, and one candidate refused to file and did so only after having gone through the Court process and being found guilty.

Your Committee is of the opinion that the current penalty for not complying with disclosure requirements is too weak, and that prohibiting people from running in the next regular election is a reasonable penalty. It should be noted that this penalty is already in the place in other jurisdictions in Canada, including municipal elections held on Ontario.

**9. Special Event Hosting Grant  
River Lights Boat Parade  
(File No. CK. 1870-15)**

**RECOMMENDATION:** that the host committee of the River Lights Boat Parade receive a one-time grant of \$100,000 as first-year seed money, subject to the inclusion of a legacy component in accordance with the Special Events Policy No. C03-007.

*ADOPTED.*

Your Committee has considered the attached reports of the General Manager, Community Services dated March 25, 2011 and April 21, 2011 and submits the above recommendation. The Administration will administer the grant in the normal manner, in accordance with the provisions of Special Events Policy No. C03-007.”

*Moved by Councillor Hill, Seconded by Councillor Paulsen,*

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

*CARRIED.*

**ADMINISTRATIVE REPORT NO. 8-2011 – CONTINUED**

**B1) Corporate Trunked Radio System Plan  
and  
Panhandling  
and  
Municipal Innovation Fund  
(Files CK. 1000-12, CK. 5000-1 and CK. 1780-1)**

**RECOMMENDATION:** that the Fire and Protective Services digital radio fleet, panhandling baseline study and Municipal Innovation Fund be funded as outlined in this report.

**BACKGROUND**

City Council, at its meeting held on December 20, 2010, when considering a report of the Budget Committee regarding the 2011 Operating and Capital Budgets, resolved, in part:

“that the purchase of a Fire and Protective Services digital radio fleet, at an estimated cost of \$1,260,000, be included in the 2011 Capital Budget as “unfunded” and the Administration report further regarding a source of funding;”

At its April 4, 2011 meeting, City Council, when considering Clause 1, Report No. 5-2011 of the Administration and Finance Committee, resolved, in part:

“that the Administration report on a potential source of funding for a (panhandling) scan, in the amount of \$50,000;”

At its April 18, 2011 meeting, City Council, when dealing with Report No. 6-2011 of the Planning and Operations Committee, resolved, in part:

“that the Administration report further on the distribution of the \$500,000 surplus realized in 2010 over and above the 2010 cap in the Plan Review and Inspection Services Stabilization Reserve.”

**REPORT**

As noted above, your Administration has been requested to report on a funding source for a number of projects. It is recommended that the \$500,000 surplus funds over and above the Plan Review and Inspection Services Stabilization Reserve be allocated as follows:

**Fire and Protective Services Digital Radio Fleet**

The estimate for converting the Fire and Protective Services Radio Fleet to digital is \$1,260,000. Fire owns approximately 200 analog radios that still function but have reached the end of their

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service life and must be replaced. As Infrastructure Services is pursuing replacement of the radio infrastructure this year, it is preferable to replace the fire radios at the same time.

The Sinking Fund has a current estimated surplus of \$800,000. This surplus represents the residual of previous sinking fund debentures which have retired (investment rates were higher than the stated sinking fund deposit rates). All sinking fund debt has retired, leaving this amount available for allocation. Your Administration is recommending this as a source of funding for this project. Your Administration is also recommending that \$415,000 from the Plan Review and Inspection Service Stabilization Reserve surplus be allocated to this project. The remaining \$45,000 can be funded from the Reserve for Capital Expenditures (RCE). The capital project approved to replace breathing apparatus, was under spent by \$41,000. These funds will be returned to the RCE and can be redirected towards this project. In addition, it is anticipated that the East Fire Hall project will also be under spent. Any excess funds will be returned to the RCE and can also be redirected towards this project. The summarized funding plan is as follows:

<b>Purchase of Digital Radios</b>	<b>\$1,260,000</b>
Sinking Fund Surplus	\$800,000
RCE	40,000
Plan Review and Inspection Services Stabilization Reserve	420,000
<b>Funding Total</b>	<b>\$1,260,000</b>

Panhandling Baseline Study

The panhandling baseline study is targeted for this summer at an estimated cost of \$50,000. Before the work can begin, a funding source is required. Saskatoon Police Services and Community Services plan to contribute \$10,000 and \$5,000 respectively from their existing operating budgets. The Partnership Board has agreed to contribute \$5,000. It is recommended that the remaining \$30,000 be allocated from the Plan Review and Inspection Service Stabilization Reserve surplus funds. The summarized funding plan is as follows:

<b>Panhandling Baseline Study</b>	<b>\$50,000</b>
Saskatoon Police Services	\$10,000
Community Services	5,000
The Partnership	5,000
Plan Review and Inspection Services Stabilization Reserve	30,000
<b>Funding Total</b>	<b>\$50,000</b>

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Municipal Innovation Fund

The City has been asked, together with other Saskatchewan cities, by Communities of Tomorrow (CT) to participate financially in a Municipal Innovation Fund which would be used to fund a portfolio of innovative projects based on municipal member needs. The Fund will be established initially at \$150,000 with the hope that this will leverage other government and/or industry contributions. Saskatoon's contribution towards this fund is \$50,000. Funding will be subject to a set of terms of reference and will only be provided to CT for approved projects which will be relevant to the priority needs of the cities.

It is recommended that this be funded from the Plan Review and Inspection Service Stabilization Reserve surplus funds.

**OPTIONS**

City Council can choose to use the surplus funds as recommended above, can transfer them to the Reserve for Capital Expenditures, or use them for other purposes.

**ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications.

**PUBLIC NOTICE**

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

*Item A2) of Communications to Council was brought forward.*

**“A2) Clive Weighill, Chief of Police, dated April 20**

Requesting permission to address City Council with respect to the Panhandling Research Project. (File No. CK. 5000-1)”

*The City Clerk distributed copies of the following letters:*

- *Vanessa Charles, dated May 4, 2011, requesting to speak to Council regarding funding for the Panhandling Baseline Study;*
- *Randy Pshebylo, Executive Director, Riversdale Business Improvement District, dated May 3, 2011 requesting to speak to Council regarding funding for the Panhandling Baseline Study; and*
- *Terry Scaddan, Executive Director, The Partnership, dated May 9, 2011, requesting to speak to Council.*

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*Moved by Councillor Paulsen, Seconded by Councillor Lorje,*

*THAT Chief Weighill, Vanessa Charles, Randy Pshebylo and Terry Scaddan be heard.*

**CARRIED.**

*Police Chief Clive Weighill, Police representative on the Panhandling Task Force, spoke in support of the funding for the Street Activity Baseline Study and indicated that \$10,000 from the Police Budget has been allocated towards the Study.*

*Ms. Vanessa Charles, Saskatoon Anti-Poverty Coalition representative on the Panhandling Task Force, spoke in support of the funding for the Street Activity Baseline Study.*

*Mr. Randy Pshybelo, Executive Director, Riversdale Business Improvement District, spoke in support of the funding for the Street Activity Baseline Study and provided Council with a copy of his presentation.*

*Mr. Terry Scaddan, Executive Director, The Partnership, spoke in support of the funding for the Street Activity Baseline Study.*

*Moved by Councillor Heidt, Seconded by Councillor Donauer,*

*THAT the recommendation of the Administration be adopted.*

**CARRIED.**

**LEGISLATIVE REPORT NO. 6-2011 - CONTINUED**

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

**B1) Panhandling  
(File No. CK. 5000-1)**

- RECOMMENDATION:**
- 1) that this report be considered after the report of the General Manager of Corporate Services regarding funding;
  - 2) that Mr. Terry Scaddan of The Partnership be permitted to present this report on behalf of the Panhandling Task Force, with the assistance of Ms. Elisabeth Miller; and
  - 3) that City Council approve the terms of the Request for Proposals for a Street Activity Baseline Study as set out in this report.

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City Council, at its meeting on April 4, 2011 considered Clause 1, Report No. 5-2011 of the Administration and Finance Committee and approved a number of recommendations, including the following:

- “1) that, subject to financing, a “scan” of panhandling and street safety, as set out in the report of the City Solicitor dated March 22, 2011, be done in Saskatoon this summer, with a report of the results to come back to the Administration and Finance Committee;
- 2) that the Panhandling Task Force investigate panhandling programs in other cities and report back to the Administration and Finance Committee;
- 3) that the Administration report on a potential source of funding for a scan, in the amount of \$50,000;
- 4) that the Administration provide a report to Council outlining the terms of the Request for Proposals; ...”

The General Manager of Corporate Services is reporting separately on potential funding for a Street Activity Baseline Study in accordance with Recommendation No. 3. This report addresses Recommendation No. 4 which asked for an outline of the terms of the Request for Proposals (“RFP”) for the Study.

An RFP has been prepared by Ms. Elisabeth Miller of the Community Services Department, with input from the members of the Panhandling Task Force. A copy of the proposed RFP is attached.

The following are the main objectives of the Study:

1. Scope of the Problem - Identification of the areas throughout the City where street activity is a nuisance, identify what segment of this activity is panhandling, and the type of street activity and panhandling that is occurring in each area.
2. Impact of these Activities - Identify the effect of street activities and who is being affected.
3. Who is Involved - Identification of who is involved in these street activities, their characteristics, and why they are there.
4. Best Practices - Identify known best practices that may be suitable to address street activity and panhandling in Saskatoon (eg. enforcement, outreach and other services).

The Study will include interviews with users of the street, business owners/operators, and panhandlers and other “street people”. It will also review buskers, street vendors and charity street activities and their relationship to “street safety”.

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The goal is to obtain a clear picture of what is happening on Saskatoon's streets and why. This information will be the basis for future program development at the local level, as well as evidence for other levels of government whose mandate may better address the underlying issues.

The successful bidder will be required to have proven experience in research, analysis, and a demonstrated ability to engage marginalized populations. The Panhandling Task Force will act as the project's Steering Committee.

The intent is to have someone hired this summer, with the work to be completed by the end of September, 2011. This would allow the Panhandling Task Force to report back to the Administration and Finance Committee in October, 2011.

**ATTACHMENT**

1. Copy of proposed Request for Proposals dated April 28, 2011.

*Mr. Terry Scaddan, Executive Director, The Partnership and Ms. Elizabeth Miller, Senior Planner of Neighbourhood Safety, Community Services Department, representatives from the Panhandling Task Force, presented the report.*

*Moved by Councillor Hill, Seconded by Councillor Clark,*

*THAT City Council approve the terms of the Request for Proposals for a Street Activity Baseline Study as set out in this report.*

*CARRIED.*

**B2) Accessible Taxi Rates  
(File No. CK. 307-2)**

**RECOMMENDATION:**

- 1) that City Council consider Bylaw No. 8946, The License Amendment Bylaw, 2011, to provide that the minimum rate for wheelchair accessible taxis be the same as for regular taxis on all trips as of June 1, 2011; and,
- 2) that Administration investigate:
  - i) a possible increase to the current taxi fare structure;
  - ii) the number of wheelchair accessible taxi licenses in context of current taxi trip data; and
  - iii) the feasibility of a new rate for door-to-door service and report back to the Administration and Finance Committee with recommendations no later than October 1, 2011.



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**BACKGROUND**

In response to a question of a member of the public, your Administration has been reviewing the rate structure for Wheelchair Accessible Taxicabs in relation to the rate structure for regular taxicabs. Bylaw 6066, Section 53A (9) allows the operator of a wheelchair-accessible taxicab to charge the greater of the metered fare or the minimum fee of \$17.00 per trip. The fare approved by City Council (Bylaw 6066, Section 49 3(b) for regular taxicab trips is \$3.50 for the first 66 meters and \$.10 for each additional 66 metres).

**REPORT**

History

Section 53A of Bylaw 6066, “Wheelchair Accessible Taxicab Licenses” was introduced in October of 1989. At that time, no taximeters were permitted and all services provided by these vehicles were for transporting persons with disabilities and their escorts, and the Bylaw did not set a fare. In August of 1991, there were further amendments, and while the Bylaw still did not establish a fare for wheelchair accessible service, it did recognize that a “set fare” would be established by the service providers.

A minimum fare of \$15.00 was introduced into the Bylaw in October of 2001. Research of the files did not indicate a business case justification for the rate. It appears this fare was simply imported as the set fare previously established by the license holders. Finally, in July 2007, the minimum fare was increased to \$17.00 at the same time as the regular taxicab rates increased.

Within the City of Saskatoon, currently 16 wheelchair taxi licenses have been approved by City Council. Of these, 11 remain the property of the City of Saskatoon and were made available by City Council free of charge for the use of the taxi companies in providing wheelchair accessible service. The current bylaw provision requires at least 50% of trips be wheelchair accessible trips.

Discussions

Your Administration has met with management of the taxi companies and two drivers of accessible taxis and understands the higher fare provides compensation in three different areas:

1. The capital cost of an accessible taxicab is higher than that of any other taxi as they are specially equipped and must meet certain safety standards. The last three vehicles purchased by one company ranged in price from \$35,000 to \$37,000.
2. Taxis are generally deployed in a “zone,” reducing the time required to travel to the next fare. As there is a maximum of 16 accessible vehicles available at a given time, and the taxi companies provide service ‘on demand’, each taxicab is required to travel throughout the city to pick up passengers, thereby increasing their non-chargeable time compared to regular taxi service.
3. Drivers of accessible taxis typically provide door-to-door service, assisting the customer from their door, deploying the lift, and securing the wheelchair or scooter as required.

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Once at the destination, the process is reversed, and the customer is assisted to the door of the destination. There is no additional compensation for this service.

The taxi companies provided a sample set of data of approximately 150 wheelchair accessible trips. Of these, 20% of the trips were charged the metered fare (higher than the minimum \$17). The data also shows:

- If the meter was turned on at the point where the call is received, the average actual cost of providing the service would be \$20.01.
- The average metered fare without the \$17 minimum rate was \$12.44.
- The average fare collected, with the use of the \$17 minimum rate, was \$17.99.

In other words, for this sample set, without the minimum fare of \$17.00, the average fare to be paid would be \$12.44, while the average cost of providing the service would be \$20.01. This would indicate the minimum fare has only partially compensated the drivers for the additional time involved. It should be noted that not all citizens who use wheelchairs require the wheelchair accessible vehicles but rather use regular taxi service and pay the regular taxi fares.

Other Jurisdictions

With the exception of Regina, which is also reviewing the situation, all other jurisdictions contacted by your Administration have the same minimum rate for regular and wheelchair accessible taxis.

In an attempt to determine if there is perhaps a unique situation in Saskatoon, other factors reviewed were the number of accessible taxicabs, the type of service provided and what type of subsidy, if any, is provided to the taxi industry for provision of this service.

As indicated below, the City of Saskatoon has the third highest percentage of this group.

	<b>Number of Accessible Taxis</b>	<b>Total Number of Taxis</b>	<b>Percentage</b>
Regina	5	164	3.0%
Edmonton	45	1185	3.7%
London	18	321	5.3%
Calgary	100	1411	6.6%
Victoria	20	273	6.8%
Saskatoon	16	160	9.1%
Winnipeg	43	410	9.5%
Ottawa	173	1001	14.7%

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To the question of whether the ‘on-demand’ service model is followed, the common response of other jurisdictions was the taxi companies are expected to provide on-demand service and do so to the best of their abilities. Some speculated that the lower number of vehicles able to provide this specific type of service means these vehicles have less competition for the trips which adds to the profitability.

In 2008, Edmonton had offered a one-time subsidy of \$6,500 per vehicle to assist in the increase of its wheelchair accessible taxicab availability. Other jurisdictions have various forms of accessible transportation options, as does Saskatoon with Access Transit, but no other examples were found of subsidies, etc. provided to the taxi industry for provision of wheelchair accessible service.

**Solicitor’s Opinion**

The City Solicitor has provided the following opinion: “The City of Saskatoon has a positive duty to ensure that members of disadvantaged groups benefit equally from services offered to the general public. A City-regulated taxi industry constitutes a service offered to the general public.

While there are extra costs associated with operating a wheelchair accessible taxi, we do not believe that these justify the setting of different rates. This is particularly so, as the extra costs in Saskatoon are similar to the extra costs experienced in other cities in Canada, and those cities have the same rates for regular and wheelchair accessible taxis.”

**OPTIONS**

In view of the opinion of the City Solicitor, your Administration is recommending that City Council consider Bylaw No. 8946, The License Amendment Bylaw, 2011, (Attachment 1) to provide that the minimum rate for wheelchair accessible taxis be the same as for regular taxis on all trips as of June 1, 2011.

A second recommendation is that options be investigated with the taxi industry and the Accessibility Committee that may mitigate the impact such as:

1. the current fare structure to determine if an increase may be warranted;
2. the number of wheelchair accessible licenses, in context of current taxi trip data, to determine if this may assist in providing on-demand service;
3. the feasibility of an “assisted door-to-door” rate available upon request that will compensate all drivers for additional service.

City Council may choose to approve all or none of the above recommendations.

**POLICY IMPLICATIONS**

There are no policy implications.

**FINANCIAL IMPLICATIONS**

There are no financial implications.

**STAKEHOLDER INVOLVEMENT**

Your Administration has met with taxi company managers and some drivers. Should City Council approve the above recommendations, discussions will continue with the taxi industry and the Accessibility Committee.

**PUBLIC COMMUNICATION PLAN**

Your Administration will work with the Communications Branch to ensure interested stakeholders have the opportunity to provide input.

**ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications.

**PUBLIC NOTICE**

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

**ATTACHMENT**

1. Bylaw No. 8946, The License Amendment Bylaw, 2011.

*The City Clerk distributed copies of the following letters:*

- *Troy Larmer, dated May 9, 2011, requesting to speak to Council;*
- *Krisan Macas, dated May 9, 2011, requesting to speak to Council; and*
- *Ken Yuzik, dated May 9, 2011, requesting to speak to Council.*

*Moved by Councillor Paulsen, Seconded by Councillor Lorje,*

*THAT Troy Larmer, Krisan Macas and Ken Yuzik be heard.*

**CARRIED.**

*Mr. Troy Larmer, United Group, spoke in support of the review and suggested that the implementation date for the minimum rates for wheelchair accessible taxis be changed to July 1, 2011. He also indicated that his company is not publicly funded and therefore there are no*

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*subsidies for providing door-to-door service. He also requested that there be an increase in the number of accessible taxi licenses in order to improve service.*

*Mr. Krisan Macas, taxi driver, expressed concerns regarding matching accessible taxi fares with regular taxis indicating that the extra amount went direct to the drivers of the accessible taxis for the additional work that is required. He suggested that the City provide incentives to taxis to retrofit licensed taxis to accessible units. He spoke in favour of a review of the rate structure.*

*Mr. Ken Yuzik, Comfort Cabs, expressed concern regarding matching accessible taxi fares with regular taxis indicating that accessible taxis offer a specialized service and the rate reflected that. He outlined the potential losses to taxi companies and asked that Council consider all citizens including the taxi drivers.*

*Moved by Councillor Penner, Seconded by Councillor Lorje,*

- 1) *that City Council consider Bylaw No. 8946, The License Amendment Bylaw, 2011, to provide that the minimum rate for wheelchair accessible taxis be the same as for regular taxis on all trips as of June 1, 2011;*

**CARRIED.**

*Moved by Councillor Penner, Seconded by Councillor Lorje,*

- 2) *that the Administration report back by June 1 in regard to a possible increase to the current taxi fare structure and the feasibility of a new rate for door-to-door service; and*
- 3) *that the Administration investigate and report to the Administration and Finance Committee before October 1 on the number of wheelchair accessible taxi licenses in context of current taxi trip data.*

**CARRIED.**

**REPORT NO. 6-2011 OF THE ADMINISTRATION AND FINANCE COMMITTEE –  
CONTINUED**

**1. 2010 Annexation – Assessment and Taxation  
(File No. CK. 4060-1 x 1620-1)**

**RECOMMENDATION:** that the Administration be directed to pursue Farm Land Agreements with eligible owners, that is, those where farming is the principal occupation of the assessed owner, the farmed land is in excess of eight hectares in area (19.78 acres), and the land has not been subdivided into lots.

Your Committee has considered and supports the attached report of the General Manager, Corporate Services Department dated March 29, 2011 regarding the above.

As noted in the report, affected property owners have been notified by the Administration of City Council's consideration of this matter at this meeting.

*The City Clerk distributed copies of the following letters:*

- *Rick and Kim Van Duyvendyk, dated May 6, 2011, submitting comments and requesting to speak to Council;*
- *Rhonda Berthiaume and Jeff Wetzel, dated May 6, 2011, submitting comments;*
- *Sue and Grant Kristjanson, dated May 9, 2011, submitting comments;*
- *Duane and Sharon Zimmerman, dated May 9, 2011, submitting comments; and*
- *Chuck McKitrick, dated May 9, 2011, requesting to speak to Council.*

*Moved by Councillor Lorje, Seconded by Councillor Paulsen,*

*THAT Rick and Kim Van Duyvendyk and Chuck McKitrick be heard.*

**CARRIED.**

*Mr. Rick Duyvendyk, owner of property annexed into the city limits, expressed concern regarding the amount of taxes in comparison with the services provided. He asked that Council consider coming up with a policy on taxation of annexed rural properties.*

*Mr. Chuck McKitrick indicated that his questions have been answered by the Administration.*

*Moved by Councillor Penner, Seconded by Councillor Heidt,*

*THAT the Administration be directed to pursue Farm Land Agreements with eligible owners, that is, those where farming is the principal occupation of the assessed owner, the farmed land is in excess of eight hectares in area (19.78 acres), and the land has not been subdivided into lots.*

*CARRIED.*

**COMMUNICATIONS TO COUNCIL**

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

**1) Gerald Tremblay, Mayor of Montreal and Ken Melamed, Mayor of Whistler dated April 11**

Requesting contribution for Mayors for Peace. (File No. CK. 277-1)

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

*Moved by Councillor Penner, Seconded by Councillor Donauer,*

*THAT the information be received.*

*CARRIED.*

**2) David A. Walden, Secretary-General, Canadian Commission for Unesco dated April 13**

Requesting that the City of Saskatoon host the Freedom of Expression in Broad Strokes exhibition in 2011-12. (File No. CK. 205-1)

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

*Moved by Councillor Hill, Seconded by Councillor Donauer,*

*THAT the letter be referred to the Administration for a report.*

*CARRIED.*

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**3) Kristen Allen, Canadian Cancer Society, dated April 12**

Requesting an extension to the time where amplified sound can be heard, under the Noise Bylaw, from 6 p.m. on Friday, June 10<sup>th</sup> until 6 a.m. on Sunday, June 11<sup>th</sup>, at Diefenbaker Park, for the 11<sup>th</sup> Annual Relay for Life. (File No. CK. 185-9)

**RECOMMENDATION:** that the request for an extension to the time where amplified sound can be heard, under the Noise Bylaw, from 6 p.m. on Friday, June 10<sup>th</sup> until 6 a.m. on Sunday, June 11<sup>th</sup>, at Diefenbaker Park, for the 11<sup>th</sup> Annual Relay for Life be granted.

*Moved by Councillor Paulsen, Seconded by Councillor Penner,*

*THAT the request for an extension to the time where amplified sound can be heard, under the Noise Bylaw, from 6 p.m. on Friday, June 10<sup>th</sup> until 6 a.m. on Sunday, June 11<sup>th</sup>, at Diefenbaker Park, for the 11<sup>th</sup> Annual Relay for Life be granted.*

*CARRIED.*

**4) Kim Gorham, dated April 13**

Requesting an extension to the time where amplified sound can be heard, under the Noise Bylaw, from June 24 at 11:30 p.m. to June 25 at 4 a.m., at the Kinsmen arena, for the Tommy Douglas Collegiate Chem Free After Grad. (File No. CK. 185-9)

**RECOMMENDATION:** that the request for an extension to the time where amplified sound can be heard, under the Noise Bylaw, from June 24 at 11:30 p.m. to June 25 at 4 a.m., at the Kinsmen arena, for the Tommy Douglas Collegiate Chem Free After Grad be granted.

*Moved by Councillor Paulsen, Seconded by Councillor Penner,*

*THAT the request for an extension to the time where amplified sound can be heard, under the Noise Bylaw, from June 24 at 11:30 p.m. to June 25 at 4 a.m., at the Kinsmen arena, for the Tommy Douglas Collegiate Chem Free After Grad be granted.*

*CARRIED.*

**5) Kelly Caplette, dated April 15**

Providing suggestions for Mendel Art Gallery building use. (File Nos. CK. 620-4 & 4205-9)



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

*Moved by Councillor Paulsen, Seconded by Councillor Penner,*

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

*CARRIED.*

**6) Kathy Janzen, dated April 20**

Requesting an extension to the time where amplified sound can be heard, under the Noise Bylaw, on Sunday, June 19, 2011, from 9:30 a.m. to 1:00 p.m., at Cornerstone Church on Lenore Drive, for a Father's Day car show. (File No. CK. 185-9)

**RECOMMENDATION:** that the request for an extension to the time where amplified sound can be heard, under the Noise Bylaw, on Sunday, June 19, 2011, from 9:30 a.m. to 1:00 p.m., at Cornerstone Church on Lenore Drive, for a Father's Day car show be granted.

*Moved by Councillor Paulsen, Seconded by Councillor Penner,*

*THAT the request for an extension to the time where amplified sound can be heard, under the Noise Bylaw, on Sunday, June 19, 2011, from 9:30 a.m. to 1:00 p.m., at Cornerstone Church on Lenore Drive, for a Father's Day car show be granted.*

*CARRIED.*

**7) Michelle Prytula, Mogathon Race Director, dated April 20**

Requesting an extension to the level of amplified sound can be heard, under the Noise Bylaw, on Saturday, June 25, 2011, from 7:00 a.m. to 2:00 p.m., at River Landing for the Saskatoon Mogathon. (File No. CK. 185-9)

**RECOMMENDATION:** that the request for an extension to the level of amplified sound can be heard, under the Noise Bylaw, on Saturday, June 25, 2011, from 7:00 a.m. to 2:00 p.m., at River Landing for the Saskatoon Mogathon be granted.

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*Moved by Councillor Paulsen, Seconded by Councillor Penner,*

*THAT the request for an extension to the level of amplified sound can be heard, under the Noise Bylaw, on Saturday, June 25, 2011, from 7:00 a.m. to 2:00 p.m., at River Landing for the Saskatoon Mogathon be granted.*

*CARRIED.*

**8) Amin Ahmed, World Partnership Walk, dated April 26**

Requesting an extension to the time where amplified sound can be heard, under the Noise Bylaw, on June 5, 2011, from 10:00 a.m. to 4:00 p.m., at Diefenbaker Park, for the World Partnership Walk. (File No. CK. 185-9)

**RECOMMENDATION:** that the request for an extension to the time where amplified sound can be heard, under the Noise Bylaw, on June 5, 2011, from 10:00 a.m. to 4:00 p.m., at Diefenbaker Park, for the World Partnership Walk be granted.

*Moved by Councillor Paulsen, Seconded by Councillor Penner,*

*THAT the request for an extension to the time where amplified sound can be heard, under the Noise Bylaw, on June 5, 2011, from 10:00 a.m. to 4:00 p.m., at Diefenbaker Park, for the World Partnership Walk be granted.*

*CARRIED.*

**9) Sarah Roussel-Lewis, Federation des Francophones, dated April 28**

Requesting an extension to the time where amplified sound can be heard, under the Noise Bylaw, on Friday June 24, 2011, from 5 p.m. to 12:00 p.m. at l'Ecole canadienne-francaise, for Saint-Jean-Baptiste celebrations. (File No. CK. 185-9)

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**RECOMMENDATION:** that the request for an extension to the time where amplified sound can be heard, under the Noise Bylaw, on Friday June 24, 2011, from 5 p.m. to 12:00 p.m. at l'Ecole canadienne-francaise, for Saint-Jean-Baptiste celebrations be granted.

*Moved by Councillor Paulsen, Seconded by Councillor Penner,*

*THAT the request for an extension to the time where amplified sound can be heard, under the Noise Bylaw, on Friday June 24, 2011, from 5 p.m. to 12:00 p.m. at l'Ecole canadienne-francaise, for Saint-Jean-Baptiste celebrations be granted.*

*CARRIED.*

**10) Bob Korol, CEO, TCU Place, dated April 19**

Submitting 2010 Centennial Auditorium & Convention Centre Corporation Audited Financial Statements. (File No. CK. 1711-4)

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

*Moved by Councillor Paulsen, Seconded by Councillor Penner,*

*THAT the information be received.*

*CARRIED.*

**11) Sara Lynn Cauchon, CBC, dated April 28**

Providing information on new initiative to promote healthy living. (File No. CK. 205-1)

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

*Moved by Councillor Heidt, Seconded by Councillor Paulsen,*

*THAT the matter be referred to the Administration to report to the Administration and Finance Committee.*

*CARRIED.*

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**12) Colleen McKay, dated May 1**

Requesting 23<sup>rd</sup> Street be closed between 3<sup>rd</sup> and 4<sup>th</sup> Avenues on September 24 and 25 and an extension to the time where amplified sound can be heard under the Noise Bylaw on Sunday, September 25<sup>th</sup>, for The Word On The Street festival. (File No. CK. 205-1)

**RECOMMENDATION:** that the request to close 23<sup>rd</sup> Street between 3<sup>rd</sup> and 4<sup>th</sup> Avenues on September 24 and 25 and an extension to the time where amplified sound can be heard under the Noise Bylaw on Sunday, September 25<sup>th</sup>, for The Word On The Street festival be granted subject to any administrative conditions.

*Moved by Councillor Penner, Seconded by Councillor Donauer,*

*THAT the request to close 23<sup>rd</sup> Street between 3<sup>rd</sup> and 4<sup>th</sup> Avenues on September 24 and 25 and an extension to the time where amplified sound can be heard under the Noise Bylaw on Sunday, September 25<sup>th</sup>, for The Word On The Street festival be granted subject to any administrative conditions.*

*CARRIED.*

**13) Joanne Sproule, Deputy City Clerk, dated April 13**

Submitting Notice of Hearing of the Development Appeals Board regarding the property located at 3315 Lambert Crescent. (File No. CK. 4352-1)

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

*Moved by Councillor Heidt, Seconded by Councillor Dubois,*

*THAT the information be received.*

*CARRIED.*

**14) Joanne Sproule, Deputy City Clerk, dated April 18**

Submitting Notice of Hearing of the Development Appeals Board regarding the property located at 122 10<sup>th</sup> Street East. (File No. CK. 4352-1)

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

*Moved by Councillor Heidt, Seconded by Councillor Dubois,*

*THAT the information be received.*

*CARRIED.*

**15) Joanne Sproule, Deputy City Clerk, dated April 26**

Submitting Notice of Hearing of the Development Appeals Board regarding the property located at 227 Pinehouse Drive. (File No. CK. 4352-1)

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

*Moved by Councillor Heidt, Seconded by Councillor Dubois,*

*THAT the information be received.*

*CARRIED.*

**16) Joanne Sproule, Deputy City Clerk, dated May2**

Submitting Notice of Hearing of the Development Appeals Board regarding the property located at 1640 Alberta Avenue. (File No. CK. 4352-1)

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

*Moved by Councillor Heidt, Seconded by Councillor Dubois,*

*THAT the information be received.*

*CARRIED.*

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

**1) Ron Skoropat, dated April 15**

Commenting on the intersection of Central Avenue and Attridge Drive. (File No. CK. 5300-1)  
**(Referred to the Administration to respond to the writer.)**

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**2) Penny Bradwell, dated April 19**

Commenting on the intersection of Central Avenue and Attridge Drive. (File No. CK. 5300-1) **(Referred to the Administration to respond to the writer.)**

**3) Ken Steinsvoll, dated April 16**

Commenting on the condition of city streets. (File No. CK. 6315-1) **(Referred to the Administration to respond to the writer.)**

**4) Marjorie Ingerman, dated April 18**

Commenting on E-Bill on utility accounts. (File No. CK. 150-1) **(Referred to the Administration to respond to the writer.)**

**5) Charles Schultz, dated April 19**

Commenting on red light cameras. (File No. CK. 6250-1) **(Referred to the Administration to respond to the writer.)**

**6) Richard Gilewicz, dated April 23**

Commenting on potholes causing damage to vehicles. (File No. CK. 6315-1) **(Referred to the Administration to respond to the writer.)**

**7) Dena Miller Racicot, dated April 23**

Commenting on recycling at construction sites. (File No. CK. 7830-5) **(Referred to the Administration to respond to the writer.)**

**8) Kale Kormysh, dated April 23**

Commenting on having all city buses provide bike racks. (File No. CK. 7300-1) **(Referred to the Administration to respond to the writer.)**

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**9) Len Boser, dated April 23**

Commenting on accessibility of Saskatoon Streets. (File No. CK. 6220-1) **(Referred to the Administration to respond to the writer.)**

**10) Len Boser, dated April 23**

Commenting on wheelchair taxi cabs. (File No. CK. 307-2) **(Referred to the Administration to respond to the writer.)**

**11) Delores Brent, dated April 23**

Commenting on accessible curbing on 8<sup>th</sup> Street. (File No. CK. 6220-1) **(Referred to the Administration to respond to the writer.)**

**12) Margaret Currie, dated April 23**

Commenting on Helping Hands ABC Daycare. (File No. CK. 4355-010-5) **(Referred to the Administration to respond to the writer.)**

**13) Michele Knox, dated April 24**

Commenting on construction/parking on Monroe Avenue. (File No. CK. 6120-1) **(Referred to the Administration to respond to the writer.)**

**14) Mohammed Yaqoob, dated April 26**

Enquiring about lot sales. (File No. CK. 4110-36) **(Referred to the Administration to respond to the writer.)**

**15) Amjad Rfaiquie, dated April 27**

Commenting on construction on Clarence Avenue and 8<sup>th</sup> Street East. (File No. CK. 6295-1) **(Referred to the Administration to respond to the writer.)**

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**16) Audrey Brent, dated April 27**

Commenting on ticket purchases at TCU. (File No. CK. 366-1) **(Referred to the General Manager of TCU to respond to the writer.)**

**17) Cora Lee Putz, dated April 29**

Commenting on dust and dirt on Lamarsh Road. (File No. CK. 6000-1) **(Referred to the Administration to respond to the writer.)**

**18) Donna Jamieson, dated May 2**

Commenting on street cleaning. (File No. CK. 6315-1) ) **(Referred to the Administration to respond to the writer.)**

**19) Todd Joyes, dated May 2**

Commenting on parking meter services. (File No. CK. 6120-1) ) **(Referred to the Administration to respond to the writer.)**

**20) Cheryl Grieve, dated May 3**

Expressing concern with respect to parking on residential street. (File No. CK. 6120-1) ) **(Referred to the Administration to respond to the writer.)**

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

*Moved by Councillor Penner, Seconded by Councillor Paulsen,*

*THAT the information be received.*

*CARRIED.*

**D. PROCLAMATIONS**

**1) Victoria McLeod, Child Find Saskatchewan, dated April 13**

Requesting City Council proclaim May 2011 as Missing Children's Month. (File No. CK. 205-5)



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**2) Grant McKercher, President, Saskatchewan Association of Architects, dated April 13**

Requesting City Council proclaim November 13 to 19, 2011 as Architecture Week. (File No. CK. 205-5)

**3) Julie Zepp Rutledge, SANP Public and Media Relations Officer, dated April 14**

Requesting City Council proclaim May 9 to 15, 2011 as Naturopathic Medicine Week. (File No. CK. 205-5)

**4) Roger Carver, Executive Director, Saskatchewan Deaf and Hard of Hearing Services dated April 20**

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Requesting City Council proclaim May as Speech and Hearing Awareness Month. (File No. CK. 205-5)

**5) Janet Nicolson, MS Society of Canada – Saskatchewan Division, dated April 18**

Requesting City Council proclaim May as MS Awareness Month. (File No. CK. 205-5)

**6) Megan Taylor, dated April 27**

Requesting City Council proclaim June 5, 2011 as World Partnership Walk Day. (File No. CK. 205-5)

**7) Andrew Stevenson, President, Saskatchewan Chapter, Canadian Public Works Association, dated April 28**

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Requesting City Council proclaim May 15 to 21, 2011 as National Public Works Week. (File No. CK. 205-5)

**8) Linda Gubbe, dated May 2**

Requesting City Council proclaim May as Cat Awareness Month and 2011 as The Year of the Cat. (File No. CK. 205-5)

*The City Clerk distributed copies of the following letter:*

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**9) Stanley Kenneth Sandomirsky, dated May 5**

Requesting that Council proclaim May 22 – 28, 2011, as Saskatoon Shriners Week and that the City raise the Saskatoon Shrine Club flag on May 24<sup>th</sup> in Civic Square. (File No. CK. 205-5)

- RECOMMENDATION:**
- 1) that City Council approve all proclamations as set out in Section D;
  - 2) that the City Clerk be authorized to sign the proclamation in standard form on behalf of City Council; and
  - 3) that the request to raise the Saskatoon Shrine Club flag on May 24, 2011, in Civic Square be approved subject to administrative conditions.

*Moved by Councillor Hill, Seconded by Councillor Lorje,*

- 1) *that City Council approve all proclamations as set out in Section D;*
- 2) *that the City Clerk be authorized to sign the proclamation in standard form on behalf of City Council; and*
- 3) *that the request to raise the Saskatoon Shrine Club flag on May 24, 2011, in Civic Square be approved subject to administrative conditions.*

**CARRIED.**

**ENQUIRIES**

**Councillor P. Lorje  
Removal of Abandoned/Decommissioned Underground Fuel Tanks  
(File No. CK. 7550-1)**

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Will the Administration please report on the current process, capability and jurisdiction of the City to require or order the removal of abandoned and/or decommissioned underground fuel tanks and/or fuel pump filling station equipment under the current Fire and Protective Services or Property Maintenance Bylaws?

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**Councillor M. Heidt  
Servicing of Lots – Next Three Years  
(File No. CK. 4110-1)**

Would the Administration please report back to the Land Bank Committee or Council on a strategy on how to service 10,000 lots or units in the next three years. I know this is very aggressive; however, we need a strategy.

**MOTIONS**

**12a) Campaign Disclosure and Spending Limits Bylaw  
(File No. CK. 255-5-1)**

**REPORT OF THE CITY CLERK:**

“Councillor Clark gave the following Notice of Motion at the meeting of City Council held on April 18, 2011:

‘TAKE NOTICE that at the next regular meeting of City Council, I will move the following motion:

“THAT an independent advisory committee be established to make recommendations to City Council with regard to changes to the Campaign Disclosure and Spending Limits Bylaw, and that the matter be referred to Administration for a report to the Executive Committee regarding composition of the advisory committee.””

*DEALT WITH EARLIER. SEE PAGE NO. 13.*

**GIVING NOTICE**

Councillor Neault gave the following Notice of Motion:

“TAKE NOTICE that at the next regular meeting of City Council, I will move the following motion:

‘THAT City Council put the issue of a comprehensive city wide curbside recycling program for all single family households with mandatory payment but use of service being optional, to a binding vote of the city of Saskatoon electorate through a referendum on the same date as the 2012 civic election.’”

**INTRODUCTION AND CONSIDERATION OF BYLAWS**

**Bylaw 8929**

*(Councillor Paulsen was not present during the entire hearing and therefore not able to vote.)*

Moved by Councillor Hill, Seconded by Councillor Neault,

THAT permission be granted to introduce Bylaw No. 8929, being "The Zoning Amendment Bylaw, 2011 (No. 10)" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Hill, Seconded by Councillor Lorje,

THAT Bylaw No. 8929 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Hill, Seconded by Councillor Clark,

THAT Council go into Committee of the Whole to consider Bylaw No. 8929.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 8929 was considered clause by clause and approved.

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Moved by Councillor Hill, Seconded by Councillor Penner,

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

CARRIED.

Moved by Councillor Hill, Seconded by Councillor Dubois,

THAT permission be granted to have Bylaw No. 8929 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Hill, Seconded by Councillor Heidt,

THAT Bylaw No. 8929 now be 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.

**Bylaw 8941**

*(Councillor Paulsen was not present during the entire hearing and therefore not able to vote.)*

Moved by Councillor Hill, Seconded by Councillor Neault,

THAT permission be granted to introduce Bylaw No. 8941, being "The Zoning Amendment Bylaw, 2011 (No. 12)" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Hill, Seconded by Councillor Lorje,

THAT Bylaw No. 8941 be now read a second time.

CARRIED.

The bylaw was then read a second time.

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Moved by Councillor Hill, Seconded by Councillor Clark,

THAT Council go into Committee of the Whole to consider Bylaw No. 8941.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 8941 was considered clause by clause and approved.

Moved by Councillor Hill, Seconded by Councillor Penner,

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

CARRIED.

Moved by Councillor Hill, Seconded by Councillor Dubois,

THAT permission be granted to have Bylaw No. 8941 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Hill, Seconded by Councillor Heidt,

THAT Bylaw No. 8941 now be 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.

**Bylaw 8928**

Moved by Councillor Hill, Seconded by Councillor Paulsen,

THAT permission be granted to introduce Bylaw No. 8928, being "The Official Community Plan Amendment Bylaw, 2011 (No. 3)" and to give same its first reading.

CARRIED.

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The bylaw was then read a first time.

Moved by Councillor Hill, Seconded by Councillor Neault,

THAT Bylaw No. 8928 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Hill, Seconded by Councillor Lorje,

THAT Council go into Committee of the Whole to consider Bylaw No. 8928.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 8928 was considered clause by clause and approved.

Moved by Councillor Hill, Seconded by Councillor Clark,

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

CARRIED.

Moved by Councillor Hill, Seconded by Councillor Penner,

THAT permission be granted to have Bylaw No. 8928 read a third time at this meeting.

CARRIED UNANIMOUSLY.

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Moved by Councillor Hill, Seconded by Councillor Dubois,

THAT Bylaw No. 8928 now be 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.

**Bylaw 8942**

Moved by Councillor Hill, Seconded by Councillor Paulsen,

THAT permission be granted to introduce Bylaw No. 8942, being “The Street Closing Bylaw, 2011 (No. 4)” and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Hill, Seconded by Councillor Neault,

THAT Bylaw No. 8942 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Hill, Seconded by Councillor Lorje,

THAT Council go into Committee of the Whole to consider Bylaw No. 8942.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 8942 was considered clause by clause and approved.



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Moved by Councillor Hill, Seconded by Councillor Clark,

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

CARRIED.

Moved by Councillor Hill, Seconded by Councillor Penner,

THAT permission be granted to have Bylaw No. 8942 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Hill, Seconded by Councillor Dubois,

THAT Bylaw No. 8942 now be 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.

**Bylaw 8943**

Moved by Councillor Hill, Seconded by Councillor Paulsen,

THAT permission be granted to introduce Bylaw No. 8943, being "The Street Closing Bylaw, 2011 (No. 5)" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Hill, Seconded by Councillor Neault,

THAT Bylaw No. 8943 be now read a second time.

CARRIED.

The bylaw was then read a second time.

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Moved by Councillor Hill, Seconded by Councillor Lorje,

THAT Council go into Committee of the Whole to consider Bylaw No. 8943.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 8943 was considered clause by clause and approved.

Moved by Councillor Hill, Seconded by Councillor Clark,

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

CARRIED.

Moved by Councillor Hill, Seconded by Councillor Penner,

THAT permission be granted to have Bylaw No. 8943 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Hill, Seconded by Councillor Dubois,

THAT Bylaw No. 8943 now be 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.

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**Bylaw 8944**

Moved by Councillor Hill, Seconded by Councillor Paulsen,

THAT permission be granted to introduce Bylaw No. 8944, being "The Street Closing Bylaw, 2011 (No. 6)" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Hill, Seconded by Councillor Neault,

THAT Bylaw No. 8944 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Hill, Seconded by Councillor Lorje,

THAT Council go into Committee of the Whole to consider Bylaw No. 8944.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 8944 was considered clause by clause and approved.

Moved by Councillor Hill, Seconded by Councillor Clark,

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

CARRIED.

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Moved by Councillor Hill, Seconded by Councillor Penner,

THAT permission be granted to have Bylaw No. 8944 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Hill, Seconded by Councillor Dubois,

THAT Bylaw No. 8944 now be 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.

**Bylaw 8946**

Moved by Councillor Hill, Seconded by Councillor Paulsen,

THAT permission be granted to introduce Bylaw No. 8946, being "The License Amendment Bylaw, 2011 (No. 2)" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Hill, Seconded by Councillor Neault,

THAT Bylaw No. 8946 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Hill, Seconded by Councillor Lorje,

THAT Council go into Committee of the Whole to consider Bylaw No. 8946.

CARRIED.

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

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Committee arose.

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

That while in Committee of the Whole, Bylaw No. 8946 was considered clause by clause and approved.

Moved by Councillor Hill, Seconded by Councillor Clark,

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

CARRIED.

Moved by Councillor Hill, Seconded by Councillor Penner,

THAT permission be granted to have Bylaw No. 8946 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Hill, Seconded by Councillor Dubois,

THAT Bylaw No. 8946 now be 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.

**COMMUNICATIONS TO COUNCIL - CONTINUED**

**A. REQUESTS TO SPEAK TO COUNCIL**

**1) Doug Ramage, President, Riversdale Community Association, dated April 15**

Requesting permission to address City Council with respect to the Riversdale Community Association. (File No. CK. 5500-1)

**RECOMMENDATION:** that Doug Ramage be heard.

*The City Clerk distributed copies of a letter from Mr. Ramage dated May 5, 2011, withdrawing his request to speak.*

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*Moved by Councillor Penner, Seconded by Councillor Heidt,*

*THAT the information be received.*

*CARRIED.*

**2) Clive Weighill, Chief of Police, dated April 20**

Requesting permission to address City Council with respect to the Panhandling Research Project.  
(File No. CK. 5000-1)

*DEALT WITH EARLIER. SEE PAGE NO. 51.*

**3) Peter Shinkaruk, dated May 3**

Requesting permission to address City Council with respect to house relocation.  
(File No. CK. 300-1)

**RECOMMENDATION:** that Peter Shinkaruk be heard.

*Moved by Councillor Paulsen, Seconded by Councillor Lorje,*

*THAT Peter Shinkaruk be heard.*

*CARRIED.*

*Mr. Peter Shinkaruk expressed concern regarding the process leading up to the demolition of a property.*

*Moved by Councillor Lorje, Seconded by Councillor Penner,*

*THAT the information be received.*

*CARRIED.*

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*Moved by Councillor Hill,*

*THAT the meeting stand adjourned.*

*CARRIED.*

The meeting adjourned at 10:11 p.m.

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Mayor

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City Clerk