

Council Chamber
City Hall, Saskatoon, Sask.
Monday, May 8, 1995,
at 7:00 p.m.

MINUTES OF REGULAR MEETING OF CITY COUNCIL

PRESENT: Deputy Mayor McCann in the Chair;
Councillors Atchison, Birkmaier, Heidt, Langford,
Langlois, Postlethwaite, Roe, Steernberg and Waygood;
City Commissioner Irwin;
Director of Planning and Development Pontikes;
Director of Works and Utilities Gustafson;
Director of Finance Richards;
City Solicitor Dust;
City Clerk Mann;
City Councillors' Assistant Kanak

Moved by Councillor Steernberg, Seconded by Councillor Heidt,

THAT the minutes of the regular meeting of City Council held on April 24, 1995, be approved.

CARRIED.

COMMUNICATIONS TO COUNCIL

The following communications were submitted and dealt with as stated:

A. ITEMS WHICH REQUIRE THE DIRECTION OF CITY COUNCIL

**1) H.R. Kloppenburg, Q.C.
Kloppenburg & Kloppenburg, dated April 21**

Requesting permission for Bert Gladstone to address Council regarding the condition and layout of Second Avenue. (Files CK. 4130-1 and 6320-1)

RECOMMENDATION: that Mr. Gladstone be heard.

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Moved by Councillor Postlethwaite, Seconded by Councillor Birkmaier,

THAT Mr. Gladstone be heard.

CARRIED.

Mr. Bert Gladstone, President, Burton's For Shoes Ltd., addressed Council regarding Second Avenue recommending that the benches, planters, litter boxes and posts be repositioned on the sidewalk instead of the street to provide for more parking spaces.

Moved by Councillor Steernberg, Seconded by Councillor Postlethwaite,

THAT the information be received and referred to the Works and Utilities Committee for further consideration.

CARRIED.

**2) Eric and Kay Funk
108 - 428 4th Avenue North, dated April, 1995**

Submitting comments regarding the centrefold adult entertainment building and growth in our city.
(File No. CK. 150-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Langlois, Seconded by Councillor Heidt,

THAT the information be received.

CARRIED.

3) Catherine Coumont-Golanowski

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2239 Clarence Avenue South, dated April 16

Expressing concern regarding adult entertainment businesses in the city. (File No. CK. 150-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Langford, Seconded by Councillor Steernberg,

THAT the information be received.

CARRIED.

**4) James W. Knight, Executive Director
Federation of Canadian Municipalities, dated April 12**

Providing information regarding the Affordability and Choice Today grant awarded to the City and forwarding the third instalment. (File No. CK. 155-2)

RECOMMENDATION: that the information be received.

Moved by Councillor Roe, Seconded by Councillor Postlethwaite,

THAT the information be received.

CARRIED.

**5) Jim Cox, President
Association of Civic Employees, dated May 3**

Requesting Council to proclaim the week of May 15 to 19, 1995 as Civic Employees Week in Saskatoon. (File No. CK. 205-5)

RECOMMENDATION: that His Worship the Mayor be authorized to proclaim the week of May 15 to 19, 1995 as Civic Employees Week in Saskatoon.

Moved by Councillor Roe, Seconded by Councillor Langford,

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THAT His Worship the Mayor be authorized to proclaim the week of May 15 to 19, 1995 as Civic Employees Week in Saskatoon.

CARRIED.

6) Jim Sykes, Chief Executive Officer
YMCA of Saskatoon, dated May 3

Requesting permission for a representative of the YMCA of Saskatoon to address Council regarding the City's investment in municipal leisure services and fitness. (File No. CK. 5500-1)

RECOMMENDATION: that a representative of the YMCA of Saskatoon be heard.

Moved by Councillor Postlethwaite, Seconded by Councillor Heidt,

THAT a representative of the YMCA of Saskatoon be heard.

CARRIED.

Mr. Jim Sykes, Chief Executive Officer, YMCA of Saskatoon, addressed Council regarding concerns about the provision of leisure services by the City and the impact on the YMCA. He asked Council to reconsider its position on enhancement at the Lawson Civic Centre. Mr. Sykes urged Council to reconsider its long-term approach to leisure services by positioning itself as a facilitator rather than as a direct provider of services.

Moved by Councillor Waygood, Seconded by Councillor Roe,

THAT the information be received and referred to the Planning and Development Committee for further consideration.

CARRIED.

7) Don Shkopich, President
California Fitness, dated May 4

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Requesting permission to address Council regarding the recent decision to purchase additional equipment for fitness training at leisure centres. (File No. CK. 5500-1)

RECOMMENDATION: that Mr. Shkopich be heard.

Moved by Councillor Waygood, Seconded by Councillor Roe,

THAT Mr. Shkopich be heard.

CARRIED.

Mr. Shkopich, President, California Fitness, expressed concern regarding the impact of the expansion of leisure centre activities into areas which directly conflict and compete with private fitness centres, the YMCA and the YWCA. He urged Council to reconsider its position on the matter.

Moved by Councillor Roe, Seconded by Councillor Langford,

THAT the information be received and referred to the Planning and Development Committee for consideration.

CARRIED.

8) Fred Smith, President
Saskatoon Chamber of Commerce, dated April 25

Submitting comments regarding a recent decision to purchase equipment for leisure centres. (File No. CK. 5500-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Roe, Seconded by Councillor Sternberg,

THAT the information be received and referred to the Planning and Development Committee for further consideration.

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CARRIED.

**9) Wayne Brownlee, President
Tourism Saskatoon, dated May 3**

Requesting Council to proclaim the week of May 29 to June 4, 1995 as Saskatoon Tourism Awareness Week. (File No. CK. 205-5)

RECOMMENDATION: that His Worship the Mayor be authorized to proclaim the week of May 29 to June 4, 1995 as Saskatoon Tourism Awareness Week.

Moved by Councillor Birkmaier, Seconded by Councillor Postlethwaite,

THAT His Worship the Mayor be authorized to proclaim the week of May 29 to June 4, 1995 as Saskatoon Tourism Awareness Week.

CARRIED.

**10) Arlene Jorgenson
Corporate Wellness Committee, dated May 3**

Requesting permission for temporary closure of 23rd Street between Third and Fourth Avenues from 11:00 a.m. to 2:00 p.m. on Tuesday, June 6, 1995 for a bicycle rodeo to be held as part of the activities of SummerActive '95. (File No. CK. 6295-1)

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

Moved by Councillor Waygood, Seconded by Councillor Heidt,

THAT the request be approved subject to Administrative conditions.

CARRIED.

**11) Rusty Chartier, Neighbourhood Watch
Holiday Park Community Association, dated May 8**

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Requesting permission to address Council regarding the bicycle license issue. (File No. CK. 317-1)

RECOMMENDATION: that Mr. Chartier be heard during consideration of Clause 1, Report No. 6-1995 of the Legislation and Finance Committee.

Moved by Councillor Heidt, Seconded by Councillor Waygood,

THAT Mr. Chartier be heard during consideration of Clause 1, Report No. 6-1995 of the Legislation and Finance Committee.

CARRIED.

B. ITEMS WHICH HAVE BEEN REFERRED FOR APPROPRIATE ACTION

**1) Peter Gerrard, C.A., Accountant
Cosmopolitan Industries Ltd., dated April 18**

Requesting a full tax exemption for the property at 1302 Alberta Avenue effective May 1, 1995.
Referred to the Legislation and Finance Committee. (File No. CK. 1965-1)

**2) David W. Heath, P.Eng.
439 Penryn Court, dated April 23**

Submitting concerns regarding the use of temporary billboard-type advertising at the side of city streets and roadways. **Referred to the Works and Utilities Committee.** (File No. CK. 6280-1)

**3) Joyce N. Bodnar, Softball Co-ordinator
Exhibition Community Association, dated April 25**

Requesting permission for temporary road restrictions and road closures and permission for parking

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in the back lanes adjacent to the parks in conjunction with the Exhibition Community Association Softball Tournament to be held on June 2 to 4, 1995. **Referred to the Administration for a report.** (File No. CK. 6295-1)

4) David and Anne Venning
426 Avenue G South, dated April 6

Submitting comments regarding changes to zoning in the Riversdale area. **Referred to the Administration.** (File No. CK. 4353-2-4)

RECOMMENDATION: that the information be received.

Moved by Councillor Birkmaier, Seconded by Councillor Roe,

THAT the reference in Item B.3 of "Communications" of a referral to the Administration for a report be deleted and Item B.3) be approved subject to Administrative conditions.

CARRIED.

Moved by Councillor Langlois, Seconded by Councillor Birkmaier,

THAT Items B.1), B.2) and B.4) of "Communications" be received as information.

CARRIED.

Moved by Councillor Steernberg, Seconded by Councillor Heidt,

THAT the regular Order of Business be suspended and Clause 1, Report No. 6-1995 of the Legislation and Finance Committee be brought forward and considered.

CARRIED.

REPORT NO. 6-1995 OF THE LEGISLATION AND FINANCE COMMITTEE

1. Licensing of Bicycles
(File No. CK. 317-1)

Your Committee recently considered the attached communications from Walter Katelnikoff,

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President of the Holiday Park Community Association and Jean Carroll, Saskatoon Neighbourhood Watch Association, regarding the issue of licensing bicycles.

The Chief of Police was subsequently requested to review and report back with suggestions on ways to control bicycle thefts in the City (other than bicycle licensing). In this regard, attached is a copy of a response dated March 16, 1995, from the Chief of Police, together with a report of the Community Services Unit.

Your Committee met with representatives of the Community Services Unit and the following statistics for the years 1992, 1993 and 1994, were provided:

	<u>1992</u>	<u>1993</u>	<u>1994</u>
Reported Thefts	921	953	600
Recovered Bikes	998	957	740
Bikes Returned	275	235	115
Bikes Auctioned	703	985	625
Auction Revenue \$21,240	\$24,563	\$37,712	

It is noted that the above numbers do not correspond with the reported thefts.

Additionally, your Committee requested information on the bicycle security program in the City of Red Deer, AB. It has since been determined that this program is outdated in that it is a paper-based program, which would not be effective here.

Your Committee believes that there is a need to inform the public on measures which individuals should take to prevent the theft of bicycles, and the process for reclaiming bikes which have been recovered by the Police. It's noted that the Community Relations Department, Saskatoon Police Service is ready and willing to assist in this process.

RECOMMENDATION: that the information be received.

Pursuant to earlier resolution, Item A.11) of "Communications" was brought forward and considered.

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Moved by Councillor Steernberg, Seconded by Councillor Heidt,

THAT Mr. Chartier be heard.

CARRIED.

Mr. Rusty Chartier, Neighbourhood Watch, Holiday Park Community Association, reviewed points under the Legislation and Finance Committee report and expressed the opinion that there should be licensing of bicycles.

Moved by Councillor Birkmaier, Seconded by Councillor Atchison,

THAT the information be received.

CARRIED.

Moved by Councillor Birkmaier, Seconded by Councillor Waygood,

THAT the information be received and referred to the Community Relations Department, Saskatoon Police Service, for action.

CARRIED.

Moved by Councillor Langlois, Seconded by Councillor Birkmaier,

THAT the regular Order of Business be suspended and Item 6a) of "Unfinished Business" be brought forward and considered.

CARRIED.

UNFINISHED BUSINESS

- 6a) Rezoning - Bridgewater Site
P.U.D. to M.3 District (by Agreement)
Lots 20 to 29 inclusive, Block A2, Plan (Q24) A955
510 Saskatchewan Crescent East
(File No. CK. 4351-1)**

City Council, at its meeting held on April 24, 1995, deferred consideration of Clause 2, Report

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No. 5-1995 of the Municipal Planning Commission, copy attached, until the next regular meeting of City Council.

The following report has been prepared by the City Planner in order to provide City Council with information on the revised request which was submitted by the developer of the proposed multiple-unit dwelling at 510 Saskatchewan Crescent East. **In order to assist City Council in reviewing this revision, in relation to the previous proposal and to the conditions in the Planned Unit Development agreement, the City Planner wishes to provide City Council with a verbal presentation during its May 8, 1995, meeting.**

Report of the City Planner, April 28, 1995:

"During its April 24, 1995, meeting, City Council considered a report from the Municipal Planning Commission concerning the request from Remai Ventures Inc. to rezone, by agreement, Lots 20 - 29 inclusive, Block A2, Plan (Q24) A955 (510 Saskatchewan Crescent East) from a Planned Unit Development (P.U.D.) District to an M.3 District. The purpose of this request is to facilitate the development of a 39-unit dwelling. After receiving presentations from the representatives of the developer and of the Bridgewater Condominium Corporation's board of directors, City Council resolved:

'that the matter be deferred to the next regular meeting of City Council'.

During its deliberations on this matter, the Municipal Planning Commission decided to recommend a further condition to the proposed agreement that would accompany the rezoning of this property to an M.3 District. The Commission's additional condition was that the:

'building massing not encroach into the river valley views of the residences of Phase I beyond the potential impact of the previously proposed structure (Phase III)'.

Following the Commission's April 11, 1995, meeting when this additional condition was proposed, the developer undertook to prepare revisions to the proposed multiple-unit dwelling in order to satisfy the Commission's concern.

On April 24, 1995, the Planning and Construction Standards Department received revised drawings of the proposed multiple-unit dwelling. (A copy of the new drawings has been attached to this report as Appendix A.) The Planning and Construction Standards Department's staff have thoroughly reviewed the revised plans and have concluded that the proposed multiple-unit dwelling meets the requirements of the M.3 District.

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In the revised proposal, the developers have addressed the Municipal Planning Commission's concern by reducing the building's overall volume by 57.75 m² (622 ft²). Most of this reduction was achieved on the fourth floor (54.32 m² or 585 ft²), with the balance of the reduction occurring on the third floor (3.43 m² or 37 ft²). The smaller volume was accomplished by removing the proposed 'dens' from some units and by converting two two-bedroom units into two one-bedroom units. As is indicated on page A12 of the revised proposal, no part of the proposed multiple-unit dwelling will extend beyond the east-west exterior dimension of the commercial complex which had been proposed under the former P.U.D. agreement.

The following table shows, in detail, the similarities and differences between the proposal of March 21, 1995, and the revised April 24, 1995 proposal:

	Proposal of March 21, 1995	Proposal of April 24, 1995
Number of units	39	39
Gross floor area	5,203 m ²	5,145 m ²
Floor space ratio	1.91	1.89
Open space required	358 m ²	358 m ²
Parking required	68 spaces	68 spaces
Parking provided	69 spaces	69 spaces

In the opinion of the Planning and Construction Standards Department's staff, the revised development-proposal fully meets the policies of the City of Saskatoon Development Plan and the requirements for the M.3 Zoning District. The proposed building is significantly smaller in volume than the previously-proposed commercial building. The view of the river-valley from the Phase I condominiums to the south will not be reduced by any more than what was previously approved for the proposed Phase III commercial building under the P.U.D. agreement.

With the exception of the building's height, bulk, and density and the site's characteristics, City Council currently has no authority to impose standards related to the architectural design of the building on this site. The City of Saskatoon Development Plan lists the factors which City Council shall consider when entering into a rezoning by agreement.

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- Section 16.5.1(c) states that City Council shall consider 'the development's proposed height, bulk, density and site characteristics, and those of the surrounding area.' All of the characteristics listed in this clause have been considered by the Planning and Construction Standards Department's staff.

- Section 16.5.2 states that Council shall consider the following when establishing the terms of the agreement:
 - a) Land use
 - b) Site frontage
 - c) Site area
 - d) Front yard
 - e) Side yard
 - f) Rear yard
 - g) Height
 - h) Open space/amenity space
 - i) Floor area ratio
 - j) Signs
 - k) Off-street parking
 - l) Off-street loading
 - m) Landscaping
 - n) Lighting
 - o) Timing and phasing of development.

In the opinion of the Planning and Construction Standards Department's staff, the revised proposal meets or exceeds each of these factors, where they are required by the M.3 Zoning District.

RECOMMENDATION:

- 1) that the information be received; and,

- 2) that if the Municipal Planning Commission's recommendations to rezone, by agreement, the property which is described as Lots 20 - 29, Block A2, Plan (Q24) A955, are adopted, the following amendments be included in this decision:
 - a) item 1 (g) be deleted, and

 - b) that items 1 (c) and (e) be reworded, respectively, as follows:

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- i) a maximum floor space ratio of 1.89:1; and
- ii) all design and development elements as contained in Appendix A, dated April 24, 1995."

Also attached are copies of the following communications:

- Letter dated May 3, 1995 from James Yuel, Chair, Saskatoon Economic Development Authority;
- Letter dated May 4, 1995 from Dale G. Linn, MacDermid Lamarsh, requesting permission for a representative of the Bridgewater Condominium Corporation to address Council;
- Letter dated May 4, 1995 from Grant J. Scharfstein, Robertson Stromberg, representing the owner and developer of the Bridgewater Site, requesting permission to address Council;
- Letter dated May 4, 1995 from Dennis Windels, President, Nutana Community Association.

City Planner Coveyduck provided Council with a brief overview of the proposal.

Moved by Councillor Birkmaier, Seconded by Councillor Roe,

THAT the speakers be heard.

CARRIED.

Mr. Bill Bender, President, Bridgewater Corporation, reviewed concerns regarding the proposed development and asked Council not to approve the proposal to advertise for a public hearing. He urged Council to refer the matter to the Planning and Development Committee.

Mr. Grant J. Scharfstein, Robertson Stromberg, representing the owner and developer of the Bridgewater Site, urged Council to approve the advertising to proceed to a public hearing.

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Moved by Councillor Birkmaier, Seconded by Councillor Steernberg,

- 1) *that City Council approve the advertising respecting the proposal to rezone Lots 20 - 29 inclusive, Block A2, Plan (O24) A955 (510 Saskatchewan Crescent East) from a Planned Unit Development (P.U.D.) District to an M.3 District, subject to the execution of an agreement between Remai Ventures Inc. and the City of Saskatoon, which Agreement would permit the carrying out of a specific proposal on the said land, namely:*
 - a) *a multiple unit dwelling containing a maximum of 39 dwelling units;*
 - b) *a four storey building having a maximum height of 12.280 metres above the height of the plaza level elevation of the development situated at 505 - 12th Street East (existing Bridgewater condominium);*
 - c) *a maximum floor space ratio of 1.89:1;*
 - d) *the provision of an acoustic and visual screening of all roof top air conditioning units to the satisfaction of the City Planner;*
 - e) *all design and development elements as contained in Appendix A, dated April 24, 1995;*
 - f) *all other relevant terms of the M.3 Zoning District and the City of Saskatoon Zoning Bylaw No. 6772 will apply;*
- 2) *that the City Planner be requested to prepare the required notice for advertising the proposed amendment;*
- 3) *that the City Solicitor be requested to prepare the required Bylaw and Agreement; and*
- 4) *that the Municipal Planning Commission's report be brought forward for consideration at the time of the public hearing and that City Council consider the Commission's recommendation that the proposed rezoning, subject to an Agreement, as outlined in Recommendation 1) above, be approved.*

CARRIED.

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REPORTS

Mr. D. Kerr, Chair, submitted Report No. 3-1995 of the Municipal Heritage Advisory Committee;

City Commissioner Irwin submitted Report No. 10-1995 of the City Commissioner;

Councillor Waygood, Member, presented Report No. 9-1995 of the Planning and Development Committee;

Councillor McCann, Chair, presented Report No. 6-1995 of the Legislation and Finance Committee;

Councillor Atchison, Chair, presented Report No. 7-1995 of the Works and Utilities Committee;

Councillor Langford, Chair, presented Report No. 8-1995 of the Works and Utilities Committee;

Councillor Birkmaier, Chair, presented Report No. 4-1995 of the Land Bank Committee;

Councillor Langlois, Chair, presented Report No. 2-1995 of the Personnel and Organization Committee; and

Councillor McCann, A/Chair, presented Report No. 5-1995 of A Committee of the Whole Council.

Moved by Councillor Steernberg, Seconded by Councillor Heidt,

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

- a) Report No. 3-1995 of the Municipal Heritage Advisory Committee;*
- b) Report No. 10-1995 of the City Commissioner;*
- c) Report No. 9-1995 of the Planning and Development Committee;*
- d) Report No. 6-1995 of the Legislation and Finance Committee;*
- e) Report No. 7-1995 of the Works and Utilities Committee;*

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- f) Report No. 8-1995 of the Works and Utilities Committee;*
- g) Report No. 4-1995 of the Land Bank Committee;*
- h) Report No. 2-1995 of the Personnel and Organization Committee;*
- i) Report No. 5-1995 of A Committee of the Whole Council.*

CARRIED.

Deputy Mayor McCann appointed Councillor Steernberg as Chair of the Committee of the Whole.

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

Committee arose.

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

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

"REPORT NO. 3-1995 OF THE MUNICIPAL HERITAGE ADVISORY COMMITTEE

Composition of Committee

Mr. D. Kerr, Chair
Councillor K. Waygood (shared position)
Councillor J. Postlethwaite (shared position)
Ms. P. Melis
Ms. A. McFarland
Ms. M. Boechler
Ms. R. Millar
Mr. S. Hanson
Mr. W.J. Campbell
Mr. G. Wyant
Mr. L. Stewart
Mr. L. Dressel

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Ms. M. Carlson
Mr. D. Kindrachuk
Mrs. B. Wallace
Mrs. M. Tkachuk

1. Heritage Facade Program
(File No. CK. 225-18)

Submitted for the information of Council is the following list of Heritage facade projects which have been assisted by the Urban Design Committee's Heritage Facade Program:

"1990 Program:

1. Senator Hotel (Flanigan Hotel) on 21st Street - reconstruction of the balcony.
2. Saskatoon Book Store on 2nd Avenue - design and re-construction of facade.
3. Marvel Beauty Salon on 21st Street - design and restoration of facade.
4. Bill's House of Flowers on Broadway - design and construction of facade.
5. Willey's Jewellers on Broadway - design and construction of facade.
6. Moore's/Motion Picture and Sound building on 2nd Avenue - design only of facade restoration.

1991 Program:

7. Mr. Atch - 214 21st Street - partial restoration of facade.

1992 Program:

8. Empyreal Building - 616 10th Street - restoration ridge sign.
9. Old Fire Hall No. 3 - 612 11th Street East - restoration of exterior.
10. Riviera Apartments - 322 6th Avenue North - restoration of facade.
11. Broadway Theatre - 715 Broadway Avenue - restoration of neon sign.
12. Regent Plaza - 117 3rd Avenue South - restoration and cleanup of facade.

1993 Program:

13. Fosters Shoes - 818 Broadway Avenue - restoration of facade.
14. Ragtime Building - 614 Broadway Avenue - restoration of facade.
15. Hurmin Building - 251 3rd Avenue South - partial restoration and cleanup of facade.
16. Grainger Building - 129 2nd Avenue North - partial restoration and cleanup of facade.

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17. Salon Williams - 252 Avenue B South - partial restoration of facade.

1994 Program:

18. Saskatchewan Craft Council Building - 813 Broadway Avenue - restoration and cleanup of facade."

RECOMMENDATION: that the information be received.

ADOPTED.

REPORT NO. 10-1995 OF THE CITY COMMISSIONER

Section A - Works and Utilities

**A1) Proposed Disabled Person's Loading Zone
125 Avenue B North
(File No. CC 6145-1) _____**

Report of the City Engineer, March 30, 1995:

"The Engineering Department has received a request from the Saskatoon Housing Authority to install a 'Disabled Person's Loading Zone' in front of 125 Avenue B North.

Kiwanis Manor, located at 125 Avenue B North, is a recently constructed three-story apartment building that accommodates many senior citizens, some of whom require the use of walkers and wheelchairs. Some residents are, on occasion, using the Saskatchewan Abilities Council bus. Residents are experiencing difficulties accessing the front doors of this apartment building.

The Engineering Department has reviewed this request and proposes that a 'Disabled Person's Loading Zone' be installed in front of 125 Avenue B North, as shown on attached Plan No. F7-11B.

RECOMMENDATION: that a "Disabled Person's Loading Zone" be installed in front of 125 Avenue B North, as shown on Plan No. F7-11B.

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ADOPTED.

**A2) Tenders for Electrical Power Cable
(File No. CC 1000-2)**

Report of the Manager, Electrical Distribution Department, April 19, 1995:

"The Central Purchasing and Stores Department called for tenders on the supply of electrical power cable for 1995 Capital Projects: #719 14.4 kV Feeders, #734 Underground Cable Replacements, #739 New Subdivisions, #932 14.4 kV Conversion - Taylor, #955 Substations - W.A. Friebel Upgrade, and various street lighting projects.

Four tenders were received and the unit prices quoted are shown on the attached tabulation.

Some bidders have quoted lower unit prices based on the supply of certain minimum quantities of cable which are in excess of the quantities specified by the City as being required. These minimum quantity based bids are not being recommended as they would result in excessive material in inventory with no definite planned usage. Also, the minimum quantity based bids do not permit fair comparison with the bids that meet the specification in terms of quantity.

The lowest bids which meet the specifications were submitted by Alcatel Canada Wire Inc. for Items 1, 2, 3, and 9; Phillips Cables Ltd. for Items 4, 6, 7, 8, 13, 14, and 15; and Pirelli Cables Inc. for Items 5, 10, 11, and 12.

Tenders from all firms are based on current metal prices and are subject to adjustment for copper base prices at time of delivery.

Current bid prices are an average of 22% higher than our present average inventory cost. Base copper price is 76% higher than one year ago.

The net estimated cost to the City for the proposed purchase contracts is as follows:

Manufacturer

**Alcatel Canada
Wire Inc.**

**Phillips Cables
Ltd.**

**Pirelli Cables
Inc.**

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Items	1,2,3,&9	4,6,7,8,13,14,&15	5,10,11,&12
Total Bid Cable	\$ 182,933.40	\$ 132,119.80	\$ 106,136.70
Refundable Reels & Lagging	7,348.00	4,028.76	4,348.00
G.S.T.	13,319.70	9,530.40	7,733.93
P.S.T.	<u>17,125.33</u>	<u>12,253.37</u>	<u>9,943.62</u>
Total Cost	\$ 220,726.43	\$ 157,932.33	\$ 128,162.25
Refundable Reels & Lagging	<u>(7,348.00)</u>	<u>(4,028.76)</u>	<u>(4,348.00)</u>
G.S.T. Input Tax Credit	<u>(13,319.70)</u>	<u>(9,530.40)</u>	<u>(7,733.93)</u>
Net Cost to City	\$ 200,058.73	\$ 144,373.17	\$ 116,080.32 "

- RECOMMENDATION:**
- 1) that City Council accept the tender submitted by Alcatel Canada Wire Inc., for the purchase of Items 1, 2, 3, & 9, at a total estimated cost of \$220,726.43 F.O.B. Saskatoon, G.S.T. and P.S.T. included, cable prices subject to adjustment for copper base price at time of delivery;
 - 2) that City Council accept the tender submitted by Phillips Cables Ltd., for the purchase of Items 4, 6, 7, 8, 13, 14, & 15, at a total estimated cost of \$157,932.33 F.O.B. Saskatoon, G.S.T. and P.S.T. included, cable prices subject to adjustment for copper base price at time of delivery; and,
 - 3) that City Council accept the tender submitted by Pirelli Cables Inc.. for the purchase of Items 5, 10, 11, & 12, at a total estimated cost of \$128,162.25 F.O.B. Saskatoon, G.S.T. and P.S.T. included, cable prices subject to adjustment for copper base price at time of delivery.

ADOPTED.

A3) 1995 Arterial Resurfacing Program
Contract No. 5-0018
Capital Project 836
(File No. CC 6315-1)

Report of the City Engineer, April 28, 1995:

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"As part of the 1995 Arterial Resurfacing Program, several streets were selected for resurfacing, consisting of five arterial streets, two street intersections and six railway crossings as follows:

1. Arterial Resurfacing:
 - a) Millar Avenue from Circle Drive to 51st Street
 - b) 33rd Street from Northumberland to Confederation Drive
 - c) Confederation (both sides) from Milton Street to 33rd Street
 - d) Dundonald Avenue from 11th Street to Mountbatten Street
 - e) Chappell Drive from 11th Street to CN Yards
2. Intersection Improvements - Idylwyld Drive:
 - a) 22nd Street - both north and southbound lanes
 - b) 20th Street - southbound lanes
3. Railway Crossings:
 - a) 33rd Street and Warman Road
 - b) Three crossings on Millar Avenue between 46th Street and 51st Street
 - c) One crossing on Wentz Avenue between 47th Street and 48th Street
 - d) CN crossing on Lorne Avenue, south of the Exhibition

Tenders for the 1995 Arterial Resurfacing Program were received and opened publicly by the Central Purchasing and Stores Department on April 25, 1995.

The following bids were received and are shown on the attached tabulation.

- | | | |
|----|--------------------------------------------------|----------------|
| 1. | ASL Paving Ltd.
Saskatoon, SK | \$ 914,427.50 |
| 2. | Central Asphalt and Paving Ltd.
Saskatoon, SK | \$1,076,350.31 |

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The Engineering Department's estimate for the work was \$982,000.00. This represents a cost increase of approximately 2.0% for similar work performed during 1994.

The net estimated cost to the City based on the low bid is calculated as follows:

Tender	\$854,605.14
GST	<u>59,822.36</u>
Contract Amount	\$914,427.50
GST Rebate	<u>34,182.50</u>
Net Estimated Cost to City	<u>\$880,245.00</u>

The low bidder, ASL Paving Ltd., has worked for the City before and has personnel of adequate experience and equipment of sufficient capacity and quality to complete the contract."

- RECOMMENDATION:**
- 1) that City Council accept the unit prices submitted by ASL Paving Ltd., for 1995 Arterial Resurfacing, at a total estimated cost of \$914,427.50, GST included; and,
 - 2) that His Worship the Mayor and the City Clerk be authorized to executed the contract documents, as prepared by the City Solicitor, under the Corporate Seal.

ADOPTED.

**A4) 1995 Supply of Asphalt Mix Types 3, 4 and M1
Contract No. 5-0015
(File No. CC 1000-4)**

Report of the City Engineer, April 27, 1995:

"Tenders for the 1995 supply of Types 3, 4, and M1 Asphalt Mix were received and opened publicly on April 27, 1995. This material is used primarily by the Engineering Department Works Branch paving crew for resurfacing projects.

Tenders were received from the following firms:

- | | | |
|----|--------------------------------------------------|--------------|
| 1. | ASL Paving Ltd.
Saskatoon, SK | \$489,341.36 |
| 2. | Central Asphalt and Paving Inc.
Saskatoon, SK | \$495,477.03 |

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Bid prices include G.S.T. and P.S.T., and are summarized on the attached tabulation form.

Under provisions of this unit price contract, the City has the right to divide the contract into any number of bid items and to award the bid items to different bidders. ASL Paving Ltd. was low tender on all three asphalt mix types. Their combined low tender of \$489,341.36 represents a 2.31% increase from the asphalt mix supply tender of 1994. The Engineering Department's estimate was \$509,888.00.

The net estimated cost to the City based on the low tender is calculated as follows:

Base Bid (including P.S.T.)	\$459,794.97
G.S.T.	<u>29,546.39</u>
Contract Amount	\$489,341.36
G.S.T. Rebate	<u>16,883.65</u>
Net Estimated Cost to City	<u>\$472,457.71"</u>

- RECOMMENDATION:**
- 1) that City Council accept the unit prices submitted by ASL Paving Ltd., for the 1995 supply of Asphalt Mix Types 3, 4, and M1, at a total estimated cost of \$489,341.36, G.S.T. and P.S.T. included; and,
 - 2) that His Worship the Mayor and the City Clerk be authorized to execute the contract documents, as prepared by the City Solicitor, under the Corporate Seal.

ADOPTED.

**A5) Capital Project 698
 McKercher Drive - College to 105th Street
 Roadway Surfacing Contract No. 5-0010
 (File No. CC 6315-1)**

Report of the City Engineer, April 28, 1995:

"Tenders were received and opened publicly on Wednesday, April 26, 1995, for road construction on McKercher Drive from College Drive to 105th Street. This project is being jointly funded by the City of Saskatoon, the Muskeg Lake Indian Band, and the Canada/Saskatchewan Infrastructure Works Program.

Tenders were received from the following firms:

1. ASL Paving Ltd. \$278,721.75

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Saskatoon, SK

2. Central Asphalt and Paving Inc. \$334,077.37
Saskatoon, SK

Bid prices are summarized on the attached tabulation form. The Engineering Department's estimate was \$330,000.

The net estimated cost to the City based on the low tender is calculated as follows:

Base Bid (including P.S.T.)	\$260,487.62
G.S.T.	<u>18,234.13</u>
Contract Amount	\$278,721.75
G.S.T. Rebate	<u>10,419.50</u>
Net Estimated Cost to City	<u>\$268,302.25"</u>

RECOMMENDATION: 1) that City Council accept the unit prices submitted by ASL Paving Ltd., for the Roadway Surfacing on McKercher Drive from College Drive to 105th Street, at a total estimated cost of \$278,721.75, G.S.T. and P.S.T. included; and,

2) that His Worship the Mayor and the City Clerk be authorized to execute the contract documents, as prepared by the City Solicitor, under the Corporate Seal.

ADOPTED.

**A6) School Signing Revisions - St. Luke School
(File No. CC 6280-1)**

Report of the City Engineer, April 26, 1995:

"The Engineering Department has received a request from the Catholic School Board to review the signing at St. Luke School. The review has been completed and it is proposed that the signing be revised so that it meets the current needs of the school and is consistent with present standards.

The investigation procedure for this school included:

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- the preparation of a plan of the existing signing; and,
- site meetings between representatives of the Engineering Department, Traffic Section of the Saskatoon Police Service, Transit Department, Catholic School Board and the Principal of St. Luke School.

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

The signing required to improve the pedestrian and traffic safety at this school is indicated on the attached Plan No. P12-1B and is described briefly below.

The recommended signing changes on the south side of the school property are as follows:

- Remove the existing 'NO PARKING, 0800-1700, MONDAY-FRIDAY' zone (RB-52A) on the north side of Emmeline Road west of the school.
- Relocate the west limit of the existing 'NO STOPPING' zone (RB-55) from near the west end of the school east to a location 10 metres west of Swan Crescent.
- Install a 'PARKING, 5 MINUTES, 0800-1700, MONDAY-FRIDAY' zone (RB-53B) from the west property line of the school to the west limit of the relocated 'NO STOPPING' zone.
- Relocate the west limit of the existing 'NO PARKING, 0800-1700, MONDAY-FRIDAY' zone (RB-52A) from the west crossing to the east crossing of the school's drive-through.
- Install a 'SCHOOL BUS LOADING ZONE, 0800-1700, MONDAY-FRIDAY' (RB-58L) between the two crossings of the school's drive-through.

All of the above changes have been reviewed and approved by the Saskatoon Police Service, the Transit Department, the Catholic School Board, and the School's Principal, and conform to present City policy on school signing."

RECOMMENDATION: that the signing changes at St. Luke School, as shown on the attached Plan No. P12-1B, be approved.

ADOPTED.

A7) School Signing Revisions - St. Augustine School

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(File No. CC 6280-1)

Report of the City Engineer, April 28, 1995:

"The Engineering Department has received a request from the Catholic School Board and the St. Augustine Parish Council to review the signing at St. Augustine School. The review has been completed and it is proposed that the signing be revised so that it meets the current needs of the school and is consistent with present standards.

The investigation procedure for this school included:

- the preparation of a plan of the existing signing; and,
- site meetings between representatives of the Engineering Department, Education Detail of the Saskatoon Police Service, Transit Department, Catholic School Board and the Principal of St. Augustine School.

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

The signing required to improve the pedestrian and traffic safety at this school is indicated on the attached Plan No. O9-2E and is described briefly below.

The recommended signing changes on Boychuk Drive are as follows:

- Move the existing 'BUS STOP' (RB-59) near the front entrance of the church to a location north of the back lane opposite Huntington Place.
- Install a 'PARKING, 5 MINUTES, 0800-1700, MONDAY-FRIDAY' zone (RB-53B) between the relocated bus stop and the existing 'DISABLED PERSONS LOADING ZONE' (RB-58G).
- Relocate the south limit of the existing 'NO STOPPING' zone (RB-55) at the southeast corner of Boychuk Drive and Laurentian Drive to 10 metres south of Laurentian Drive.
- Install a 'NO STOPPING, 0800-1700, MONDAY-FRIDAY' zone (RB-57A) south of the relocated 'NO STOPPING' zone (RB-55) at the southeast corner of Boychuk Drive and Laurentian Drive.

All of the above changes have been reviewed and approved by the Saskatoon Police Service, the Transit Department, the Catholic School Board and the School's Principal, and conform to present City policy on school signing."

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RECOMMENDATION: that the signing changes at St. Augustine School, as shown on the attached Plan No. O9-2E, be approved.

ADOPTED.

**A8) Capital Project No. 785
1995 Sanitary Sewer Lining
Award of Contract No. 5-0021
(File No. CC 7820-3)**

Report of the City Engineer, April 28, 1995:

"Tenders were received and opened publicly on April 27, 1995, for 1995 Sanitary Sewer Lining. The work consists of the rehabilitation of deteriorated, small-diameter sanitary sewers at six locations. A total of 837 metres will be cleaned and lined using no-dig techniques.

The following tenders were received:

<u>Contractor</u>	<u>Total Tender Price</u>
InLine Technologies Inc. Maple, ON	\$ 304,389.86
IGL Canada Limited Edmonton, AB	\$ 337,533.64
Miazga Construction Ltd. Saskatoon, SK	\$ 604,346.70

Attached is the tabulation sheet showing the bid unit prices.

The Engineering Department's estimate for this work was \$286,000.00. The bid unit prices of the low tender reflect a cost increase of only 6.5% over the three years since the previous lining project was tendered.

InLine Technologies Inc., licensee of Inliner USA, is based in Toronto. Its rehabilitation proposal, similar to INSITUFORM used by IGL Canada, is a cured-in-place pipe lining method which does not require excavation. The Engineering Department has checked InLine Technologies references, contacted its suppliers, and questioned the company about experience of its staff. We are confident

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that InLine Technologies Inc. is capable of performing the work.

Funds were allocated under the 1994 Capital Budget from the Infrastructure Reserve for Project No. 785-24 (Water and Sewer Replacement/Rehabilitation). The work has been carried forward from last year's proposed program.

The net estimated cost to the City for the recommended low tender is calculated as follows:

Tender (including PST)	\$284,476.50
GST (7%)	<u>19,913.36</u>
Contract Amount	\$304,389.86
GST Rebate	<u>11,350.61</u>
Net Estimated Cost to City	<u>\$293,039.25"</u>

- RECOMMENDATION:**
- 1) that City Council accept the unit prices submitted by Inline Technologies Inc., for 1995 Sanitary Sewer Lining, at a total estimated cost of \$304,389.86, PST and GST included; and,
 - 2) that His Worship the Mayor and the City Clerk be authorized to execute the contract documents, as prepared by the City Solicitor, under the Corporate Seal.

ADOPTED.

**A9) 1995 Ready Mixed Concrete
Contract No. 5-0012
(File No. CC 1000-4)**

Report of the City Engineer, May 3, 1995:

"Tenders for the 1995 Ready Mixed Concrete Supply were received and opened publicly by the Central Purchasing and Stores Department on May 2, 1995. This material is used by the Engineering Department Works Branch maintenance crews for sidewalk maintenance and sidewalk restoration following water and sewer excavations.

The following two tenders were received:

1. Lafarge Construction Materials \$156,693.25
a Division of Lafarge Canada Inc.
Box 1309

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Saskatoon, SK

2. Western Concrete Supply Co. Ltd. \$157,446.50
135 - 105th Street East
Saskatoon, SK

The low bid, along with 1994 actual prices, is summarized on the attached tabulation form.

This bid represents a cost increase of 3.1% over the 1994 cost. Changes to the 1995 supply tender consisted of incorporating payment reduction for low strength and low air entrainment which reflect the payment reductions applied to sidewalk construction contracts and eliminating the requirement for a Bid Bond, Contract Performance Bond, and Labour and Materials Bond as in other material supply contracts. The Engineering Department's estimate was \$160,000.00.

The net estimated cost to the City based on the low tender is calculated as follows:

Base Tender (including PST)	\$147,819.75
GST	<u>8,873.50</u>
Contract Amount	\$156,693.25
GST Rebate	<u>5,070.32</u>
Net Estimated Cost to City	<u>\$151,622.93</u>

RECOMMENDATION: that City Council accept the unit prices submitted by Lafarge Construction Materials a Division of Lafarge Canada Inc., for the 1995 Ready Mixed Concrete Supply, at a total estimated cost of \$156,693.25, PST and GST included.

ADOPTED.

Section B - Planning and Development

- B1) Appointment of Pest Control Officer -- 1995**
The Pest Control Act
Dutch Elm Disease Control Regulations
(File Nos: CC 4200-1 and 4510-1)

Report of the General Manager, Civic Buildings and Grounds Department, April 24, 1995:

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"Section 13 (1) of *The Pest Control Act* requires City Council to appoint, annually, a pest control officer. The function of this officer is to enforce the Dutch Elm Disease Regulations.

Mr. Dave Domke, Supervisor of Arboriculture of the Civic Buildings and Grounds Department, is recommended for appointment to this office for 1995."

- RECOMMENDATION:**
- 1) that Mr. Dave Domke of the Civic Buildings and Grounds Department be appointed as the City of Saskatoon's pest control officer for 1995, in accordance with the provisions of *The Pest Control Act*; and,
 - 2) that the City Clerk notify the Minister of Agriculture and Food of this appointment, as is required under Section 14 of *The Pest Control Act*.

ADOPTED.

**B2) Lathey Pool
Mechanical Piping -- Investigation and Repair
Award of Tender
(File No. CC 613-3)**

On March 13, 1995, City Council considered a report on the condition of Lathey Pool. The report indicated that the extent of the problem had not yet been determined. Because much of the evaluation involves excavating the site to inspect the underground pipes, a full understanding of the required work would not be possible until the repairs were underway.

The issue which was before City Council on March 13, 1995, involved the timing of the repairs. Temporary measures during the 1994 season were not sufficient to prevent the leakage and the loss of water. If the problem is not addressed, the Pool's piping system could further deteriorate during the 1995 season. Also, there were concerns that the water which was leaking into the ground could damage the adjacent J. S. Wood Library's building.

Consequently, your staff recommended that the repairs should proceed this spring and that the work should start as soon as weather conditions permit, so that the disruption to this year's operations are minimized. City Council agreed with this recommendation when, on March 13, 1995, it resolved, in part:

"that the tendering documents on this project be issued as soon as possible in order to maximize the amount of time that is available in the spring of 1995 to complete the work (i.e.

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to minimize the possible delay in opening this facility for the 1995 swimming season)".

In order to prepare its recommendations to City Council, the Civic Buildings and Grounds Department engaged a consultant in November of 1994 to evaluate the problem at Lathey Pool and to recommend the appropriate corrective actions. The same consultant, Friggstad Architects, was engaged, in accordance with City Council's authorization on March 13, 1995, to identify the work-specifications and to prepare the tendering documents for the repairs. The cost of these consulting services has been estimated at \$30,000.

Prior to preparing the detailed work-specifications for the tendering process and in order to provide some indication of the scope of the work that would be involved, City Council was advised on March 13, 1995, that the estimated cost of the repairs would be \$180,000. However, it was pointed out that this was a preliminary estimate and that it was not based on a full examination of the piping system. As was previously stated, this examination could not take place until the work commenced and the site was excavated to expose these pipes.

As a result of the consultant's evaluation of the problem, the City Solicitor's Office has been involved in pursuing various legal remedies with respect to this matter. At the request of City Council, these actions were reviewed by the Committee of the Whole Council during its March 27, 1995, meeting.

In accordance with City Council's directive on March 13, 1995, and taking into account our consultant's recommendations, tendering documents were issued for the replacement of all of Lathey Pool's piping system from the mechanical room within the change-house to the basin and deck areas. The bids were publicly opened on April 19, 1995, all of which were accompanied by the required bid bonds and consents of surety. Exclusive of the G.S.T., the bids are as follows:

Berge Construction Ltd. (Saskatoon)	\$214,100.00
Victory Construction Ltd. (Saskatoon)	\$232,616.82
Dunmac General Contractors Ltd. (Saskatoon)	\$238,960.00
R & D Hill Construction Ltd. (Saskatoon)	\$239,074.00
Haid Construction Ltd. (Saskatoon)	\$243,825.00
Allan Construction Co. Ltd. (Saskatoon)	\$252,953.00
Alcor Developments Ltd. (Saskatoon)	\$257,440.00
Miners Construction Co. Ltd. (Saskatoon)	\$289,600.00

When the bids were received, we noted that all bidders had unexpectedly listed, as their mechanical subcontractor, the company which had been involved with the original construction of Lathey Pool. Because the work under this tender involves replacing the original work, your staff feels that contractors and subcontractors from the original project should not be involved with the current project. The general conditions of the form of contract, which was included in the tendering documents and under which the work will be performed, allow the City, for reasonable cause, to

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object to the use of a particular subcontractor and to require the general contractor to employ one of the other subcontract-bidders.

Accordingly, your staff representing the Central Purchasing and Stores and the Civic Buildings and Grounds Departments met with the low bidder, Berge Construction Ltd., on April 25, 1995, to discuss changing the mechanical subcontractor. Berge Construction responded on April 27, 1995, with a different subcontractor and with a revised bid based on the next-lowest mechanical price from the original tender. This involves a cost-increase from the original bid of \$8,875.00, not including the G.S.T.

The Civic Buildings and Grounds Department's staff and the consultant have reviewed all of the bids and are recommending that the revised lowest bid from Berge Construction Ltd. should be accepted. The estimated cost to the City of this bid is:

Base Bid	\$222,975.00
G.S.T.	<u>15,608.25</u>
Contract amount	\$238,583.25
G.S.T. rebate	<u>8,918.56</u>
Net estimated cost to the City	\$229,664.69

This cost is higher than the preliminary estimate which had been reported to City Council on March 13, 1995. As was explained at that time and previously in this report, this estimate was developed before the full work-specifications, which appeared in the tendering documents, had been prepared.

In this latter process, the consultant decided that the scope of the required work should be greater than was previously proposed.

In our opinion, the tendering process was very competitive. We believe that the bidders clearly understood the scope of the replacement work and that the lowest bid is a realistic cost for the work which will be undertaken.

Despite the work-specifications which were tendered, there still remains the concern that a full evaluation of the water-leakage problem at Lathey Pool cannot occur until the site is excavated.

At that time, the need for other repair-work may be identified. In this regard, your staff suggest that a \$20,000 contingency provision should be incorporated into the total cost of this project. (A final statement on whether any of this contingency is used will be reported to City Council through the 1996 Capital Budget, assuming that City Council agrees with the financing strategy which is being proposed in this report.)

Assuming that City Council accepts the lowest bid, the estimated cost to the City of these repairs to Lathey Pool are:

Consulting Services	\$ 30,000.00
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Lowest Bid (Berge Construction Ltd.)	229,664.69
Contingency Provision	<u>20,000.00</u>
Total Estimated Cost	\$279,664.69

There are no designated funds available for this project. Therefore, your staff propose that the total cost should be financed from the Reserve for Capital Expenditures in the 1996 Capital Budget. In the meantime, your staff will be pursuing the appropriate legal remedies and any amounts which are recovered through this process will be returned to the Reserve for Capital Expenditures. (As an interim measure until the funding is approved in the 1996 Capital Budget, the costs will be paid through internal financing.)

If City Council awards the contract for the repair work during its May 8, 1995, meeting, and assuming the usual weather conditions for this time of the year, we anticipate that the construction will be completed by the end of June. The commissioning of the Pool will follow and the facility should be opened to the public by the middle of July.

- RECOMMENDATION:**
- 1) that the estimated cost of \$279,664.69 for the repairs at Lathey Pool be financed from the Reserve for Capital Expenditures in the 1996 Capital Budget and that the proceeds from any subsequent recoveries which might be realized be returned to this Reserve;
 - 2) that the low tender for the replacement of all pool piping at Lathey Pool, as submitted by Berge Construction Ltd., be accepted in the amount of \$238,583.25 which includes the base bid and the applicable goods and services tax; and,
 - 3) that His Worship the Mayor and the City Clerk be authorized to execute, under the Corporate Seal, the appropriate contract documents as prepared by the City Solicitor.

IT WAS RESOLVED: 1) that the estimated cost of \$279,664.69 for the repairs at Lathey Pool be financed from the Reserve for Capital Expenditures in the 1996 Capital Budget and that the proceeds from any subsequent recoveries which might be realized be returned to this Reserve;

2) that the low tender for the replacement of all pool piping at Lathey Pool, with the replacement mechanical subcontractor, as submitted by Berge Construction Ltd., be accepted in the amount of \$238,583.25 which includes

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*the base bid and the applicable goods and services tax;
and,*

- 3) *that His Worship the Mayor and the City Clerk be authorized to execute, under the Corporate Seal, the appropriate contract documents as prepared by the City Solicitor.*

**B3) 1994/95 Canada/Saskatchewan Infrastructure Works (Reference No. 940042)
1995 Capital Budget
Project 901: Park Upgrading -- Neighbourhood
Henry Kelsey South Neighbourhood Park
Award of Tender -- Landscaping
(File No. CC 4206-1)**

Report of the General Manager, Civic Buildings and Grounds Department, May 2, 1995:

"This project involves the upgrading of Henry Kelsey South Neighbourhood Park. It is being funded through the Canada-Saskatchewan Infrastructure Works Program.

The design-process of this park-upgrading project included extensive consultations with the residents of the Neighbourhood, through their community association. Recognizing the standards which are being implemented for neighbourhood-parks in the newer areas, as well as the priorities which have been established by this community, this project includes reseeding, relandscaping, lighting, additional planting, and installing irrigation systems, furniture, and improved drainage.

The bids for this project were publicly opened on May 2, 1995, and were accompanied by the required bid-bonds and letters of surety. Including all taxes, the bids were as follows:

Wilco Landscape Contractors Ltd.	Saskatoon	\$437,416.00
McEwen Bros. Sask. (1986) Ltd.	Regina	\$441,959.52
Alcor Developments Ltd.	Saskatoon	\$454,939.39
C. & F. Installations Co. (1984) Ltd.	Saskatoon	\$472,705.18
Berge Construction Ltd.	Saskatoon	\$483,640.00
North Prairie Homes & Construction Ltd.	Saskatoon	\$486,672.00

The lowest bid is within the approved budget for this phase of the work. The low-bidder is acceptable to the Civic Buildings and Grounds Department. The cost to the City is as follows:

Base bid	\$408,800.00
G.S.T.	<u>28,616.00</u>
Total amount	\$437,416.00

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G.S.T. rebate	<u>16,351.18</u>
Net cost to City	\$421,064.82

The additional work which will be performed, under a separate contract, in this Park includes the supply and installation of pathway-lighting. All proposed work for this Park (including the lighting) is within the total approved budget for this project.

The completion of this project will have an incremental cost-implication of \$10,000 on the Civic Buildings and Grounds Department's 1996 Operating Budget. There will be no change in the City's revenue-projections as a result of this work."

- RECOMMENDATION:**
- 1) that the tender for the upgrading of Henry Kelsey South Neighbourhood Park, which was submitted by Wilco Landscape Contractors Ltd., be accepted in the amount of \$437,416.00 which includes the base bid and the applicable Goods and Services Tax; and,
 - 2) that His Worship the Mayor and the City Clerk be authorized to execute, on behalf of the City and under the Corporate Seal, the appropriate contract documents as prepared by the City Solicitor.

ADOPTED.

**B4) Forestry Farm -- Superintendent's Residence
Security
(File No. CC 4206-FO)**

On April 24, 1995, City Council considered a report concerning a dangerous structural failure with one of the brick columns which support the main floor of the Superintendent's Residence at the Forestry Farm Park and Zoo. According to an inspection which was undertaken this spring by Sawchuk Antonini Consulting Structural Engineers, the previously-cracked column (which was reported by our consultants in 1991) is now severely spalled at the top. Further spalling could cause the main floor to collapse. Our consultant has proposed an immediate repair of this column and has warned that "extreme caution" should be taken by any contractor who is involved in undertaking this work.

Because of the significant safety concerns and liability issues pertaining to this matter, your staff proceeded immediately to provide City Council with a recommendation to install temporary column-supports in the basement of this building, at an estimated cost of \$4,500. City Council did

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not authorize this work to be carried out. At the same time, we were requested to review the security measures to prevent unauthorized people from entering the building.

On April 26, 1995, your staff re-inspected the failed column and are of the opinion that it is no longer providing any effective support to the above floor. Therefore, we have proceeded to implement the following measures to secure the building from unauthorized entry:

- All keys to the building have been collected. Only two keys have been issued -- one to the Manager of the Forestry Farm Park and Zoo and the other to the Civic Buildings and Grounds Department's Property Administrator. No one will be permitted to enter the building, unless he or she is accompanied by either of these civic officials.
- All windows in the basement and on the main floor are covered with plywood hoarding. To minimize the negative aesthetic impact of this action on the exterior of the building, the plywood has been painted black and has been fastened to the interior surface of the windows.
- A new padlock has been installed on the exterior of the side-entrance door. The remaining doors are secured with functional lock-mechanisms.
- The exterior of the building will be routinely checked by the staff of the Forestry Farm Park and Zoo in order to ensure that these security measures have not been breached.
- The basement's coal-chute has been secured from the inside.
- The power-supply has been shut off at the main breaker.

During its April 24, 1995, meeting, the attached April 24, 1995, letter from Mr. Wayne Zelmer of the Heritage Branch of Saskatchewan Municipal Government was tabled with City Council. Your staff do not agree with Mr. Zelmer's conclusion that the building is "in substantially good structural condition". As has been explained previously in this report, Sawchuk Antonini Consulting Structural Engineers have advised us of the serious failure to one of the main supporting columns. A copy of our consultant's March 20, 1995, and April 10, 1995, reports have been attached for City Council's information.

City Council has asked us to comment on Mr. Zelmer's letter. In light of the advice which we have received on the structural condition of the building and in light of City Council's decision to deny any funding to proceed with a temporary repair-expenditure to protect the structural integrity of the building, your staff are not sure of the value in providing further administrative comments on future uses and possible strategies to repair the building. Over many years, we have provided City Council with numerous options to repair, renovate, and reuse the Superintendent's Residences. All of the options have been rejected and in fact, City Council has expressed no desire

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to expend any municipal funds on this building. The most recent example is the decision to deny a request of \$4,500 to address the current structural problem. The future of the Superintendent's Residence has become a political decision which must be resolved by City Council before further administrative advice can be given.

For City Council's information, your staff is preparing the appropriate documentation to request the removal of the heritage designation on the Superintendent's Residence. We anticipate that these documents will be submitted to the Municipal Heritage Advisory Committee for consideration within the next month.

RECOMMENDATION: that the information be received.

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

**B5) Easement Requirement
Saskatoon Underground
Brightwater and Lavalee -- Lakeridge Subdivision
Part of Municipal Buffer Strip MB9, Plan 94-S-17318
Project: E43-575-33; Subproject: E433-15-740
(File No. CC 4090-1)**

Report of the City Planner, April 26, 1995:

"C. A. Moore, on behalf of SaskPower's Land Department, has requested the City's approval of an easement over certain parts of Municipal Buffer Strip MB9, Plan 94-S-17318, which have been identified within the circles on the attached plan. The purpose of the easement is to provide above-ground space for facilities that are necessary for underground services.

Subdivision Application #16/94 was approved by City Council during its June 20, 1994, meeting. Because the property was privately-owned when this application was considered by City Council, the approval did not include the granting of easements.

The City now has title to the Municipal Buffer Strip over which SaskPower requires an easement. The Planning and Construction Standards Department has no objection to the granting of the requested easement."

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- RECOMMENDATION:**
- 1) that the easement, which has been described in this report and as has been shown on the plan of proposed subdivision, be granted; and,
 - 2) that His Worship the Mayor and the City Clerk be authorized to execute, under the Corporate Seal, the formal agreement with respect to this easement, in a form satisfactory to the City Solicitor.

ADOPTED.

**B6) Subdivision Application #4/95
159 Pinehouse Drive
(File No. CC 4300-2)**

The following subdivision application has been submitted for approval:

Subdivision Application: #4/95
Applicant: Douglas/Pichler Corporation for the Canadian Midwest District of the Christian and Missionary Alliance
Legal Description: Lot A, Block 916, Plan 87-S-54552
Location: 159 Pinehouse Drive

The April 25, 1995, report of the City Planner, concerning this application, is attached.

- RECOMMENDATION:** that Subdivision Application #4/95 be approved, subject to the payment of \$50 which is the required approval fee.

ADOPTED.

**B7) 1995 Operating Budget
Civic Buildings and Grounds Department
Pest Management Program
Control of Gophers on Playing Fields
(File Nos. CC 151-1 and 4206-1)**

During its review of the 1995 Operating Budget, City Council agreed to add a \$5,000 provision to the Civic Buildings and Grounds Department's budget to introduce a "modest program" for controlling gophers on City-owned playing-fields. The purpose of this program is "to

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increase the safety of participants in outdoor programming". This year's program will be the City's first attempt to control gophers within Saskatoon since the previous program was discontinued, for budgetary reasons, in 1992.

Your staff have reviewed the options for implementing this program. As well, we have had an opportunity to assess the population of gophers which are beginning to emerge, this spring, on municipal properties.

The Civic Buildings and Grounds Department's staff have developed a gopher-control program to respond to the budget which has been approved by City Council. Because the funding was provided to address the specific problems on playing-fields and because the provision is relatively small, there should be no expectations that this year's control program will eliminate all problems with gophers within the City Limits. Therefore, this report will provide City Council, the news media, and the general public with a description of this year's program.

Your staff's initial observations in several municipal parks suggests that there will be a very heavy infestation of gophers during 1995. The absence of any control-program for the last three years has resulted in a steady growth in the population of gophers within our park-system. Those parks which are in close proximity to dryland areas (e.g. vacant land and roadway rights-of-way), which have not previously received any control-measures, will be the most severely infested.

An effective gopher-control program will be measured by the users in relation to the degree to which the gophers' burrows are eliminated from the surfaces of our playing-fields. In light of the anticipated degree of infestation and the number of fields that will be affected, your staff have had to evaluate the extent to which these expectations can be realized within the available funding.

A major factor in this evaluation is the cost of the control-measures. The currently-accepted method of controlling gophers within urban areas involves smoke-generating cartridges, or "smoke bombs". (Poisoned baits have been used in the past. However, there are major restrictions on their use and they have not been acceptable within urban areas, particularly in parks, because of the potential danger to children and pets.) Since 1991, when the City's budget for controlling gophers was \$6,300, the cost of the smoke bombs has increased, thereby further restricting the extensiveness of this year's program.

Only people with the appropriate pesticide-applicators license can use smoke bombs on public property. Several staff within the Civic Buildings and Grounds Department hold such licenses and will be considered for assignment to this year's gopher-control program. In order to maximize the \$5,000 provision, we will be adjusting service-levels within the Civic Buildings and Grounds Department's budget to reallocate staff (and the associated funding) from other services to the gopher-control program. In this manner, the entire \$5,000 will be expended only on the purchase of smoke-bombs. At a cost of between \$1.00 to \$1.25 per bomb, we will be able to treat between 4,000 and 5,000 gopher-burrows this season.

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The reallocated funding for the staffing component will be realized by reducing the service-level for cutting grass on flankages and boulevards. In many cases, the adjacent landowners have taken on the responsibility for mowing these City-owned properties because in the case of flankages, for example, they are contiguous with the privately-owned land. However, not all landowners have co-operated in this manner. Therefore, civic staff have cut the grass on these flankages on a regular basis. Last year, the frequency of the mowing cycle was once every three weeks. This year, in order to reallocate staff to the gopher-control program, the frequency of mowing the flankages and boulevards will be further reduced to once every four to six weeks.

From the perspective of prioritizing our services, we feel that greater importance should be given to ensuring the safety of the playing-fields' users than to mowing grass on the flankages. Therefore, staff and the associated budget will be reallocated from the Grounds Maintenance Program to the Pest Management Program to provide the licensed personnel to apply the smoke bombs to selected playing-fields.

By addressing the staffing costs in this manner and taking into account the anticipated infestation, the cost of the smoke bombs and the \$5,000 provision in the 1995 Operating Budget become the determining factors for the number and types of playing-fields where this year's gopher-control program will be applied. The City's athletic sports-fields are classified by their quality and their revenue-generating capacity. Within this context, the Civic Buildings and Grounds Department feels that it will be able, with the above-noted staffing strategy and budgetary provision, to provide an adequate gopher-control program within its Class 1 athletic fields. No other fields will be treated with smoke bombs in 1995.

The City currently has sixteen Class 1 fields. The specific playing-fields within this class which will receive gopher-control are:

- James Girgulis Park (one baseball field: 2-NE)
- Kinsmen Park (two softball fields: 2-N, 1-S)
- Umea Vast Park (four slow-pitch fields: 5-NE, 6-SE, 7-NW, 8-SW)
- William A. Reid Park (three slow-pitch fields: 1-NW, 2-C, 3-NE)
- Umea Park (two soccer fields: 1-E, 2-EC)
- Newsham (two soccer fields: 1-W, 2-E)
- Weaver (one soccer field: 1-S)
- Scott Park (one football field)

Our objective is to provide surfaces at these targeted playing-fields that have no gopher-burrows. This objective involves a level of service which exceeds the frequency of the control-measures that were used in the previous program in 1991. However, this will be accomplished by reallocating staff-resources and by concentrating our efforts on sixteen highly-used playing-fields. To a large extent, we regard this year's program as a pilot project which will be evaluated at the end of the

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season and which should provide valuable information for developing effective gopher-control procedures and programs for future years.

Some other playing-fields which are located in the same parks as the targeted Class 1 fields will also benefit, to varying degrees, from this year's gopher-control program. (The control measures include the use of the smoke bombs in a "buffer" area surrounding the targeted fields.) The effectiveness of our control-program will be monitored in relation to the elimination of burrows on the Class 1 fields; the effects of this action on the adjacent fields will be a secondary consequence of the program and we cannot ensure that no burrows will be found on these playing-surfaces.

To achieve an effective gopher-control program on the sixteen Class 1 playing-fields, the first treatment with smoke bombs will occur at the beginning of the season. Subsequently, each field will be inspected on a weekly basis and any burrows that are found will be treated.

The sixteen playing-fields which will be treated under the 1995 gopher-control program represent a very small part of the City-owned land which will be significantly infested by gophers this year. There are approximately 250 other sportsfields and their adjacent parkland which will not receive any gopher-control measures. Furthermore, this year's program will not apply to any parks which do not contain sportsfields, to any of the City's vacant land-holdings (e.g. all property within the City's Land Bank), to roadway rights-of-way, and to buffer strips. In recent years, the largest proportion of the public's complaints about gophers have come from people who live adjacent to undeveloped parcels of land and near large public rights-of-way. Early indications of this year's infestation of gophers suggest that the extent of these complaints will be similar to, if not greater, than previous years.

- RECOMMENDATION:**
- 1) that the 1995 gopher-control program, which has been outlined in this report, be approved; and,
 - 2) that in order to implement the 1995 gopher-control program and to reallocate the required licensed staff to this program, the frequency of mowing flankages and boulevards be reduced from once every three weeks to once every four to six weeks.

ADOPTED.

B8) 1995 Operating Budget
Civic Buildings and Grounds Department
Pest Management Program

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Control of Mosquitos -- Aerial-Larviciding Operations
(File No. CC 151-9)

Last summer, City Council approved an over-expenditure of up to \$150,000 to the City's operating-budget provision for controlling mosquitos through an aerial-larviciding approach. When the City first used aerial-larviciding, the funding and scope for these operations were based on a service-level of three applications. A helicopter is used to apply a registered chemical to open bodies of water within a defined geographic area.

Over the subsequent years, an above-average amount of precipitation has had a cumulative effect on increasing the number and size of water-bodies which breed mosquitos in the present buffer-area around Saskatoon. For example, in 1991, the area which was treated by aerial-larviciding increased to 3,127 hectares (compared to 1,704 hectares in 1990). In 1994, the first aerial-application of larvicide covered 2,783 hectares.

The larger amount of standing water in the aerial-larviciding treatment-area, as well as the rising cost of renting the helicopter and purchasing the larvicide, have eroded the amount of funding (and the service-level) for these operations within the Civic Buildings and Grounds Department's Pest Management Program. These factors contributed to the situation which occurred in 1994 when the budgeted allocation for aerial-larviciding was expended after only one application. Therefore, an overexpenditure to this budget was authorized by City Council because of a considerable number of complaints from the public about the number of mosquitos within our city.

In light of this experience, the Planning and Development Committee submitted a request for consideration in the 1995 Operating Budget which would provide funding for more than one aerial-larviciding application. The proposal was considered by the Budget Policy and Planning Committee as part of its review of the overall priorities for this year's budget. As a result of the latter Committee's recommendation, City Council approved a funding provision for one aerial-application in 1995. Furthermore, City Council resolved on April 3, 1995:

"that the Program Overview for the Integrated Pest Management Program be amended so as to provide for only one aerial spray per year".

This resolution represents a formal decision that the level of service for the aerial-larviciding operations will be one application per year.

The purpose of this report is to advise City Council that this year's single application of larvicide is now underway. (This application has been timed to correspond with the first hatch of mosquito larvae.) The helicopter began to apply the larvicide on May 1, 1995, and will continue until the entire buffer-area has been treated. Approximately 85% of the area will be treated with an inorganic larvicide ("Dursban"); an organic larvicide ("Vectobac") will be applied on the remaining area. Our experience has been that the organic larvicide has a limited effective lifespan in the

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alkaline water which is commonly found in the buffer-area. This short period of effectiveness results in significantly fewer larvae being destroyed when it is applied to these water-bodies.

Our observations from the air, as well as extensive ground-level surveys by our field-staff, have determined that, at this time, the surface-area of the standing-water within the buffer is somewhat less than in 1994. Therefore, while the entire buffer-area will be treated by the helicopter, the cost of this year's single application should be lower than last year.

Our 1995 budget for this application is \$72,000. The final cost will be determined after the entire buffer-area has been treated. While we anticipate that less larvicide will be used, the final cost will depend on weather conditions. High winds or low visibility will result in down-time for the helicopter; this non-productive, but uncontrollable, time is a cost to the City.

If the cost of this year's aerial-larviciding program is less than \$72,000, we will consider allocating the remaining funds to a partial aerial-application later in the year, if necessary. Our staff will continue to monitor the buffer-area's water-bodies to determine the effectiveness of the current treatment and to predict when the next peak in mosquito-larvae is expected. In addition, we will apply larvicide from the ground to ditches and poorly-drained areas which cannot be treated from a helicopter. (The monitoring activities and ground-level treatment are separate components of this year's budgetary provision for mosquito-control.)

In conclusion, aerial-larviciding is the most cost-effective method of controlling the population of mosquitos which are hatching in the water-bodies beyond the City Limits and which, as adults, will migrate to the city. By the middle of May, this year's single aerial program will have been completed. The effectiveness of this program in controlling the population of mosquitos will be affected by the levels of precipitation later this year, during the spring and summer. If we have higher-than-average rainfall, we would like to utilize whatever unexpended funds are available to conduct another (partial) aerial-application. Ground-level control will be provided as in previous years. However, in light of City Council's decision in the 1995 Operating Budget and Program Overview for the Pest Management Program, this year's primary pesticide-treatment of mosquitos will, for the most part, have been completed within the next week or two.

- RECOMMENDATION:**
- 1) that the information be received; and,
 - 2) that the Administration be authorized to use any underexpended budgeted funds from this year's single aerial-application of larvicide to undertake, if necessary, another partial aerial-application in 1995.

ADOPTED.

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**B9) Land-Use Applications Received by the Planning and Construction Standards Dept.
For the Period Between April 13 - 28, 1995
(For Information Only)
(File No. CC 4300-2)**

The City Planner has received the following applications which are being processed and which will subsequently be submitted to City Council for its consideration:

Subdivision:

- Application #7/95: LaRonge Road (See attached Map No. 1.)
Applicant: Wilf Peters for City of Saskatoon
Legal Description: Part Lot 16, All Lot 17; Block 911, Plan 79-S-43600
Current Zoning: RM(Tn)
Date Received: April 11, 1995

- Application #8/95: Laycoe Crescent - Silverspring
(See attached Map No. 2.)
Applicant: Webb Surveys Ltd. for City of Saskatoon
Legal Description: Part N.W. ¼ Section 1-37-5-W3M
Current Zoning: R.1A
Date Received: April 13, 1995

- Application #9/95: 1207 Lancaster Boulevard (See attached Map No. 3.)
Applicant: Webster Surveys Ltd. for Kim and Audrey Stewart
Legal Description: Part Lot 1, Block 11, Plan G792
Current Zoning: R.2
Date Received: April 19, 1995

- Application #10/95: Chotem Crescent, Rise, Terrace, and Way
Arbor Creek (See attached Map No. 4.)
Applicant: Webster Surveys Ltd. for Westland Properties Ltd.
Legal Description: Parcel LL, Plan No. 86-S-17945
Current Zoning: R.1A
Date Received: April 24, 1995

Subdivision Withdrawn:

- Application #5/95: 166 - 168 Verbeke Road
Applicant: Richard and Joyce Moore
Legal Description: Lot 14, Block 159, Plan No. 79-S-45902

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Current Zoning: R.2
Date Received: Original application received on March 31, 1995.
Request for withdrawal received on April 25, 1995.

RECOMMENDATION: that the information be received.

ADOPTED.

**B10) Request to Lease City-Owned Property
Parcels D and E, Plan 66-S-15777
3003 Millar Avenue (North Industrial Area)
Northern Resource Trucking Ltd.
(File No. CC 4225-1)**

Report of the Land Manager, May 2, 1995:

"The Land Department has received a request from Northern Resource Trucking Ltd. to lease the above-noted City-owned property. (See the attached map.) Northern Resource Trucking presently occupies the adjacent property to the south. This company is requesting the lease to provide a marshalling site for construction materials that are being moved to a northern mine over the next several years.

Because the City has an adequate supply of industrial land for sale in this area, your staff are recommending the approval of a one-year lease, with an option to extend it annually for a further four years. The monthly lease-rate will be \$3,000 per month plus the G.S.T. for the first year. (The annualized rate is based on a proportion of the purchase price of the property [9.9% of \$216,156.17] plus the associated property taxes [\$14,501.82] for 1995. In our opinion, this rate is within the range of what is being charged by the City for similar types of properties.) Furthermore, the lease-rate would increase by \$100 per month for each year that the lease is extended. (For example, if the lease is extended for a second year, the lease-rate would increase to \$3,100 per month, plus the G.S.T., for that year). This leasing arrangement will potentially add \$192,000 to the City's general revenues over the next five years."

The preceding report was finalized the day after the last meeting of the Land Bank Committee. Usually, these requests are considered by the Committee before they are submitted to City Council. Because the Land Bank Committee is not scheduled to meet again until June 8, 1995, and because the request involves a leasing arrangement with operating-revenue implications, your staff are bringing this matter directly to City Council for consideration.

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- RECOMMENDATION:**
- 1) that Parcels D and E, Plan 66-S-15777, be leased to Northern Resource Trucking Ltd.;
 - 2) that the lease commence on May 15, 1995;
 - 3) that the term of the lease be for one year, with an option to renew for a second, third, fourth, and fifth year;
 - 4) that the monthly lease-rate be \$3,000 per month plus the G.S.T. for the first year and that it increase by \$100 per month for each year that the lease is extended;
 - 5) that the City be responsible for the property taxes on this property;
 - 6) that the City Solicitor be instructed to prepare the appropriate documentation for this lease; and,
 - 7) the His Worship the Mayor and the City Clerk be authorized to execute the lease, under the Corporate Seal.

ADOPTED.

Section C - Finance

**C1) Notice of Auction Sale
Miscellaneous Equipment
(File No. CC 1250-1)**

Attached is a copy of a Notice of Auction Sale received from the Inventory Co-ordinator, Central Purchasing and Stores Department.

RECOMMENDATION: that the information be received.

ADOPTED.

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**C2) Investments
(File No. CC 1790-3)**

Report of the City Treasurer, May 1, 1995:

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

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

ADOPTED.

**C3) For Sale by Tender
Used Vehicles & Equipment
(File No. CC 1250-1)**

Attached is a copy of a notice for the sale of used vehicles and equipment received from the Inventory Co-ordinator, Central Purchasing and Stores Department.

RECOMMENDATION: that the information be received.

ADOPTED.

ADDENDUM TO REPORT NO. 10-1995 of the CITY COMMISSIONER

**C4) Proposed Debenture Bylaw
Financing Portion of Secondary Sewage Treatment Plant
(File Nos. CC 7800-4 and 1703)**

Report of the City Treasurer, May 5, 1995:

"Further to our report dated April 18, 1995, and for the information of City Council, the City of Saskatoon accepted an offer from RBC Dominion Securities Inc. and Wood Gundy Inc. (City's fiscal agents) to purchase \$20 million par value City of Saskatoon debentures on May 5, 1995. The debenture issue, to be dated June 15, 1995, was structured as a one- to ten-year serial issue with principal amounts maturing each year, June 15, 1996, to June 15, 2005, inclusive. The coupon rates

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for the debenture issue range from a minimum of 7.50% to a maximum of 8.50%.

As was indicated in the April 18, 1995, report, the City's fiscal agency advised the City of Saskatoon that a borrowing opportunity may arise in the short term, possibly allowing the City to issue debentures at an all-in-cost below 9.0%. North American bond yields have declined significantly over the past few weeks allowing issuers to obtain financing below the 9.0% level. As a result, the City of Saskatoon was able to secure an all-in-cost of 8.477% for the above-noted issue.

RECOMMENDATION:

1) that the offer of RBC Dominion Securities Inc. and Wood Gundy Inc. be accepted and that His Worship the Mayor and the City Clerk be authorized to execute same;

2) that the City Solicitor be instructed to:

a) prepare and bring forward the required amending Bylaw so as to conform with the terms and conditions of the sale, and specifically authorizing a \$20,000,000 ten-year serial debenture issue to be dated June 15, 1995, with interest rates as follows:

June 15, 1996 7.50%
June 15, 1997 7.75%
June 15, 1998 7.875%
June 15, 1999 8.00%
June 15, 2000 8.00%
June 15, 2001 8.25%
June 15, 2002 8.25%
June 15, 2003 8.375%
June 15, 2004 8.50%
June 15, 2005 8.50%;

b) make application to the Saskatchewan Municipal Board for authorization to proceed with the long-term borrowing described herein; and,

c) obtain all such further approvals as may be required in connection with the proposed amending Bylaw and debenture issue; and,

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- 3) that the Director of Finance, the City Solicitor, and the City Treasurer be instructed to take all such steps as may be necessary so as to give effect to the above debenture issue and sale.

ADOPTED.

Section D - Services

D1) Routine Reports Submitted to City Council

<u>SUBJECT</u>	<u>FROM</u>	<u>TO</u>
Schedule of Accounts Paid \$796,770.54 (File No. CC 1530-2)	April 19, 1995	April 24, 1995
Schedule of Accounts Paid \$704,673.98 (File No. CC 1530-2)	April 20, 1995	April 26, 1995
Schedule of Accounts Paid \$666,702.17 (File No. CC 1530-2)	April 27, 1995	May 1, 1995
Schedule of Accounts Paid \$659,800.91 (File No. CC 1530-2)	May 1, 1995	May 3, 1995
Schedule of Accounts Paid \$2,693,069.61 (File No. CC 1530-2)	May 3, 1995	May 8, 1995

RECOMMENDATION: that the information be received.

ADOPTED.

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D2) Bylaw Amendment -- Proposed Bylaw No. 7483
Firefighters' Pension Plan
Amendments Required by Superintendent
of Pensions
(File No. CC 4730-4-1)

Report of the City Solicitor, May 2, 1995:

"The Firefighters' Superannuation Plan was extensively amended by Bylaw No. 7380 as a consequence of the coming into force of *The Pension Benefits Act, 1992*. These amendments were submitted to the Superintendent of Pensions for approval in accordance with the Act. After reviewing Bylaw No. 7380, the Superintendent advised the Employee Benefits Manager that several changes were required in order to fully comply with the new Act.

The changes required are in several areas. First, the new Act requires that vested members must be permitted to retire 10 years prior to the normal retirement date on an actuarially-reduced basis. Secondly, Employers are required to adopt either the 700 hour rule or the 35% of Y.M.P.E. (Years Maximum Pensionable Earnings) rule as minimum eligibility for employees who work less than full time. The existing plan allows for both. The proposed amendment adopts the 35% of Y.M.P.E. rule. Thirdly, the existing method of allocating and distributing assets in the event of plan termination does not comply with Section 39 of *The Pension Benefits Regulations, 1993*.

Proposed Bylaw No. 7483, which was approved by the Trustees of the Firefighters' Pension Plan on April 12, 1995, addresses the matters raised by the Superintendent of Pensions. Section 2 implements the 35% of Y.M.P.E. rule referred to above. Section 4 permits retirement 10 years prior to the normal retirement date on an actuarially reduced basis. Section 6 provides for the allocation and distribution of assets as set out in Section 39 of the Regulations.

In addition to the changes required by the Superintendent of Pensions, the proposed Bylaw also addresses two other topics. The Trustees resolved that members of the plan should be allowed to buy back service for approved unpaid leaves of absence in a manner similar to that provided for in the Police Pension Plan. This topic is addressed in Section 3 of the proposed Bylaw which adds a Section 4.9 to the Plan allowing for buy back of approved unpaid leaves of absence provided the right is exercised within 6 months of the return of the member from the leave.

Finally, Section 5 of the Bylaw has to do with the topic of Contributory Service. Council, by way of Bylaw No. 7445, approved the capping of years of Contributory Service at 35 years. In reviewing this matter, the Plan Actuary suggested that, in order to avoid any confusion, the section of the plan which deals with the calculation of retirement benefits also be amended to specify that the years of Contributory Service are limited to a maximum of 35 years. Accordingly, Section 5 of the proposed Bylaw adds this provision.

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The differing dates provided for in the coming into force clause are necessary because of the various topics dealt with in the proposed Bylaw. The changes required by the Superintendent are to come into force at the same time as the original amending Bylaw No. 7380. The Trustees resolved that the buy back provision should be effective January 1, 1995. The Contributory Service amendment comes into force on the same date as Bylaw No. 7445 referred to above."

RECOMMENDATION: that Council consider proposed Bylaw No. 7483.

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

IT WAS RESOLVED: that consideration of the matter be deferred until the next regular meeting of Council.

REPORT NO. 9-1995 OF THE PLANNING AND DEVELOPMENT COMMITTEE

Composition of Committee

Councillor R. Steernberg, Chair
Councillor K. Waygood
Councillor P. Roe

**1. Forestry Farm Park and Zoo
Fund-Raising -- Proposed Clinic/Quarantine Facility
(File No. CK. 4206-1)**

On November 22, 1993, City Council approved a financing strategy for the construction of a quarantine and health-care facility for the animals at the Forestry Farm Zoo. A major component of this strategy involved a challenge to the Saskatoon Regional Zoological Society to raise \$100,000 in external funding for this project. The City agreed to fund the balance of the estimated capital cost. (In addition, a financing strategy for the anticipated operating costs of this facility has been implemented. This strategy includes various revenue-generating initiatives which have been financed by productivity improvement loans.)

It is noted that the City has put into place \$728,000 of the required funds and the Saskatoon Regional Zoological Society has committed \$25,000 to this project. The remaining \$75,000 of the Society's fund-raising goals was the subject of an application to the Canada-Saskatchewan Infrastructure Works Program.

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Attached is a copy of an April 25, 1995, media release concerning the announcement that \$75,000 would be provided by the Canada-Saskatchewan Infrastructure Works Program for the construction of the Forestry Farm Park and Zoo's quarantine and health-care facility. As a result of this announcement, Mr. Peter H. Cribb, President of the Saskatoon Regional Zoological Society, has forwarded the attached April 21, 1995 letter to your Committee, which confirms that the Society has achieved the goal of raising \$100,000 for this project.

As a result of this announcement and taking into account the funds which have already been committed to this project by the Society and by the City, Capital Project 1092 (Forestry Farm Park and Zoo -- Quarantine/Clinic Facility) is now funded to an estimated capital cost of \$828,000. City staff are now reviewing the programming requirements for the project to take into account the available funding. This review will form the basis for undertaking the final design-work and the specifications within the tendering process for this building. After the tendering process has been concluded, City Council will be provided with a recommendation on the matter of awarding a contract to proceed, in 1995, with the construction of this facility.

RECOMMENDATION: that the final design-work and tendering process proceed on Capital Project 1092 (Forestry Farm Park and Zoo -- Quarantine/Clinic Facility).

ADOPTED.

2. Saskatoon Downtown Youth Centre Inc. (Egadz)
1994 Annual Report
(File No. CK. 430-1)

During its December 11, 1989, meeting, City Council considered the original proposal to establish the Egadz Downtown Youth Centre and agreed to provide an annual operating grant of \$150,000 (through the City's operating budget) for 1990, and for each of the following four years, to cover the cost of the building's lease, taxes, and utilities. City Council also resolved:

"that as a condition of receiving the next four annual operating grants, the Saskatoon Downtown Youth Centre be required to supply in each year to the Planning and Development Committee (for review and report to City Council), a report on the Youth Centre's previous year's operations and a budget and program plan for the forthcoming year."

On December 19, 1994, City Council renewed its commitment to the Saskatoon Downtown Youth Centre, Inc. by adopting Clause 6, Report No. 19-1994 of the Planning and Development Committee as follows:

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- 1) that the City of Saskatoon renew its agreement to provide an annual operating grant to Saskatoon Downtown Youth Centre Inc. in the amount of \$150,000 (funded through the City's operating budget) to cover the costs of the lease of the building, the utilities, security, and maintenance, and that this grant be provided for the next five years, commencing in January, 1995; and,**
- 2) that the same conditions apply to this agreement as they did to the former one.'**

Report of the Chairperson, Saskatoon Downtown Youth Centre, Inc.:

"The Saskatoon Downtown Youth Centre Inc. has been operating the Egadz Youth Centre in Saskatoon's Downtown since April of 1990. This non-profit organization consists of various community, government, and non-government agencies who have an interest or mandate to address the needs of Saskatoon's 'youth at risk'. All of the member-agencies and the associated agencies deliver direct programming, provide a referral service, and provide outreach services to the Centre.

The structure of the organization which operates the Saskatoon Downtown Youth Centre Inc. is outlined in the attached report. In 1994, the organization had 18 participating member agencies. Two new agencies joined us from the Aboriginal community, one other became an associate agency (Pride Saskatoon), and one other is currently non-participating:

- City of Saskatoon, Leisure Services Department
- Saskatoon Community Health Unit
- Friendship Inn
- Saskatchewan Department of Social Services
- Indian and Metis Friendship Centre
- Saskatoon Police Service
- Inner City Council of Churches
- Saskatoon Public Board of Education
- Saskatoon Catholic Board of Education
- Saskatoon Public Library
- McNeil Clinic, Mental Health Services, Saskatoon and District Health Board
- The Partnership
- Y.W.C.A.
- Y.M.C.A.
- Alcohol and Drug Services, Saskatchewan Health
- Youth Services, Mental Health Services, Saskatoon and District Health Board
- Federation of Saskatchewan Indian Nations
- Saskatoon Tribal Council

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Attached is a copy of the 1994 annual report of the Saskatoon Downtown Youth Centre Inc. The report outlines details of the past year's operation and programs, along with a current year's budget plan.

The Saskatoon Downtown Youth Centre is very involved with a number of community initiatives that deal with 'youth at risk'. The report identifies the broad range of services and activities that the Egadz Youth Centre is providing to 'at risk' youth in Saskatoon. 1994 was highlighted by a number of new program initiatives, in particular the Day Support Program and the Street Outreach Program. The Day Support Program is funded through Saskatchewan Social Services and is a welcome addition to encouraging youth to remain in school. The Street Outreach Program (as shown on pages 26 - 32) has proven to be a successful method of encouraging alternate lifestyles to youth seen on the street. Previously funded under a federal grant, this program is currently in need of additional funding in order for it to continue.

Members of City Council should note that the City of Saskatoon's financial contribution and the assistance of its human resources to Egadz serves to contribute a great deal to addressing the issues that surround prostitution and other forms of behaviour that do not encourage healthy lifestyles in our young people. The City is making a significant contribution in this way. The member agencies and the youth who take part in the programs and services of Egadz recognize the strong commitment and contribution that the City makes to these 'social' issues.

The Saskatoon Downtown Youth Centre's Board of Directors invite all members of City Council to visit the facility and to view some of the programs which are being provided by the Centre's staff, volunteers, and member-agencies. The Board would also like to thank City Council for its ongoing support."

Circulation of this report has been limited. A copy will be available from the City Clerk's Office for viewing.

RECOMMENDATION: that the information be received.

ADOPTED.

REPORT NO. 6-1995 OF THE LEGISLATION AND FINANCE COMMITTEE

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Composition of Committee

Councillor P. McCann, Chair
Councillor M. Heidt
Councillor H. Langlois

**1. Licensing of Bicycles
(File No. CK. 317-1)**

DEALT WITH EARLIER. SEE PAGE NO. 9.

**2. Communications to Council
From: Phuman Singh Vaid, President
Saskatoon Folkfest Incorporated
Date: February 22, 1995
Subject: Request for a reduction in charter service costs
for Saskatoon Folkfest Incorporated
(File No. CK. 205-1)**

City Council, at its meeting held on February 27, 1995, referred the above-noted communication, copy attached, to the Legislation and Finance Committee for a report.

Your Committee subsequently referred the matter to the Administration for information on what has been done in the past with respect to the provision of charter bus service to Folkfest, and for information on an alternative solution to the request for a reduction in charter service costs.

In this regard, your Committee has met with Mr. Phuman Singh Vaid, and has considered the following report of the Transit Manager dated April 27, 1995:

"Saskatoon Transit has been providing charter bus services to Saskatoon Folkfest for festival patrons since Folkfest started in 1980. Unfortunately, during the labour dispute in 1994, Saskatoon Transit was unable to provide transportation services. Apparently, this resulted in a reduction in visitation to the festival pavilions during the 1994 festival.

In response to a request by Saskatoon Folkfest Incorporated for a reduction in our charter rates for 1995, we approached the Amalgamated Transit Union to determine whether or not the members would be willing to donate some portion of their time to providing

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transportation services for the 1995 festival. For Saskatoon Transit's part, we were prepared to forego a portion of our other operating costs for the 1995 festival. Attached is the response sent by A.T.U. to Folkfest indicating that the members would not be prepared to donate a portion of their time to providing transportation to this year's festival.

Saskatoon Transit is proud of its long-standing relationship with Folkfest. The provision of transportation services during the festival provides excellent service to patrons of Folkfest and increases the market exposure for Saskatoon Transit. We feel that it would be appropriate to reduce our charter rates in the form of corporate sponsorship for the 1995 festival. Corporate sponsorship would provide additional market exposure for Saskatoon Transit through advertising and promotion. We have indicated to Folkfest that we would recommend a corporate sponsorship of \$2,500 in the form of reduced charter costs (out of an estimated \$16,000 plus G.S.T. for 1995) for the 1995 festival."

Mr. Vaid has advised that Folkfest would be very grateful for the recommended \$2,500, but it would prefer the City to become a major sponsor of Folkfest by contributing \$5,000.

RECOMMENDATION: that Saskatoon Transit be authorized to provide a corporate sponsorship of \$2,500 in the form of reduced transit charter costs for the 1995 Folkfest festival.

ADOPTED.

- 3. Communications to Council**
From: Bill Reader, Deputy Minister
Saskatchewan Municipal Government
Date: March 28, 1995
Subject: Submitting information regarding
review of *The Tax Enforcement Act*
(File No. CK. 127-1)

City Council, at its meeting held on April 10, 1995, was advised that the above-noted communication, copy attached, had been forwarded to the Legislation and Finance Committee for a report.

In this regard, your Committee has considered the following report dated April 24, 1995, from the Office of the City Solicitor, which summarizes the major initiatives in the proposed amendments:

"1. Shortening the Time Limits Under the TEA

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The TEA now contains several specific time limits in the enforcement process. If a municipality acts as quickly as possible under the TEA, it takes at least 27 months for a municipality to acquire title to property under the TEA. In our experience, delays are inevitable and the process usually takes at least 36 months. The process as it now stands takes too long, and municipalities have requested that the time limits be shortened.

The proposed amendments would reduce the time limits by 12 months. This reduction is accomplished in two ways. First, section 3 would be amended to permit the treasurer to prepare the list of properties with unpaid taxes immediately after December 31 of the year in which the rate was struck. The TEA now requires that the treasurer wait for six months after December 31 before the list is prepared. Second, section 22 would be amended to permit a municipality to authorize proceedings to request title after six months from the date the tax lien is registered. The TEA now requires that one year must expire from the date the tax lien is registered before a municipality can authorize proceedings for title. The amendment to section 22 would also permit a municipality in extraordinary circumstances to apply to the Provincial Mediation Board to further abridge the six month time limit.

These circumstances might include an anticipated rapid deterioration of buildings, a very low value of property, high clean up costs relative to the value of the property or high tax arrears relative to the value of the property. These proposed amendments are a step in the right direction, and should be supported. Our office had asked for even shorter time limits, but the Province appears to be reluctant to go any further at this time.

2. Cost Recovery Incidental to the Tax Enforcement Process

The TEA provides that if land is sold under the Act the costs and expenses incurred by a municipality may be recovered from the proceeds of the sale. However, there has been some question whether or not a municipality could recover costs incurred by it after it acquired title to the property under the TEA.

A proposed amendment to section 33(1)(b) would provide that costs for maintenance, repair, clean up and management of the property after title is taken would be recoverable by a municipality from the sale proceeds.

A proposed amendment to section 33(2) would also allow a municipality to apply the sale proceeds from one property to the arrears of taxes of another property owned by the same person.

A proposed amendment to section 31(6) would permit a municipality to use or lease out a property acquired under the TEA until it is sold. Lease revenues would be

used to offset costs incurred by a municipality pending sale.

3. Procedural Amendments

Proposed amendments to various sections of the TEA (ss. 23, 24, 26 and 26.1) would simplify giving notice to property owners. One notice covering several properties could be sent if the same person owns all the properties, or if it is certain that the assessed and registered owner is the same person. The proposed amendment would also allow a municipality to serve the notice at the most current address of the property owner. Notices under the TEA would be simplified and would avoid excessive legal terms. Notices would include the property owner's name.

The proposed amendments are not expected to be introduced during the current session of the Legislature, but will be introduced at some future session. The amendments address some but not all the concerns with the TEA. Generally speaking, they are a step in the right direction and are worth supporting. However, further improvements are needed and municipalities must continue to lobby the Province for changes to the TEA."

RECOMMENDATION: that the information be received.

ADOPTED.

REPORT NO. 7-1995 OF THE WORKS AND UTILITIES COMMITTEE

Composition of Committee

Councillor D. Atchison, Chair
Councillor D. L. Birkmaier
Councillor A. Langford
Councillor J. Postlethwaite

1. Communications to Council

From: W.D. Snyder, President; Emil D. Van Impe, Vice-President; and A.J. Jacek,
Treasurer, the Cascades Condominium Association

Date: January 11, 1995

Subject: Requesting permission to address Council regarding the classification
of domestic and commercial users as defined in a recent amendment to
the bylaw respecting the management and regulation of waterworks

(File No. CK. 1905-2)

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City Council, at its meeting held on January 16, 1995, considered the above-noted communication, copy attached, and referred the matter to the Works and Utilities Committee.
Report of the Manager, Water and Pollution Control Department, March 16, 1995:

"A summary of the Cascades Condominium Association's concerns is as follows:

'Our Association consists of six duplex-style buildings - four bungalows and two-level splits - twelve units, all residential. The developer, Northridge Developments, installed one (1) water meter to service the twelve units, and as a result, we are classed as a "Commercial" user by definition under Schedule "A" of the Bylaw.

As a "Commercial" user we were required to make a deposit of \$1,000.00 to set up an account, and are charged a higher rate schedule for water, sewer, and infrastructure for non-commercial and purely residential consumption. A "Domestic" user pays no deposit to set up an account.

The definition of "Domestic Service," as the Bylaw is written and administered, is unfair and discriminates against a large number of home owners.'

As outlined in Bylaw 3205, a domestic user is defined as 'all consumers utilizing water exclusively for domestic purposes through a single meter servicing no more than four living units or apartments'. Those consumers not qualifying for inclusion under the domestic service definition are charged according to the Industrial and Commercial Service Rates.

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

Water meter account deposits are classified as follows:

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Domestic Service Deposit \$10.00

Commercial/Industrial Service Deposit `where the account considerably exceeds the above deposit, the person requiring the service shall deposit such a sum as may be estimated by the Electrical Engineer to be sufficient to cover the consumption.'

The Electrical Bylaw states `Commercial and industrial premises deposit shall equal four months' billing as estimated by the City.'

Therefore, a service deposit of \$1000.00 has been assessed to the Cascades Condominium Association and is based on estimated consumption figures for this particular type of consumer. A review of Bylaw 3205 has been recently completed by the Manager of Water Treatment and Meters, Water and Pollution Control Department. The proposed revisions to Bylaw 3205 do not define rates specific for condominium usage but do propose to clarify the deposits for Commercial/Industrial services as being four times the estimated monthly billing as determined by the Treasurer's Department.

The original Cascades inquiry included calculations of water and sewer rates based on the billing history available to them at that time. A table of water service/consumption cost comparisons, utilizing the actual consumption between December 5, 1994, and March 24, 1995, and the 1995 rate structure, has been prepared and shows the variance in billing based on the Commercial billing structure and on an individually metered Residential billing. The table indicates that the cost per dwelling unit will be less if the water is purchased at the commercial rate.

Rate Class	*Estimated Monthly Consumption (cu ft)	Water Usage Revenue	Infra-structure Revenue	Sewage Cost	Total Cost	Per Unit Cost
Commercial	6938	\$85.48	\$23.04	\$100.60	\$209.12	\$17.43
Residential (12 Units)	(578 X 12) 6936	(\$7.81 X 12) \$93.72	(\$4.74 X 12) \$56.88	(\$6.56 X 12) \$78.72	(\$19.11 X 12) \$229.32	\$19.11

* based on the actual readings for the period December 5, 1994, to March 24, 1995.

The foregoing information addresses the concerns raised in the Cascades Condominium

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Associations inquiry and can be summarized as follows:

- The qualifications of a Domestic consumer has been clearly defined within Bylaw 3205 and generally agree with those of other jurisdictions.
- Commercial deposits are calculated according to the bylaw and are based on estimated monthly consumption.
- Domestic consumers do pay a service deposit.
- Calculations show that the applied Commercial water rate structure in the case of Cascade Condominium is less than if they were billed as individual residential units."

In response to the above report, Mr. A.J. Jacek, Treasurer of the Cascades Condominium Association, provided the attached copy of letter dated April 3, 1995. Your Committee discussed the issues of concern with Mr. Jacek and requested that the policy and bylaw be brought forward for review.

In this regard, your Committee considered the following report of the Manager, Water and Pollution Control Department dated April 18, 1995:

"For clarification, the Manager, Water and Pollution Control Department, advises that the policy refers to the circumstances surrounding the assignment of meters.

The attached flow chart shows the steps taken in the construction of a property and obtaining the approvals that pertain to the question of the number of services and meters. The review of the design plans carried out by the City's Planning and Construction Standards Branch involves multi-discipline reviews of relevant codes. The Provincial plumbing code deals with service piping according to the following regulations :

- Separate piping 1.6
- (1) Piping in any building shall be connected to sewer and water mains separately from the piping of any other building, except that ancillary buildings on the same property may be served by the same service.
 - (2) Piping shall be separate from and independent of piping of a building that is not on the same property.
 - (3) Subject to subsections (4) and (5), every dwelling unit forming part of a multi-dwelling unit assembly shall have a separate sewer pipe and a separate water distribution pipe extending to the property line.
- Condominiums
- (4) Plumbing systems in premises registered under The Condominium Property Act, 1968, may be extended to the property line by a single sewer pipe and a single water

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service pipe.

- Multi-dwelling (5) Plumbing systems for multi-dwelling unit assembly may be unit assemblies extended to the property line by a single water service pipe and a single sewer service pipe, provided that each dwelling unit has separate building drain and separate water distribution pipe extending to the common sewer pipe and the common water distributions pipe respectively and the common sewer pipe and the common water distributions pipe are not located under the dwelling unit.'

Therefore, the service options for condominiums and multi-dwelling units are for either single water service piping per dwelling unit or single water service piping per building. The principle set out by the City is that for every water service pipe installed an associated water meter will be installed, maintained, and read. The only exception to this guiding principle is for duplex units on the same property, where individually metered services from units on the same property may be joined near the property line and extended to the mains by a common service pipe.

In the case of single servicing and therefore single metering of both condominiums and multi-dwelling units the residential rate structure would certainly apply."

Further discussions were held with Mr. Jacek. Your Committee and Mr. Jacek were advised that a review will be undertaken of the bylaw and the rate structure in the near future, which should address the concerns of the Cascades Condominium Association. At that time, Mr. Jacek expressed his satisfaction with the proposed review.

RECOMMENDATION: that the information be received.

ADOPTED.

REPORT NO. 8-1995 OF THE WORKS AND UTILITIES COMMITTEE

Composition of Committee

Councillor A. Langford, Chair
Councillor D. Atchison

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Councillor D. L. Birkmaier
Councillor J. Postlethwaite

**1. Capital Project Over-expenditures
(File No. CK. 1703)**

Your Committee has considered the following report of the City Engineer dated March 29, 1995:

"The following projects are complete or in progress and require Council approval for overexpenditure under Policy No. 03-001, 3.7, c), i):

'The City Commissioner may approve overexpenditure of capital projects up to a maximum of 10% of the project cost estimate approved in the Capital Budget or 10% of one mill (whichever is the lesser), subject to identifying an appropriate source of funding for the overexpenditure from other than current year's general revenues. All other overexpenditures require Council approval.'

1. Project No. 638.6
Land Development - Fairhaven/Parkridge Subdivision
Gropper Crescent Lane

This project involved construction of a gravel lane behind Gropper Crescent and Fairlight Drive. The initial project was estimated at \$12,000. Final quantities and unit prices for the work done were found to be reasonable. The project came in \$5,078.95 over budget due to the following two discrepancies found in the original estimate sheet:

- i) the cost to prepare the subgrade prior to placing the base was not included; and,
- ii) the quantity of base estimated was not properly converted from cubic metres to tonnes.

2. Project No. 620.6
Arterial Road - Boychuk Drive
Taylor to Highway 16

This project involved the construction of Boychuk Drive from Highway 16 to 700 metres north during the 1994 construction season, with landscaping to be completed in 1995. The work was included as part of an overall project which included the extension of Kingsmere Boulevard and construction of an earth berm on the west side of the new

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Boychuk Drive alignment. The initial project estimate was \$268,000. The roadway construction costs required to complete the project and incurred to date amount to \$364,000, a cost overrun of \$96,000. The reasons for the cost overrun include:

- i) the excessive amount of subbase, base, and asphalt required during roadway construction. The quality of subgrade was poor - in several areas the subgrade was undercut by as much as 0.5 metres and rebuilt with full-depth subbase and base. Quantities of granular material used were approximately double the estimated quantity. The extra cost of granular material was \$77,000; and,
- ii) an additional 120 metres of roadway was paved at the north limit of the new Boychuk Drive. The cost of additional asphalt used was \$19,000.

3. Project No. 947.1
 Land Development - University Heights Suburban Centre
Water, Sanitary and Storm Sewer Mains Portion

Construction of water, sanitary, and storm sewer mains on Nelson Road, north of Attridge Drive, was completed during the 1994 construction season. The work is part of Capital Project #947 -University Heights Suburban Centre and is required to service St. Joseph's High School located in the northwest corner of the Attridge Drive and Nelson Road intersection.

Total funding of \$160,000 was approved for the underground utilities portion of this project. Cost details of the total funding is shown in the following table:

Item	Prior Years	1994 Budget	Total Budget
Water/Sanitary Sewer mains	\$65,000	\$19,000	\$84,000
Storm Sewer main	\$0	\$76,000	\$76,000
Total	\$65,000	\$95,000	\$160,000

The cost to complete the necessary water, sanitary, and storm sewer mains is \$320,000. The difference between the project cost and approved funding reflects a budget shortfall of \$160,000. There are several reasons for the cost overrun, however, the most influential reason is the change in the scope of the project between the time when the initial estimate was calculated and when the final design for the project was completed.

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a) Water Mains

The original water main diameter of 200 mm was increased to 250 mm. The 250 mm water main diameter is required by the Catholic School Board to provide adequate fire flow to the high school which has two separate sprinkler systems due to the size of the school. Due to changes in scope and increased material costs, this portion accounts for approximately \$32,000 (20%) of the overrun.

b) Sanitary Sewer Mains

The sanitary sewer main was lowered from an average depth of 5.1 metres to 5.9 metres. The additional depth is required to maintain servicing options for the land north of St. Joseph's High School. This increases the labour cost to install the pipe and the manholes. Due to changes in scope and increased material costs, this portion accounts for approximately \$30,400 (19%) of the overrun.

c) Storm Sewer Mains

The Catholic School Board changed the drainage of the property such that all storm water would be drained to the north side of the property and then into the storm sewer on Nelson Road. The depth of the storm sewer main was lowered and the diameter of the pipe was increased to drain the property. This increased the labour and material cost to install the pipe and the manholes. An additional 100 m of 300 mm storm sewer main and two manholes were added to the project in order to drain the proposed swale along the north side of the school property. Due to changes in scope and increased material costs, this portion accounts for approximately \$73,600 (46%) of the overrun.

The original estimate did not include the costs to supply and install all catch basins and catch basin leads. It is estimated this will cost approximately \$20,000 to complete. This accounts for approximately 12.5% of the overrun.

d) Other Factors

Other factors such as wet weather conditions and problems locating an existing sanitary sewer stub accounts for most of the remainder of the overrun of approximately 2.5%.

To pay for the budget overrun, the Engineering Department recommends that an additional \$160,000 be funded from General Prepaid Services - Engineering.

4. Project Summary

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A March, 1995, review of the Engineering Department's capital program has resulted in a request of additional funding for two capital projects which are not complete and the closure of 33 capital projects. The net effect of the requests for additional funding above and the closures resulted in funding requests of \$17,327.19 from the Reserve for Capital Expenditures, \$559.75 from the Police Vehicle Radio Replacement Reserve, \$95,964.55 from the Arterial Road Reserve, \$72,791.60 from the Sewage Lift Station Reserve, and \$165,078.95 from General Prepaid Services - Engineering; a return of \$1,009,088.42 to the utility section of the Infrastructure Reserve, \$407,479.91 to the discretionary section of the Infrastructure Reserve, \$13,718.79 to the Local Improvement portion of the Reserve for Capital Expenditures and a return of \$2,013.18 to the Trunk Sewer Reserve; for a cumulative total funding return of \$1,080,578.26."

- RECOMMENDATION:**
- 1) that the overexpenditure of \$5,078.95 for Capital Project 638.6 be funded from General Prepaid Services - Engineering;
 - 2) that the estimated overexpenditure of \$96,000 for Capital Project 620.6 be funded from the Arterial Road Reserve; and
 - 3) that the estimated overexpenditure of \$160,000 for Capital Project 947.1 be funded from General Prepaid Services - Engineering.

ADOPTED.

2. Communications to Council

From: Cliff Andrews, President

Lakeview Community Association

Date: November 9, 1994

**Subject: Requesting that the pedestrian corridor at the intersection of
Whiteshore Crescent, Kingsmere Boulevard and Wakaw Crescent be
replaced with a pedestrian activated crosswalk**

(File No. CK. 6150-3)

City Council, at its meeting held on January 3, 1995, referred the above-noted communication to the Works and Utilities Committee for further handling and report. Your Committee subsequently referred the matter to the Administration for a report on all areas which have requested pedestrian activated signals, including a report on the policy. The matter was also referred to the Police with a request to carry out an intense enforcement of regulations around school zones.

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Report of the City Engineer, April 11, 1995:

"In the course of a typical year, the Engineering Department could receive anywhere from six to 12 or more requests to upgrade pedestrian crosswalks to either pedestrian corridors or pedestrian-actuated traffic signals (commonly known as a half-signal). In order to assess the requirement for the installation of these devices, a warrant system, which is used to prioritize the requests, has been developed over the years. Experience has shown that the warrant system, in conjunction with a detailed engineering review, is a fair and equitable means to determine the need for such installations, and once a need is determined, allow for prioritization of the locations.

Before entering into a discussion regarding the specific request and the general list of requests, the following will provide the Committee with some background on the Department's current practice and policy on evaluating requests for these devices.

In order to determine the level of pedestrian protection to be allocated at an intersection, the Engineering Department conducts a pedestrian/vehicle study. An array of data is obtained during a typical study, including:

- pedestrian volumes by age group during the peak pedestrian activity periods of 0800-0900, 1130-1330 and 1530-1700
- vehicle volumes (during same time periods)
- vehicle speeds
- sight distances available to the motorist and pedestrian
- number of adequate crossing gaps (or opportunities) in the traffic flow
- description of existing traffic controls
- description of roadway geometrics (number of lanes in each direction, presence of a centre median, etc.)
- location of the crossings (which side of the intersection)
- location of the closest protected crossing
- number of mid-block crossings
- past accident history
- information regarding developments that may increase or decrease the number of pedestrian crossings in the future
- discussions with the School Boards, school administrators, Saskatoon Police Service and City Transit Department, if the crossing serves a school.

The data is then summarized and a pedestrian corridor and a pedestrian-actuated traffic signal warrant calculation is conducted to aid in determining if additional pedestrian protection is required. In the case of a pedestrian-actuated traffic signal review, an

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analysis is undertaken which attempts to quantify many of the above data items into a priority point rating. If the priority point rating approaches the 100-point guideline, a gap study is normally conducted to determine the number of sufficient gaps in vehicle traffic. In the case of pedestrian corridor requests, a determination is made based on the number of potential vehicle/pedestrian conflicts which occur every 30 minutes of the study period. A formula is applied to calculate a warrant value, and if the value exceeds 5,000 points, a corridor is deemed to be warranted during that study period (there are also criteria for minimum number of pedestrian crossings during a 30- minute period). If additional pedestrian protection such as the pedestrian corridor or the pedestrian-actuated traffic signal is warranted at an intersection, then a report from the City Engineer recommending its installation is forwarded to the Works and Utilities Committee, and then to City Council for final approval.

It should be emphasized that the determination of need for additional pedestrian controls is not totally governed by the priority point rating system. The site investigation may reveal specific features which downplay the significance of the warrant system. The warrant system is simply a tool employed by Engineering Department staff to allow them to make better decisions based on a variety of data inputs. A large degree of engineering judgement and experience enters into the equation.

One can witness the previous statement at work as at some intersections, there are higher levels of pedestrian protection than at other intersections that are yielding a higher priority point rating. This could be a result of any one of the following reasons:

1. At the time of initial installation, there may have been more pedestrians using the intersection to warrant the pedestrian control device. Pedestrian traffic levels can fluctuate due to development and re-development of adjacent properties.
2. A safety hazard may exist when a pedestrian corridor is installed on a roadway with multiple through lanes, therefore, its use is limited to two-lane roadways.
3. Some intersections may have a higher priority rating due solely to a larger number of vehicles on the roadway that the pedestrians wish to cross. The number of pedestrians may be low in this case but the intersection rating can still be relatively high. In this case, the installation of a pedestrian corridor may be of greater benefit at an alternate location where more pedestrians would take advantage of the protection.
4. Pedestrian type may vary from location to location. Intersections close to elementary schools generally take precedent over intersections with

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pedestrians consisting predominantly of the adult age. If a school patrol is operating near a school, it is desirable to have a pedestrian corridor installed to emphasize the pedestrian crossing. At some school locations, the layout of the streets and the school property promote mid-block crossings. In these cases, a pedestrian corridor is used.

5. A higher number of accidents involving pedestrians may have been occurring at a particular intersection indicating that the existing controls were not adequate.
6. Poor sight distances at an intersection may cause a safety hazard, therefore, warranting installation of a more visible pedestrian control.

The Department has a very active program of investigating pedestrian crossing requirements throughout the City and works with the School Boards and the Saskatoon Police Service on a continual basis. Since pedestrian corridors cost approximately \$12,000 and pedestrian-actuated traffic signals as much as \$30,000, the Engineering Department has to be very cognizant of the limited resources available to install these devices on a yearly basis. Traditionally, Capital Project 631 - Traffic Safety Program, provides a yearly budget for the installation of one pedestrian corridor and one pedestrian-actuated traffic signal. Depending on the location of proposed installations, prepaid land accounts have also provided funding. Post-budget approvals have also been obtained to install these devices at candidate locations if other sources of funding have not been available, with the funding being provided from future years provisions in the Traffic Safety Program.

The Department's current priority list for pedestrian corridor and pedestrian-actuated traffic signal installations are shown on Tables 1 and 2 respectively. The tables are a comprehensive list of all locations the Engineering Department has studied over the last several years and contains many locations which fall well below the minimum warrant levels. As the tables illustrate, there are presently 18 locations where pedestrian corridors are meeting the minimum warrant criteria in the City and two that meet or close to meeting the pedestrian-actuated traffic signals warrant. As mentioned above, not all of these locations are being seriously considered for either type of control due to a variety of factors. In the case of Adelaide Street between Preston Avenue and McEown Avenue, which appears at the top of both lists, a pedestrian-actuated traffic signal is not being considered to be implemented. Instead, the Engineering Department is exploring the possibility of installing a pedestrian corridor in combination with a narrowing of the roadway at the mid-block crossing location. The reason being that although pedestrian numbers are high, the number of vehicles using the road is relatively low and therefore, a pedestrian-actuated traffic signal would be considered an excessive measure at this location. Conversely, although the second priority on the pedestrian-actuated traffic

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signal list is below the 100 point level, the Engineering Department is seriously considering the installation of such a device at this location in 1995. The remaining locations on the pedestrian-actuated traffic signal list are being monitored on an on-going basis, but no work is contemplated this year.

As far as potential pedestrian corridor installations are concerned, the Engineering Department is considering at least two locations this year. The first is the Adelaide Street location mentioned above, and the second is on Kenderdine Road at Rogers Road (serving Dr. John G. Egnatoff School in Erindale). Although the Kenderdine Road location ranks 5th in terms of priority points, it exhibits other characteristics which increase its warrant in the judgement of the Department. The residential area is growing and there is a large number of pedestrians crossing at this location. What keeps the point rating lower is that the number of vehicles using Kenderdine Road is only now approaching warrant levels.

Some of the other locations in the top ten are not being considered for pedestrian corridor installation for a number of reasons. Avenue P/Rusholme Road (2nd) is not a pedestrian corridor candidate as it is approaching the warrant levels for a pedestrian signal. The Primrose Drive location near the Lawson Leisure Centre (3rd) is not being considered as it is policy not to install pedestrian corridors on multi-lane roadways (i.e. more than a single lane in each direction). The Clarence Avenue/5th location (4th) had a pedestrian corridor installed, but it was removed due to the closure of Haultain School. Although the location meets the priority point level, the number of pedestrians crossing at this location has fallen to below the minimum levels established for installation. The Richardson Road/Avenue W location (6th) is still under consideration by the Department for installation of a pedestrian corridor. The Silverwood Road/Whiteswan Drive location (7th) presents a situation where students have been conditioned to cross the road at what would be considered the incorrect location. School Patrols operate in front of the two schools on Silverwood Road and this is where the students should be crossing. The Engineering Department wants the students to cross under school patrol protection and has encouraged the schools to educate the students in this respect. This location was last formally studied in 1990, and since that time, improvements in the use of the school patrols has occurred. At 33rd Street and Avenue Y (8th), the installation of a pedestrian corridor is not desirable for similar reasons to those stated for the Primrose Drive location. At this location, 33rd Street effectively operates as a four-lane undivided roadway. This location would be a better candidate for a pedestrian-actuated traffic signal (currently ranks 9th on list). The Redberry Road/Reindeer Road location (9th) was previously recommended for installation of a pedestrian corridor. As a result of further discussions with the school administration and the Saskatoon Police Service, the installation was deemed unnecessary as the existing protected crossings were serving the school's needs. The remaining location at Taylor Street/Eastlake Avenue remains on the Department's list, but in spite of its relatively high ranking, vehicle gap studies show that

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there are sufficient gaps in Taylor Street traffic flow for pedestrians to safely cross the roadway without the aid of a pedestrian corridor.

As Table 1 indicates, the intersection of Kingsmere Boulevard/Whiteshore Crescent, which Mr. Andrews refers to in his letter, currently ranks in 8th position on the pedestrian-actuated traffic signal priority list with a warrant value of 62 points. At present, the intersection is serviced with a pedestrian corridor which was installed in 1992. At the time the original pedestrian/vehicle studies were done, a pedestrian-actuated traffic signal warrant analysis, a vehicle speed study, and a gap study were also completed. None of the studies revealed any evidence to suggest that a pedestrian control device, other than the recommended pedestrian corridor, was required at the intersection. It should be noted that a school patrol currently operates in at this intersection.

In order to validate the 1991 and 1992 studies, the Engineering Department recently completed a third pedestrian/vehicle study at this location. The study revealed that the number of pedestrians crossing at this location had declined slightly, but the number of vehicles using Kingsmere showed a slight increase (both may be accounted for by normal daily variations in flows). The combination of these two factors resulted in a slight increase in the priority point rating from 58 in 1992 to 62 today. The site inspection revealed that no other conditions had changed to any significant degree to change the Engineering Department's opinion that the existing pedestrian corridor does not warrant upgrade to a pedestrian-actuated traffic signal at this time. Since this intersection currently appears in the top ten locations on the priority listing, it will continue to be monitored on an on-going basis."

A copy of the above-referenced communication is also attached.

Mr. Andrews has been provided with a copy of this report.

RECOMMENDATION: that the information be received.

ADOPTED.

- 3. Enquiry - Councillor Postlethwaite (January 16, 1995)**
 - School Speed Zones**
 - Snow Clearing in the Vicinity of Schools****(Files CK. 5300-1 and 6290-1)**

The following enquiry was made by Councillor Postlethwaite at the meeting of City Council held

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on January 16, 1995:

"In view of the many requests to improve traffic safety outside schools, requests for pedestrian-activated lights, for better snow removal, and for better enforcement of traffic laws, would the Administration please look into the possibility of implementing:

- 1) School speed zones, with the appropriate enforcement, so that realistic speeds could be enforced. Currently, few school areas are safe even at 50 kph, the present legally acceptable speed, therefore enforcement of 'safe driving' requires other less-obvious laws to have been broken;**
- 2) The elevation of Priority 3 service level of snow clearing and sanding and salting, of all streets in the vicinity of schools, whether on a bus route or not, where students are dropped off by bus or car."**

In this regard, your Committee has considered the following report of the City Engineer dated April 6, 1995:

"With respect to Councillor Postlethwaite's first inquiry, the Engineering Department has dealt with the issue of school speed zones on numerous previous occasions. In order to assess the need or warrant for school speed zones, the Committee will require some background information with respect to pedestrian safety in Saskatoon. Included will be a discussion on the annual number of pedestrian accidents with analysis of accidents involving elementary school age pedestrians. Also included is information on pedestrian studies that the Engineering Department completes when assessing the need for pedestrian safety facilities and the types of safety devices used. Current research on the use of school speed zones is presented, including the position of the Engineering Department with respect to instituting such zones in Saskatoon.

Pedestrian Accident Statistics

During the past ten years an average of 117 pedestrian accidents occurred in the City of Saskatoon each year. Although these accidents account for only 1.4% of the total reportable accidents in Saskatoon, they resulted in approximately 9% of the total injuries and 27% of the fatalities. These latter figures highlight the serious nature of pedestrian accidents, something the Engineering Department recognizes and considers when dealing with this matter.

As shown in Figure 1, the trend in the number of pedestrian accidents within Saskatoon has been on the increase over the past 20 years. This increase can be attributed to the increase in population and pedestrian/vehicular traffic over the same period of time.

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Figure 2 shows the number of pedestrian accidents per 1000 population over the past 20 years. The 20-year trend line indicates a decreasing number of pedestrian accidents per 1000 population over this time period. The Engineering Department believes that these reductions in pedestrian accidents per capita are a result of the improved pedestrian safety facilities installed over the last 20 years and a better educated public.

On January 1, 1986, the Engineering Department implemented its computerized Saskatoon Traffic Accident Information System (STAIS). The system was used to determine the specifics of pedestrian accidents involving elementary school age children, particularly during trips to and from school. The following data is for the nine-year period of January 1, 1986, to December 31, 1994.

Using the STAIS data, the Engineering Department was able to query the number of pedestrian accidents by time of day and age of the pedestrian involved in the pedestrian accident. The data showed that there were 92 elementary school age pedestrians involved in pedestrian accidents during the hours of 0800-0900, 1200-1300 and 1500-1600 during the nine-year period from January 1, 1986, to December 31, 1994. Of the 92 pedestrian accidents, 81 accidents occurred on school days. A review of the locations of these 81 pedestrian accidents showed that 26 accidents (**2.9 accidents per year**) occurred within the immediate school zone (i.e. school frontage or flankage within a one and one-half block radius of the school). Of these 26 accidents, five occurred on arterials, twelve on collectors and nine on local roadways. Over the same nine-year time period, there have been an average of 117 pedestrian accidents per year, therefore, the percentage of accidents involving elementary students within a school zone, while making their trip to or from school, is approximately 2.5% of the yearly total number of pedestrian accidents.

Pedestrian Safety Studies and Facilities

The Engineering Department uses various pedestrian control devices which can be implemented for pedestrian protection depending on the level of protection desired. These are listed below by hierarchical scale.

1. Unmarked crosswalk (i.e. no pavement markings or signs at the intersection). Under Provincial legislation a crosswalk exists at every intersection, whether marked or not, and vehicles must yield the right-of-way to pedestrians within the crossing area.
2. Standard crosswalk which includes two parallel lines and one crosswalk sign for each direction. For further emphasis, two crosswalk signs for each direction have been installed at certain locations.
3. Zebra crosswalk with one crosswalk sign for each direction. The signs can be

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doubled for further emphasis.

4. Pedestrian corridor complete with advance signs.
5. Pedestrian actuated traffic signals.
6. Full traffic signal protection.
7. Grade separation (overpass or underpass) to eliminate the vehicle-pedestrian conflict.

Devices 2 through 5 can be supplemented with school safety patrols when agreed upon by the school administration and Saskatoon Police Service.

The City's current inventory of the above pedestrian control devices is as follows:

Standard Crosswalks	487
Zebra Crosswalks	76
Pedestrian Corridors	43
Pedestrian Actuated Traffic Signals	34
Full Traffic Signals	159
Pedestrian Grade Separations	12
School Safety Patrols	44

In order to determine the level of pedestrian protection to be installed at an intersection, the Engineering Department conducts studies that include the following data being collected and analyzed:

- pedestrian volumes by age group
- vehicle volumes
- vehicle speeds
- sight distances available to the motorist and pedestrian
- number of adequate crossing gaps (or opportunities) in the traffic flow
- description of existing traffic controls
- description of roadway geometrics (number of lanes in each direction, presence of a centre median, etc.)
- location of the crossings (which side of the intersection)
- location of the closest protected crossing
- number of midblock crossings
- past accident history
- information regarding developments that may increase or decrease the number of pedestrian crossings in the future

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discussions with the School Boards, school administrators, the Saskatoon Police Service and the City Transit Department, if the crossing serves a school.

The Department uses the gathered data and information to determine if additional pedestrian protection is required, and if so, what type of protection would be appropriate or warranted. The Department has a very active program of investigating pedestrian crossing requirements throughout the City and works with the School Boards and Saskatoon Police Service on an ongoing basis.

School Speed Zones

It has been suggested that reduced speed zones implemented in the immediate school zone would have a beneficial impact on reducing the potential for pedestrian vehicle conflicts from occurring around schools. The intended purpose of such a speed zone is quite clear, that is to establish a speed limit that is 'reasonable and safe for a given section of roadway'. There are at least two difficulties when interpreting this intent. The first is a question of 'reasonable to whom?' and the second is the implication that there is truly a cause and effect relationship between speed limits and, in this case, pedestrian safety.

It becomes clear from the controversy that surrounds the use of speed zoning, that there is a considerable difference of opinion as to what is a reasonable speed among drivers, residents, legislators, traffic professionals and enforcement officers. Thus, determining the speed limit to post in a speed zone requires a definition of what is deemed a 'reasonable speed'.

The use of speed zones near schools to increase pedestrian safety depends on the relationship presumed above, that is, a direct relationship exists between a change in the speed limit and a change in driver behaviour which would result in increased safety. However, a preponderance of research shows that seldomly do changing speed limits alone result in a change in the speed characteristics of a traffic stream. Study and research indicates that the assumption of a direct relationship between changing speed limits which therefore result in changed driver behaviour (the desired change), is invalid.

In fact, decreasing a speed limit results in a higher percentage of drivers in violation of the speed limit, while their speeds have not changed. It is highly improbable that this results in increased safety. This practice would likely serve only as an ineffective substitute for other traffic engineering measures that could result in increased safety.

In a recent survey conducted by the Institute of Transportation Engineers, it was determined that there were three serious inconsistencies in the practice of instituting speed zones. First, the location of the speed zones came into question. Even though the public perceives speed zoning to be a safety tool, such zones are frequently established in

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response to citizen demands rather than where an accident potential problem exists. As a result, it is not surprising that studies undertaken to determine the effectiveness of speed zones are inconclusive at best - the zones are not established at locations which warrant them and are therefore ineffective. Second, most traffic engineers support the use of the 85th percentile speed as a basis for determining the appropriate speed limit for a roadway. The 85th percentile speed is the speed at which 85 percent of the motorists are travelling at, or below. Fifteen percent of the motorists would exceed the 85th percentile speed. However, the study showed that the majority of posted speed limits in speed zones were much lower than the 85th percentile speed, and in many cases, lower than the average speed. The limits were often set to reflect either legislatively created limits or simply to accommodate the demands of the public. In either case, the speed zones proved ineffective in lowering actual vehicle speeds. Third, and possibly of the most significant importance, there is a large degree of variability in enforcement tolerance of the speed zones. Where speed limits are artificially low (as in the case of a school speed zone), the enforcement tolerance must be high. Since enforcement action against a large proportion of a stream of traffic is not possible, the enforcement tolerance must be increased when the speed limit is below the 85th percentile speed. While a large tolerance may be necessary for zones where the speed limit is set artificially low, it is not appropriate to use this same tolerance where the speed limit is set at or near the 85th percentile speed. Since all speed zones are signed the same, motorists cannot distinguish between the importance of differing speed zones (i.e. the normal 50 km/h speed limit on city streets and the special speed zone created at schools only). It would be difficult to maintain enforcement equity for all speed zones based on this.

The City of Saskatoon has experimented with the use of reduced speed zones near schools in the past. In the early 1960s, 30 km/h speed zones were implemented at all schools until Bylaw No. 3503 was repealed in late 1963. The experience in Saskatoon was much the same as those identified in the research on speed zones. There was no evidence to suggest that the speed zones were having any effect on the speed at which a driver would operate their vehicle in the vicinity of a school. As a result, there was no benefit identified respecting an increase in pedestrian safety. In addition, enforcement of the reduced speed zone proved extremely difficult.

The unsuccessful experience Saskatoon has had with reduced speed zones near schools is not unique and has occurred in many jurisdictions across Canada. The Engineering Department conducted a telephone survey of other western Canadian cities as well as the local School Boards and Saskatoon Police Service in order to determine present practice and opinion regarding reduced speed limits near schools. The following summarizes the findings:

1. **City of Regina** presently has a 40 km/h speed limit in effect from 0800-1800 within one block of schools on arterial and collector roadways. The most

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pertinent comment they made was that it was 'the most ignored speed limit in the world and extremely difficult to enforce'. The Regina Police are requesting the signs be in effect at all times in an attempt to ease enforcement.

2. **City of Edmonton** does not use reduced speed zones near schools except at three schools in out-lying areas. Instead, it prefers to make use of pedestrian corridors and pedestrian actuated signals.
3. **City of Winnipeg** does not have reduced speed zones near schools. Such a bylaw was in place at one time but it was rescinded because no evidence could be found to suggest a correlation between speed limits and the number of pedestrian/vehicle conflicts within a certain proximity to schools.
4. **City of Calgary** presently has a 30 km/h speed limit in effect from 0800-1700 at schools and 0830 to one hour after sunset near playground areas. The City reviewed the effectiveness of the reduced speed zones and has determined from their experience 'that the playground zone is a poor safety device and is ineffective in influencing driver behaviour'. Removal of the zones was not performed due to the expected severe political repercussions of such an act.
5. **City of Vancouver** presently has a 30 km/h speed limit in effect from 0800-1700 during school days on roadways, except arterial roadways, surrounding the school property. Civic staff feel the reduced speed zone is effective in terms of informing drivers of a school zone, however, do not have any data to determine if the zones are effective in reducing speeds.
6. **Saskatoon Public School Board** has not received any feedback from its Principals regarding the need for reduced speed zones near schools. The Public School Board is very satisfied with the cooperative working relationship that has developed between it, the Saskatoon Police Service and the City of Saskatoon Engineering Department and feel that all issues related to school safety are resolved in an effective manner.
7. **Saskatoon Separate School Board** has not received any feedback from its Principals regarding the need for reduced speed zones near schools. Officials of the School Board are satisfied with the present conditions.
8. **Saskatoon Police Service** is opposed to the implementation of reduced speed zones as, in their opinion, they are ineffective and unenforceable. They feel the status quo is handling pedestrian crossing activity at schools adequately.

Due to the questionable effectiveness of the speed zone and the low number of pedestrian

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accidents within the school zones, the Engineering Department feels that the implementation of reduced speed zones near schools would not be a prudent or effective measure. The existing pedestrian control devices have proved effective in mitigating potential accident problems and it is suggested that they provide a greater degree of pedestrian protection than speed zones could. It is felt that the resources required to implement and maintain an effective school speed zone program could be more effectively utilized in other areas of school pedestrian safety. The recently implemented Parent Parking Patrol at several schools is a good example of other areas where education and peer pressure work as an effective deterrent to poor motorist driving behaviours. The Engineering Department is also pursuing the construction of adequate off-street drop-off/pick-up facilities at new schools. The removal of these activities from the streets will improve pedestrian safety for students.

The Saskatoon Police Service and School Boards support the Engineering Department's position and agree that the existing safety programs implemented in the elementary schools are effective. The joint efforts of all the involved agencies have brought the issue of pedestrian safety to the forefront where it is addressed on an individual school basis. There is no evidence to suggest that reduced speed zones at schools would be a beneficial supplement to existing practices. The existing controls are providing an acceptable and adequate level of service to the schools as evidenced by the low number of pedestrian accidents involving elementary students within potential school speed zones.

It should be brought to the Committee's attention that there is an important factor which contributes toward a reduction in the level of pedestrian safety at schools and that relates to congestion due to on-street parking. It is becoming more and more commonplace for parents to drive and pickup their children from school. Unfortunately, most schools in the City were not constructed with this requirement being considered. Outside of a handful of new schools, minimal requirements for off-street parking were mandated, mainly due to a lack of need and zoning requirements which did not dictate it. Another factor which has added to this problem is that many schools have expanded dramatically from their initial design enrolments via the use of 'portable classrooms'. A good example is Lakeview School. This was a school designed for a total enrolment of 400 students. Off-street facilities and pedestrian facilities were based on this number. Today, Lakeview School has an enrolment reaching 700 students. The past designs and planning can simply not accommodate the demands created by this enrolment. There are a large number of competing uses at today's schools, such as school bus loading zones, disabled persons loading zones, parent parking demands, school bus loading zones, restricted parking zones needed to provide pedestrian safety and taxi drop-off areas. As a result, on and off-street facilities are severely undersized, with parent on-street parking demand, coupled with the other competing uses, causing a high degree of congestion during peak drop-off/pick-up times, all of which leading to a potentially dangerous situation with respect to pedestrian safety.

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The Engineering Department has attempted to deal with this problem through the use of short duration, on-street drop-off/pickup zones at schools. Pedestrian control devices have been implemented at many schools, but at some locations, these efforts still fall short of what is really required, that being adequate on and off-street drop-off/pick-up zones for parents. The Engineering Department would like to see the zoning requirements for schools changed such that consideration is given to providing adequate off-street parking facilities at new schools, taking into account both initial and future school enrolments. These facilities would include adequate parking for staff as well as provision for adequate off-street parent drop-off/pick-up zones. The Engineering Department can determine no other way at this time to address this growing concern.

With respect to Councillor Postlethwaite's second inquiry, the Engineering Works Branch had previously reported on snow removal at schools in a recent snow removal report to City Council. The following briefly responds to the issue of raising roadways upon which schools are located, to Priority 3 level for snow clearing/removal.

Priority 3 service level is assigned to streets that are arterials, major collectors and those that are considered 'high ridership' bus routes. Many, but not all, elementary schools are located along these streets. It would not be practical to include all schools on a Priority 3 level. Some of these schools are on Priority 4 or lower streets, and to elevate only parts of these to Priority 3 changes time constraints for clearing and removal, which would be difficult and costly to attain. For example, St. Augustine School is located on Boychuk Drive which is a Priority 4 street. If the service level provided near schools was raised to Priority 3, snow clearing/removal would have to be undertaken along all of Boychuk Drive, not only the portion along the school. It would not be practical to have the extremities as Priority 4 and the central part as Priority 3.

As a result of several meetings with community groups and numerous complaints received in the winter of 1993/94, the Works Branch has issued work instructions to snow plough and sand truck operators to ensure that street conditions in the vicinity of all schools are maintained in a safe condition for both motorists and pedestrians. More timely and quicker snow removal from streets adjacent to schools by the use of private contractors is in the planning stages for next winter.

This winter has been relatively mild and without a lot of snow, therefore, problems have been minimal. Complaints were very few and were dealt with as necessary. Snow removal was carried out at high schools and some elementary schools during the recent school break. Unless more snow is received, there are no plans for any further snow removal to occur at schools this winter."

- RECOMMENDATION:**
- 1) that the information be received;
 - 2) that the matter of new schools providing adequate off-street

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parking facilities for staff/visitors and drop-off/pick-up of students be referred to the Planning and Development Committee, to review the Zoning Bylaw with the intent of proposing amendments which would address the parking concerns noted in the above report; and

- 3) that the Board of Police Commissioners be requested to pursue the implementation of "O Tolerance" for exceeding speed limits in school zones.

IT WAS RESOLVED: 1) that the information be received;

- 2) *that the matter of new schools providing adequate off-street parking facilities for staff/visitors and drop-off/pick-up of students be referred to the Planning and Development Committee, to review the Zoning Bylaw with the intent of proposing amendments which would address the parking concerns noted in the above report, in consultation with the Boards of Education; and*
- 3) *that the Board of Police Commissioners be requested to pursue the implementation of "Zero Tolerance" for exceeding speed limits in school zones.*

4. Communications to Council

From: David Fineday

228 Avenue I South

Date: March 24, 1993

Subject: Pedestrian Safety Crossing 22nd Street

(File No. CK. 6150-3)

City Council, at its meeting held on March 29, 1993, considered the above-noted communication, copy attached, and heard a presentation from Mr. Fineday regarding pedestrian safety on 22nd Street from Idylwyld Drive to Avenue P. Council subsequently referred the matter to the Works and Utilities Committee for a report.

Your Committee has reviewed this matter with the Administration and has requested the Administration to monitor traffic problems on 22nd Street between Idylwyld Drive and Avenue W.

RECOMMENDATION: that the information be received and a copy of this report be forwarded to Mr. Fineday.

ADOPTED.

REPORT NO. 4-1995 OF THE LAND BANK COMMITTEE

Composition of Committee

Councillor D. L. Birkmaier, Chair
Councillor H. Langlois
Councillor K. Waygood
His Worship the Mayor
City Commissioner
Director of Finance
Director of Works and Utilities
Director of Planning and Development

- 1. Request to Sell City-Owned Property
Lot Z, Block 303, Plan No. 94-S-22021
Perehudoff Crescent, Erindale Neighbourhood
(File No. CK. 4215-1)**

The following is a report of the Land Manager dated April 4, 1995:

"On January 3, 1995, City Council considered the recommendations of the Land Bank Committee concerning the sale of the above-noted City-owned property in the Erindale Neighbourhood. The property is zoned as RM.4 District and can accommodate the development of ground-oriented townhouses. As a result of the Committee's recommendations, City Council resolved:

- 1) that Lot Z, Block 303, Plan 94-S-22021, be offered for sale by public tender, with a reserve bid of \$320,000.00;**
- 2) that the property be sold only for the construction of ground-orientated housing-units; and**
- 3) that, in the event there are no bids on the property, the property be placed on the Land Department's miscellaneous-**

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**properties list for sale over the counter at the reserve-bid price
and with the above-noted design restrictions'.**

The property was advertised in The StarPhoenix for sale by public tender. The tendering process closed at 2:00 p.m. on April 4, 1995. No bids were received.

The property has now been added to the Land Department's miscellaneous-properties list. It will be available for sale, over-the-counter, at the reserve bid price of \$320,000.00. The design-restriction of ensuring that the housing-units are ground-oriented will continue to apply."

RECOMMENDATION: that the information be received.

ADOPTED.

**2. Request to Purchase City-Owned Land
Lot 19, Block 141, Plan 79-S-18673
56th Street -- North Industrial Area
(File No. CK. 4215-1)**

The following is a report of the Land Manager dated April 10, 1995:

"The Land Department has received an offer of \$87,500.00 from Can-Cell Industries Ltd. (operating as Coffey Holdings Ltd.) to purchase Lot 19, Block 141, Plan 79-S-18673. This property is located on 56th Street in the North Industrial area. (See the attached map.) This company intends to use the property for a storage facility for insulation products.

The offered price of \$87,500.00 for this lot is less than the City's approved price of \$92,171.30. The Land Department's staff are of the opinion that, under the current economic conditions, the City's price for this industrial land exceeds its market value and that the price which has been offered for this property represents its fair market value.

Therefore, we are recommending that the offered price should be accepted and that the land component of the approved price should be reduced by \$4,671.30 in order to facilitate the sale of the property at the lower price. The sale price would be derived as follows:

Services: \$79,891.71

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Land:	3,441.62
Administration Fee:	<u>4,166.67</u>
Total	\$87,500.00."

RECOMMENDATION: that Lot 19, Block 141, Plan No. 79-S-18673, be sold to Can-Cell Industries Ltd. for the offered amount of \$87,500.00.

ADOPTED.

**3. Request to Sell City-Owned Property
Most Easterly Half of Lot 8, Block 529, Plan 65-S-02405
(Files CK. 600-1 and 4215-1)**

The following is a report of the Land Manager dated April 10, 1995:

"On April 11, 1994, City Council approved the sale of the most westerly half of Lot 8, Block 529, Plan No. 65-S-02405, for \$35,000 plus any applicable taxes. This property was previously used by the Saskatoon Society for the Prevention of Cruelty to Animals. The March 28, 1994, report concerning this sale has been attached.

Your staff now intend to sell the remaining eastern half of this property. (See the attached plan.) The following information applies to the property which is now for sale:

Zoning:	I.D.1 (Light Industrial)
Area:	0.3895 hectares (0.9624 acres)

The property will be offered for sale, over the counter and on a first-come, first-served basis, for \$48,120.00 plus the applicable taxes. The price has been established in the following manner:

Services	\$22,727.65
Land	23,100.92
Administration Fee	<u>2,291.43</u>
Total	\$48,120.00

This price is higher than what the western half of the property was sold for because the latter property contained a deteriorating building."

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RECOMMENDATION: that the most easterly half of Lot 8, Block 529, Plan No. 65-S-02405, be added to the Land Department's list of miscellaneous properties for sale on a first-come, first-served basis, at a price of \$48,120.00 plus any applicable taxes.

ADOPTED.

4. Land Department
Quarterly Report -- First Quarter of 1995
(File No. CK. 4110-1)

The following is a report of the Land Manager dated April 11, 1995:

"During its December 19, 1994, meeting, the Land Bank Committee reviewed the Five-Year Land Development Program and resolved:

'that in place of the existing routine monthly statement of residential properties sold, the Administration submit a quarterly report to City Council on all the development in the City'.

The Land Department's staff are pleased to provide the following report which outlines residential lot-sales and development-activity in Saskatoon for the first quarter of 1995. This is the first such report which has been prepared by the Land Department and any comments about its content or format, for incorporation in future quarterly reports, would be appreciated.

Sales Data

This section provides a first-quarter comparison of the sale of City-owned, single-family, residential lots. Marketing initiatives which have been undertaken by the City within the first quarter of 1995 are also outlined.

Thirty-one fewer single-family lots have been sold by the City during the first quarter of 1995, compared with 1994. This decrease is largely because, in the first quarter of 1994, the City offered 52 lots for sale in the Erindale Neighbourhood. These lots, which represented the last building-lots in this Neighbourhood, were highly desired by both individuals and contractors and resulted in 30 lot-sales in the first quarter of 1994.

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Based on the introduction of several marketing initiatives in the first quarter of 1995, we anticipate that our lot-sales in the Silverspring, Dundonald, and Westview Neighbourhoods will steadily increase over the course of the year. Early in 1995, your staff began the process of creating 67 new lots within the 'Laycoe area' of the Silverspring Neighbourhood. These lots represent the first new development in the Silverspring Neighbourhood since 1987 and are uniquely located within that Neighbourhood.

In March of this year, the Land Department's staff unveiled a new marketing theme for the Silverspring Neighbourhood and the new 'Laycoe area' at Homestyles '95, a trade show which was sponsored by the Saskatoon Homebuilders Association. The response of the home-buying public who attended our display was highly favourable and this interest is expected to translate into lot-sales.

Land Department's First-Quarter Statement of Single-Family Lots Sold				
NEIGHBOURHOOD		1995	1994	INVENTORY
CONFED. PARK	Individuals			0
	Contractors			
DUNDONALD	Individuals	(1)	4	70
	Contractors	2	10	
ERINDALE	Individuals	2	10	14
	Contractors	6	20	
FAIRHAVEN	Individuals	1		19
	Contractors		1	
FOREST GROVE	Individuals			15
	Contractors			
LAKERIDGE	Individuals		1	0
	Contractors			
LAWSON HEIGHTS	Individuals			1

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Land Department's First-Quarter Statement of Single-Family Lots Sold				
NEIGHBOURHOOD		1995	1994	INVENTORY
	Contractors		1	
MOBILE HOME	Individuals			11
	Contractors			
PARKRIDGE	Individuals			0
	Contractors			
RIVERSDALE	Individuals			1
	Contractors			
SILVERSPRING	Individuals	0	4	105
	Contractors	9	2	
WESTVIEW	Individuals			47
	Contractors	3		
OTHER	Individuals			0
	Contractors			
Subtotals	Individuals	2	19	
	Contractors	20	34	
Totals		22	53	283

NOTE: The inventory consists of the lots that are currently available for sale.

Recently, City Council approved a new marketing strategy for the existing lots in the Dundonald and Westview Neighbourhoods. This strategy, which reduced the price of a selected number of lots and which provides contractors with the opportunity to control several lots for marketing purposes, will be offered through a lot-draw process that will be administered early in the second quarter.

Building Permits

This section provides a quarterly comparison of the building permits which were issued for new residential (single-family and duplex) construction. The comparison is provided by the neighbourhood in which the construction has occurred and by the vendor of the land (i.e. City or other).

New Residential Building Permits Issued				
NEIGHBOURHOOD	City Lots		Other Lots	
	1995	(1994)	1995	(1994)
CONFED. PARK		()		()

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DUNDONALD	6	(7)	1	()
FAIRHAVEN		(1)		()
LAWSON HEIGHTS	1	()		()
PARKRIDGE		()		()
WESTVIEW	3	()		()
OTHER WEST SIDE		()	1	()
TOTAL WEST SIDE	10	(8)	2	()
NEIGHBOURHOOD				
	City Lots 1995	(1994)	Other Lots 1954	(1994)
ARBOR CREEK		()	16	()
BRIARWOOD		()	8	(8)
ERINDALE NORTH	4	(11)	3	(8)
FOREST GROVE		()		()
LAKERIDGE	2	(5)	10	(4)
SILVERSPRING	6	(7)		()
OTHER EAST SIDE		()	5	()
TOTAL EAST SIDE	12	(23)	42	(20)
TOTAL CITY	22	(31)	44	(21)

Single-family building permits on both private and City-developed lands have increased by over 25%, from 52 in the first quarter of 1994 to 66 in the same quarter of 1995. There is not a direct relationship at a given time between the lot-sales and the building-permit statistics because builders will often purchase lots in the fall of the previous year to have a land-inventory for construction in the spring of the following year.

Other Activities through the City's Land Bank

Two townhouse building sites in the Lakewood Suburban Area were sold in the first quarter of 1995. In addition, we have provided options on two other sites in the Lawson Heights Neighbourhood and are expecting to sell another two sites in the Lawson Heights and in the Erindale Neighbourhoods in the second quarter of this year.

Other Land-Related Activities

Preparatory consideration and/or formal negotiations are underway for numerous road-widening projects, the relocation of Optimist Park's ballfields, and other City-owned parcels of land. We continue to deal with the disposal of properties which are acquired by the City through *The Tax Enforcement Act*. We recently placed selected properties with a real-estate agent and hope to sell some of these properties through this agent in the near future."

RECOMMENDATION: that the information be received.

ADOPTED.

REPORT NO. 2-1995 OF THE PERSONNEL AND ORGANIZATION COMMITTEE

Composition of Committee

Councillor H. Langlois, Chair
Councillor M. Heidt
Councillor P. McCann
Councillor P. Roe
Councillor K. Waygood

1. **Policy C04-012**
*Travel and Expenses - Conferences, Training/
Development Programs and Fact-Finding Missions*
(File No. CK. 1706-1)

Attached is a copy of the above-noted policy regarding travel and expenses for City employees attending conferences and training and development programs.

Your Committee has reviewed the policy and is of the opinion that approval of the Personnel and Organization Committee should not be required for out-of-country travel. All such requests can be approved through normal administrative channels, having regard for the availability of similar opportunities in Canada, and within the approved budget.

RECOMMENDATION: that Policy No. C04-012 be amended by deleting sections 3g) and 3.1e), thereby eliminating the need for out-of-country travel to be authorized by the Personnel and Organization Committee.

ADOPTED.

REPORT NO. 5-1995 OF A COMMITTEE OF THE WHOLE COUNCIL

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Composition of Committee

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

1. Corporate Audit Plan
(File No. CK. 1600-3)

The following is a report of the City Auditor dated April 4, 1995:

"City Bylaw No. 7323 requires the City Auditor to annually prepare a Corporate Audit Plan for approval by City Council.

The Terms of Reference for the Audit Committee require the Committee:

`to ensure properly coordinated and cost-effective audit effort within the corporation by reviewing and providing input to the annual and long-term corporate audit plans to ensure that the level of effort is satisfactory (i.e. in terms of cycles established for comprehensive audits vs. financial system audits) and to ensure that the audit plan is balanced (i.e. that programs are selected from all divisions for audit).'

Audit projects currently in progress and nearing completion include Mendel Art Gallery, Fire Department, Garbage Collection, Landfill, and Recycling.

The Corporate Audit Plan should reflect corporate priorities. In order to ensure this is the case, all members of City Council and the Senior Administration were invited to suggest departments and programs for audit over the next 3-5 years. The responses were used to compile a list of 'value-for-money' audit projects for 1995 through to and including 1999.

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The previous Corporate Audit Plan included provision to audit the Civic Buildings and Grounds Department, Building Operations and Maintenance Branch. This project is approximately 10% complete. Due to staff turnover in the Audit Services Department and a change in audit priorities, the programs administered by this Branch (i.e. Building Operations program and Buildings and Structure Maintenance program) have been rescheduled for audit in 1998.

Audit Services also has the following initiatives either underway or scheduled for 1995-96:

- Implementation of a Control Self-Assessment program (designed to support departments in the self-examination of internal control systems);
- Implementation of a Cyclical Program Re-justification Reporting process to complement the program overview process and to ensure ongoing periodic re-rationalization of civic programs;
- Development of a policy paper on 'User Fees';
- Research on Activity Based Costing Systems;
- Completion of the Community Profile and Accountability Matrix sections of the Program Planning and Evaluation Manual."

The Audit Plan recommendations which follow, are based on .75 staff years being allocated annually to Financial Systems Audits, 4.25 staff years being allocated annually to 'value-for-money' audits, and 1.00 staff year being allocated annually to Program Overviews, Cyclical Program Re-justification Reports, Control Self-Assessment Audits, and Special Projects."

RECOMMENDATION: that Council approve the following schedule for the audit of departments, programs and systems:

1995/96

- Electrical Distribution Department
- Central Purchasing and Stores Department
- Green House and Conservatory program (Civic Buildings and Grounds Department);
- Employee Benefits program (Personnel Services Department);
- Sewer Inspections, Sanitary Sewer Maintenance, Service Connections, and Storm Sewer Maintenance programs

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- (Engineering Department);
- Water Utility Billing and Collection System;
- Outdoor Pools Revenue Collection Systems;
- Golf Course Revenue Collection Systems;

1997

- Land Bank program (Land Department);
- Revenue Control, Billing, and Collection programs (Treasurer's Department);
- Woodlawn Cemetery (Civic Buildings and Grounds Department);
- Snow and Ice Management program (Engineering Department);
- Albert Community Centre;
- Leisure Services Program Registration/User Fee Billing and Collection System;
- Leisure Services Facility Rental Fee Billing and Collection Systems;

1998

- Building Operations program (Civic Buildings and Grounds Department);
- Buildings and Structure Maintenance program (Civic Buildings and Grounds Department);
- Employment Program (Personnel Services Department)
- Labour Relations program (Personnel Services Department);
- Paved Street Maintenance program (Engineering Department);
- Sidewalk Maintenance program (Engineering Department);
- Traffic Control Centre program (Engineering Department);
- Property Tax Billing and Collection System; and,

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1999:

- Transportation Planning program (Engineering Department);
- Water Main Maintenance and Water Services programs (Engineering Department);
- Affirmative Action program (Personnel Services Department);
- Community Development program (Leisure Services Department);
- Playground program (Leisure Services Department);
- Fall and Winter programs (Leisure Services Department);
- Youth Centres program (Leisure Services Department);
- Skateboard program (Leisure Services Department);
- Heritage Services program (Leisure Services Department);
- Support to City-Wide Organizations program (Leisure Services Department);
- Administration program (Engineering Department);
- Local Improvement Billing and Collection System;
- Prepaid Levies Billing and Collection Systems; and,
- Business Tax Billing and Collection System.

ADOPTED.

2. Policy - Proclamations
(File No. CK. 205-5)

City Council, at its meeting held on April 24, 1995, considered Clause 1, Report No. 4-1995, a copy of which is attached, and referred it back to a Committee of the Whole Council for further review.

Your Committee has reviewed the matter further and submits the attached revised proposed procedures (dated May 1, 1995) for Council's consideration.

RECOMMENDATION: 1) that Council approve the attached procedures (dated May 1, 1995) for dealing with proclamations; and

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2) that Policy C01-004 be amended accordingly.

ADOPTED."

Moved by Councillor Steernberg, Seconded by Councillor Postlethwaite,

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

CARRIED.

UNFINISHED BUSINESS

- 6a) Rezoning - Bridgewater Site
P.U.D. to M.3 District (by Agreement)
Lots 20 to 29 inclusive, Block A2, Plan (Q24) A955
510 Saskatchewan Crescent East
(File No. CK. 4351-1)**

DEALT WITH EARLIER. SEE PAGE NO. 11.

MOTIONS

REPORT OF CITY CLERK:

"Councillor Langlois gave the following Notice of Motion at the meeting of City Council held on April 24, 1995:

"TAKE NOTICE THAT at the next regular meeting of City Council I will move the following motion:

"WHEREAS it is in the public interest to promote effective and efficient use of financial resources available to the City of Saskatoon,

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WHEREAS the current 'use it or lose it' philosophy of operating budget management fails to support longer term planning for the purchasing of goods and services for the City of Saskatoon, and

WHEREAS it is increasingly important to make every dollar count in the delivery of services to Saskatoon residents,

BE IT RESOLVED that Council instruct administration to bring forward a report and policy for its consideration that would enable operating budget managers to carry over funds from one fiscal year to another, such policy to:

- i) specify which types of funds would be eligible for carryover
- ii) specify how an annual budget within a department would be addressed in the event a deficit, rather than a surplus, were incurred
- iii) specify what proportion of budgets can be carried over from one fiscal year to the next
- iv) specify limits, if any, of amounts that can be accumulated
- v) determine the advisability of instituting an employee bonus system, based on budget performance
- vi) specify the reporting mechanisms to inform Council about the nature of the carryover of funds annually;

such report to be presented no later than August 31, 1995 in order to permit the adoption of a policy for implementation during the 1995 fiscal year."''''

Moved by Councillor Langlois. Seconded by Councillor Heidt.

WHEREAS it is in the public interest to promote effective and efficient use of financial resources available to the City of Saskatoon,

WHEREAS the current "use it or lose it" philosophy of operating budget management fails to support longer term planning for the purchasing of goods and services for the City of Saskatoon, and

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WHEREAS it is increasingly important to make every dollar count in the delivery of services to Saskatoon residents,

BE IT RESOLVED that Council instruct administration to bring forward a report and policy for its consideration that would enable operating budget managers to carry over funds from one fiscal year to another, such policy to:

- i) specify which types of funds would be eligible for carryover*
- ii) specify how an annual budget within a department would be addressed in the event a deficit, rather than a surplus, were incurred*
- iii) specify what proportion of budgets can be carried over from one fiscal year to the next*
- iv) specify limits, if any, of amounts that can be accumulated*
- v) determine the advisability of instituting an employee bonus system, based on budget performance*
- vi) specify the reporting mechanisms to inform Council about the nature of the carryover of funds annually;*

such report to be presented no later than August 31, 1995 in order to permit the adoption of a policy for implementation during the 1995 fiscal year.

CARRIED.

Moved by Councillor Langford,

THAT the meeting stand adjourned.

CARRIED.

The meeting adjourned at 11:15 p.m.

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Deputy Mayor

City Clerk