

Council Chamber  
City Hall, Saskatoon, Sask.  
Monday, September 9, 1996,  
at 7:00 p.m.

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

**PRESENT:** His Worship Mayor Dayday in the Chair;  
Councillors Atchison, Birkmaier, Heidt, Langford, Langlois,  
McCann, Postlethwaite, Roe, Steernberg and Waygood;  
City Commissioner Irwin;  
City Solicitor Dust;  
City Clerk Mann;  
City Councillors' Assistant Kanak

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

*THAT the minutes of the regular meeting of City Council held on August 12, 1996, be approved.*

*CARRIED.*

*Moved by Councillor Roe, Seconded by Councillor Birkmaier,*

*THAT Item A.1 of "Communications" be brought forward for consideration and that the participants of Shinerama be heard.*

*CARRIED.*

### **"COMMUNICATIONS TO COUNCIL**

**A1) Jessica Steadman, Volunteer Director,  
1996 Saskatoon Shinerama Campaign, dated July 1996  
AND  
Shannon Ethier, School of Physical Therapy,  
University of Saskatchewan, dated August 5 \_\_\_\_\_**

Requesting permission to shine the shoes of Council members and requesting Council to proclaim September 19, 1996 as Shinerama Day in Saskatoon. (File No. CK. 205-5)

**RECOMMENDATION:** 1) that participants of Shinerama Saskatoon be given permission to shine the shoes of Council members;  
2) that City Council approve proclamation of September 19,

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1996 as Shinerama Day in Saskatoon; and

- 3) that the City Clerk be authorized to sign the proclamation on behalf of City Council."

*Moved by Councillor Birkmaier, Seconded by Councillor Roe,*

- 1) *that participants of Shinerama Saskatoon be given permission to shine the shoes of Council members;*
- 2) *that City Council approve proclamation of September 19, 1996 as Shinerama Day in Saskatoon; and*
- 3) *that the City Clerk be authorized to sign the proclamation on behalf of City Council.*

*CARRIED.*

**HEARINGS**

- 2a) **Discretionary Use Application  
Boarding Personal Care Home for 15 Residents  
Lots 1 to 3, Block D, Plan G215  
1635 Avenue D North  
Mayfair Neighbourhood  
Applicant: George and Victoria Jabour  
(File No. CK. 4355-1)**

**REPORT OF CITY CLERK:**

"City Council, at its meeting held on April 2, 1996, received notice of the above discretionary use application.

The General Manager, Planning and Building Department, has now advised that the necessary on-site notification poster has been placed on the site and letters have been sent to adjacent land owners within 60 metres of the site.

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

The matter is also being reported on under Clause 1, Report No. 12-1996 of the Municipal Planning Commission."

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*His Worship Mayor Dayday opened the hearing and ascertained that there was no one present in the gallery who wished to address Council with respect to the matter.*

*Moved by Councillor Postlethwaite, Seconded by Councillor Heidt,*

*THAT Clause 1, Report No. 12-1996 of the Municipal Planning Commission be brought forward for consideration.*

*CARRIED.*

**"REPORT NO. 12-1996 OF THE MUNICIPAL PLANNING COMMISSION"**

- 1. Discretionary Use Application  
Proposed Boarding Personal Care Home  
for 15 Residents  
Lots 1-3, Block D, Plan No. G215  
(1635 Avenue D North)  
(File No. CK. 4355-1)**

**RECOMMENDATION:** that the application by George & Victoria Jabour requesting permission to use Lots 1 - 3, Block D, Plan No. G215 (1635 Avenue D North) for the purpose of a Boarding House be approved, subject to a limitation of the maximum number of boarding care residents to eight (8).

Attached is a copy of a report of the Planning and Building Department dated May 28, 1996, regarding an application submitted by George and Victoria Jabour, requesting City Council's approval to use Lots 1-3, Block D, Plan G215 (1635 Avenue D North) for the purpose of a boarding house to care for 15 residents. This property is zoned R.2 District in the Zoning Bylaw and as a consequence, a boarding house may only be permitted by City Council at its discretion.

Your Commission has reviewed this application with the applicants and the Administration. It is noted that the frontage of the properties is 75 feet, which would allow a duplex but not two single-family homes. This lot is in close proximity to a park and a need for this kind of facility in this part of the City has been identified by the applicants. Your Commission is concerned, however, with the proposal for 15 residents. It is felt that a limitation to 8 residents would be more appropriate and would not allow the use to become somewhat institutional.

Your Commission concurs with the recommendation of the Planning and Building Department that the application be approved, subject to a limitation of the maximum number of boarding care residents to eight (8)."

*Moved by Councillor Langford, Seconded by Councillor Langlois,*

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*THAT the hearing be closed.*

*CARRIED.*

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

*THAT the application by George & Victoria Jabour requesting permission to use Lots 1 - 3, Block D, Plan No. G215 (1635 Avenue D North) for the purpose of a Boarding House be approved, subject to a limitation of the maximum number of boarding care residents to eight (8).*

*CARRIED.*

- 2b) Hearing  
Discretionary Use Application  
Day Care Centre  
Lots 41 and 42, Block 685, Plan 71-S-05615  
3144 Laurier Drive  
Confederation Suburban Centre Neighbourhood  
Applicant: West Ridge Village Consortium  
(File No. CK. 4355-1)**

**REPORT OF CITY CLERK:**

"City Council, at its meeting held on June 3, 1996, received notice of the above discretionary use application.

The General Manager, Planning and Building Department, has now advised that the necessary on-site notification poster has been placed on the site and letters have been sent to adjacent land owners within 60 metres of the site.

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

The matter is also being reported on under Clause 5, Report No. 12-1996 of the Municipal Planning Commission.

Attached are copies of the following communications:

- Letter from Annie Satz, 303-706 Confederation Drive;

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- Letter from Mary Tkachuk, 306-706 Confederation Drive; and
- Letter dated September 6, 1996 from Pearl Yachnik, 310-706 Confederation Drive."

*His Worship Mayor Dayday opened the hearing and ascertained that there was no one present in the gallery who wished to address Council with respect to the matter.*

*Moved by Councillor Postlethwaite, Seconded by Councillor Langford,*

*THAT Clause 5, Report No. 12-1996 of the Municipal Planning Commission be brought forward for consideration.*

*CARRIED.*

**"REPORT NO. 12-1996 OF THE MUNICIPAL PLANNING COMMISSION**

- 5. Discretionary Use Application  
Day Care Centre  
Lots 41 and 42, Block 685, Plan 71-S-05615  
(3144 Laurier Drive)  
Confederation Suburban Centre Neighbourhood  
Applicant: West Ridge Village Consortium  
525 - 24th Street East  
Saskatoon, SK S7K 0K9  
(File No. CK. 4355-1)**

**RECOMMENDATION:** that the application by West Ridge Village Consortium requesting to use Lots 41 & 42, Block 685, Plan No. 71-S-05615 (3144 Laurier Drive) for the purpose of a Day Care Centre be approved.

Your Commission has considered and concurs with the attached copy of report of the Planning and Building Department dated August 7, 1996, regarding an application submitted by West Ridge Village Consortium requesting approval to use the above-noted property for the purpose of a Day Care Centre. This property is zoned M.3 District in the Zoning Bylaw and, as a consequence, a Day Care Centre may only be permitted by City Council at its discretion."

*Moved by Councillor Roe, Seconded by Councillor Birkmaier,*

*THAT the submitted correspondence be received as information.*

*CARRIED.*

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

*THAT the hearing be closed.*

*CARRIED.*

*Moved by Councillor Langlois, Seconded by Councillor Atchison,*

*THAT the application by West Ridge Village Consortium requesting to use Lots 41 & 42, Block 685, Plan No. 71-S-05615 (3144 Laurier Drive) for the purpose of a Day Care Centre be approved.*

*CARRIED.*

- 2c) Hearing  
Discretionary Use Application  
Ice Cream Parlour  
Lot 21, Block 424, Plan 61-S-10302  
2917E Early Drive  
Holliston Neighbourhood  
Applicant: Pic-A-Treat Icecream Parlour  
(File No. CK. 4355-1)**

**REPORT OF CITY CLERK:**

"City Council, at its meeting held on July 15, 1996, received notice of the above discretionary use application.

The General Manager, Planning and Building Department, has now advised that the necessary on-site notification poster has been placed on the site and letters have been sent to adjacent land owners within 60 metres of the site.

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

The matter is also being reported on under Clause 4, Report No. 12-1996 of the Municipal Planning Commission."

*His Worship Mayor Dayday opened the hearing and ascertained that there was no one present in the gallery who wished to address Council with respect to the matter.*

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*Moved by Councillor Heidt, Seconded by Councillor Postlethwaite,*

*THAT Clause 4, Report No. 12-1996 of the Municipal Planning Commission be brought forward for consideration.*

*CARRIED.*

**"REPORT NO. 12-1996 OF THE MUNICIPAL PLANNING COMMISSION**

- 4. Discretionary Use Application  
Ice Cream Parlour  
Lot 21, Block 424, Plan 61-S-10302  
(2917E Early Drive)  
Holliston Neighbourhood  
Applicant: Pic-A-Treat Icecream Parlour  
2917E Early Drive  
Saskatoon, SK S7H 3K5  
(File No. CK. 4355-1)**
- 

**RECOMMENDATION:** that the application by Pic-A-Treat Icecream Parlour requesting to use Lot 21, Block 424, Plan No. 61-S-10302 (2917E Early Drive) for the purpose of an icecream parlour be approved, subject to limiting the maximum number of seats to sixteen (16).

Your Commission has considered and concurs with the attached copy of report of the Planning and Building Department dated August 14, 1996, regarding an application submitted by Pic-A-Treat Icecream Parlour requesting approval to use Lot 21, Block 424, Plan No. 61-S-10302 (2917E Early Drive) for the purpose of an icecream parlour. This property is zoned B.1 District in the Zoning Bylaw and, as a consequence, a restaurant may only be permitted by City Council at its discretion."

*His Worship Mayor Dayday opened the hearing and ascertained that there was no one present in the gallery who wished to address Council with respect to the matter.*

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

*THAT the hearing be closed.*

*CARRIED.*

*Moved by Councillor Langford, Seconded by Councillor Postlethwaite,*

*THAT the application by Pic-A-Treat Icecream Parlour requesting to use Lot 21,*

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*Block 424, Plan No. 61-S-10302 (2917E Early Drive) for the purpose of an icecream parlour be approved, subject to limiting the maximum number of seats to sixteen (16).*

*CARRIED.*

**COMMUNICATIONS TO COUNCIL**

The following communications were submitted and dealt with as stated:

**A. REQUESTS TO SPEAK TO COUNCIL**

- 1) **Jessica Steadman, Volunteer Director,  
1996 Saskatoon Shinerama Campaign, dated July 1996  
AND  
Shannon Ethier, School of Physical Therapy,  
University of Saskatchewan, dated August 5**

*DEALT WITH EARLIER. SEE PAGE NO. 1.*

- 2) **Don Wladyka  
1- 630 Avenue R North, dated August 13**

Requesting permission to address Council regarding bus service in the Mount Royal area. (File No. CK. 7310-1)

**RECOMMENDATION:** that Mr. Wladyka be heard.

*Moved by Councillor Roe, Seconded by Councillor Postlethwaite,*

*THAT Mr. Wladyka be heard.*

*CARRIED.*

*Mr. Don Wladyka addressed Council regarding transit service in the Mount Royal area. He expressed concern that while transit fares have increased, service to this area has decreased. Mr. Wladyka stressed the importance of bus service to enable citizens to access services available and to be able to enjoy the city.*

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



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*THAT the information be received.*

*CARRIED.*

**3) William Tupper  
1119 Munroe Avenue South, dated August 29**

Requesting permission to address Council and present a video regarding concerns about the squealing of vehicle tires at the U-turn intersection of 8th Street and Munroe Avenue. (File No. CK. 6320-1)

**RECOMMENDATION:** that Mr. Tupper be heard.

*Moved by Councillor Langford, Seconded by Councillor Waygood,*

*THAT Mr. Tupper be heard.*

*CARRIED.*

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*Mr. William Tupper reviewed his submitted brief and petition regarding concerns about the squealing of vehicle tires at the U-turn intersection of 8th Street and Munroe Avenue and highlighted the negative affects this has on the residents living in the area.*

*Moved by Councillor McCann, Seconded by Councillor Langford,*

*THAT the matter be referred to the Planning and Operations Committee and that Mr. Tupper be advised when the Committee will be dealing with the matter.*

*CARRIED.*

**4) Art Randall  
1196 Spadina Crescent East, undated**

Requesting permission to address Council regarding the condition of the City Park neighbourhood and the proposed civic tax restructuring in relation to this area. (File No. CK. 150-1)

**RECOMMENDATION:** that Mr. Randall be heard.

*Moved by Councillor Heidt, Seconded by Councillor Langlois,*

*THAT Mr. Randall be heard.*

*CARRIED.*

*Mr. Art Randall, representing residents of City Park, and specifically those on Spadina Crescent, addressed Council regarding problems in the area which he feels are affecting the quality of life in this neighbourhood, and indicated concern regarding the possible outcome of the upcoming reassessment.*

*Moved by Councillor Roe, Seconded by Councillor Postlethwaite,*

*THAT the information be received and referred to the Planning and Operations Committee.*

*CARRIED.*

**5) Eric Olauson, Recreation Director  
Eastside Youth Centre Inc., dated September 4**

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Requesting permission to address Council regarding funding for the Eastside Youth Centre Inc. and submitting several letters from youth who attend the Centre. (File No. CK. 1870-1)

**RECOMMENDATION:** that a representative of the Eastside Youth Centre Inc. be heard.

*Moved by Councillor Atchison, Seconded by Councillor Langlois,*

*THAT a representative of the Eastside Youth Centre Inc. be heard.*

*CARRIED.*

*Mr. Eric Olauson, Recreation Director, Eastside Youth Centre Inc., highlighted the benefits of the youth centre to the community and the youth, and expressed the need for the Centre to remain open to meet the needs of the Sutherland, Forest Grove and Erindale neighbourhoods. He asked Council for a grant in the amount of \$10,000 for the Eastside Youth Centre.*

*Moved by Councillor Atchison, Seconded by Councillor Postlethwaite,*

*THAT the request from the Eastside Youth Centre Inc., for a grant in the amount of \$10,000, be referred to the Administration and Finance Committee for a report to Council at the next meeting.*

*CARRIED.*

**6) Kirk Wheeler  
Eastside Youth Centre Inc., dated September 4**

Requesting permission to address Council regarding the Eastside Youth Centre Inc. (File No. CK. 1870-1)

**RECOMMENDATION:** that Kirk Wheeler be heard.

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**7) Terry Bird  
Eastside Youth Centre Inc., dated September 4**

Requesting permission to address Council regarding the Eastside Youth Centre Inc. (File No. CK. 1870-1)

**RECOMMENDATION:** that Terry Bird be heard.

**8) Amanda Bird  
Eastside Youth Centre Inc., dated September 4**

Requesting permission to address Council regarding the Eastside Youth Centre Inc. (File No. CK. 1870-1)

**RECOMMENDATION:** that Amanda Bird be heard.

**9) Danielle Barrett  
Eastside Youth Centre Inc., dated September 4**

Requesting permission to address Council regarding the Eastside Youth Centre Inc. (File No. CK. 1870-1)

**RECOMMENDATION:** that Danielle Barrett be heard.

**10) Colleen Rodomsky  
Eastside Youth Centre Inc., dated September 4**

Requesting permission to address Council regarding the Eastside Youth Centre Inc. (File No. CK. 1870-1)

**RECOMMENDATION:** that Colleen Rodomsky be heard.

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*Mr. Olauson noted that the above individuals were not present.*

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

*THAT the information be received.*

*CARRIED.*

**17) Don Junor, Administrator  
Riversdale Business Improvement District, dated September 9**

Requesting permission to address Council regarding the future of the parking reserve, creation of a parking committee and creation of a parking coordinator position. (Files CK. 1815-1, 4600-1 and 220-1)

**RECOMMENDATION:** that Clause 3, Report No. 16-1996 of the Planning and Operations Committee be brought forward for consideration and that Mr. Junor be heard.

**18) Kent Smith-Windsor, Executive Director  
The Partnership, dated September 6**

Advising Council that he will be available to answer questions regarding the Planning and Operations Committee report regarding the future of the parking reserve, creation of a parking committee and creation of a parking coordinator position. (Files CK. 1815-1, 4600-1 and 220-1)

**RECOMMENDATION:** that the information be received and considered with Clause 3, Report No. 16-1996 of the Planning and Operations Committee.

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

*THAT Clause 3, Report No. 16-1996 of the Planning and Operations Committee be brought forward for consideration.*

*CARRIED.*

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**"REPORT NO. 16-1996 OF THE PLANNING AND OPERATIONS COMMITTEE**

**3. Future of the Parking Reserve,  
Creation of a Parking Committee and  
Creation of a Parking Coordinator Position  
(Files CK. 1815-1, 4600-1 and 220-1)**

- RECOMMENDATION:**
- 1) that the existing Parking Reserve be renamed the Parking Capital Reserve;
  - 2) that the provision to the Parking Capital Reserve be reduced from 9% of parking revenues to 4%;
  - 3) that a new Parking Operating Reserve be created;
  - 4) that the Parking Operating Reserve be funded by a provision of 5% of parking revenues;
  - 5) that the position of Parking Coordinator be approved;
  - 6) that the source of funding for the above position be the Parking Operating Reserve;
  - 7) that the City Solicitor be requested to bring forward an amendment to Bylaw No. 6774, The Capital Reserves Bylaw, to implement the above;
  - 8) that a Parking Committee consisting of representatives from the Saskatoon Police Service and Transportation, Finance, Public Works, and Planning and Building Departments, as well as each of the three Business Improvement Districts, be established; and,
  - 9) that a further report be received from the Parking Committee regarding its mandate.

A report of the General Manager, Transportation Department dated August 26, 1996 follows which addresses the future of the Parking Reserve and the need to create a function or structure within the Administration that has parking as its main priority.

Attached for Council's information, is a copy of a position paper dated August 27, 1996 from The Partnership regarding the potential reallocation of resources from the Parking Reserve. Council will note that The Partnership does not support the use of the Parking Reserve funds for Transit Capital requirements. The Partnership, is however, proposing an alternate use of the Reserve for the development of programs to stimulate downtown housing.

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As a separate issue, your Committee has previously identified the need for development in the downtown. The Partnership's submission in this regard has therefore been forwarded to the Administration for a report during the budget debate.

Report of the General Manager, Transportation Department dated August 26, 1996:

**"BACKGROUND**

The following report addresses two issues regarding parking.

The first issue addresses the future of the Parking Reserve. The Transportation Department has recently recommended that a portion of the balance in this Reserve be transferred to a new Transit Capital Projects Reserve. The Partnership has proposed that funds within the Parking Reserve be used to stimulate housing in the downtown area. Both proposals have raised questions regarding the purpose and need of this Reserve. The history of the Parking Reserve is presented, as well as the future use of this Reserve.

The second issue addressed is the need to create a function or structure within the Administration that has parking as its main priority. Parking is a large revenue generator for the City and has a significant impact on businesses, institutions, and residential areas. The 1990 Central Business District (CBD) Parking Study recommended that a Parking Section be created in the former Engineering Department. An implementation report, dated July 15, 1995, regarding the Ernst and Young report recommended that the Parking Meter Section of the former Treasurer's Department be combined into the new Transportation Department. To date, neither recommendation has been acted upon. The report below presents a justification to create a Parking Branch within the Transportation Department. It discusses how the Branch will be staffed, how it will provide a lead and coordinating function, and how it will be funded.

**JUSTIFICATION**

Future of Parking Reserve

In the early 1980's, the City increased parking meter rates from \$0.25/hour to \$0.50/hour in the centre of the downtown, and \$0.40/hour in the fringe areas. After consultation with downtown merchant representatives, it was decided to allocate a portion of the increased revenues to a reserve which would accumulate funds for the eventual construction of a parkade. The reserve became known as the Parking Reserve and was established with the following criteria:

Purpose

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To finance the construction of additional parking facilities and the upgrading of existing municipally-owned parking lots.

Source of Funds

Annual provision will be equivalent to 30% of estimated parking meter revenue for the year less an operating grant to the Downtown Business Improvement District. The operating grant to the Downtown Business Improvement District will be equal to 4.5% of estimated parking meter revenue in the CBD (excluding the area west of Idylwyld Drive).

Application of Funds

- a) Direct expenditures may be made for the construction of additional parking facilities.
- b) 15% of the annual provision to the Reserve (before deducting the operating grant to the Downtown Business Improvement District) shall be used for the replacement of parking meters.
- c) The Reserve may not be used for normal maintenance of existing parking facilities and equipment.

In 1989, parking revenues were allocated as follow:

1989

Parking Reserve	25.5%	\$ 289,000
Downtown B.I.D. Grant	4.5%	55,000
General Revenues	70.0%	<u>806,000</u>
Total		\$1,150,000

From its inception to 1990, the Parking Reserve funded the replacement of parking meters at a rate of approximately \$50,000 per year. It also provided the Downtown Business Improvement District an annual operating grant of approximately \$55,000. The Reserve was also charged for the cost of acquiring the City owned, off-street parking lots previously held within the Property Realized Reserve. The balance in the Parking Reserve was \$1,861,000 as of December 31, 1990.

In late 1990, the City, in consultation with the Downtown, Broadway and Riversdale Business Improvement Districts, increased parking meter rates to \$1.00/hour in the Downtown and Broadway areas and \$0.50/hour in the Riversdale area. The majority of the increase in revenues was assigned to a newly created Streetscape Reserve and an increased



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contribution to the Parking Reserve. The Business Improvement Districts agreed to the increase in rates on the condition that parking revenues would be allocated as follow:

1991

Parking Reserve	20%	\$ 460,000
Streetscape Reserve	37%	851,000
B.I.D. Operating Grants	3%	72,000
General Revenues	40%	<u>917,000</u>
Total		\$2,300,000

The increased contribution to the Parking Reserve was justified, at the time, to complete projects such as the replacement of all parking meters (\$850,000), upgrade all City-owned surface parking lots (\$250,000), undertake a public information campaign (\$25,000), and complete a signage program (\$100,000). Only the first two of the above items were implemented. The Reserve was also to fund the construction of a parkade, as recommended in the 1990 C.B.D. Parking Study, at a cost exceeding \$5,000,000.

In 1992, the Administration recommended to Council that the annual allocation to the Parking Reserve be decreased to 9%, and that the allocation to the Streetscape Reserve and General Revenues be increased to 40% and 45% respectively.

This resulted in the following allocation of parking revenues:

1993

Parking Reserve	9%	\$ 207,000
Streetscape Reserve	43%	989,000
B.I.D. Grants	3%	69,000
General Revenues	45%	<u>1,035,000</u>
Total		\$2,300,000

The increase in general revenues was required to assist the Administration in meeting its 1992 operating budget constraints. The increased allocation to the Streetscape Reserve was required to assist the Urban Design Committee in providing streetscape projects in the B.I.D. areas. The 1992 increase was specifically required to complete the streetscaping of 2nd Avenue that year. In 1992, \$500,000 was transferred from the Parking Reserve to the Streetscape Reserve in order for the 2nd Avenue project to proceed. It should be noted that the Downtown B.I.D. was opposed to the reduction in the allocation to the Parking Reserve.

They did support the increased allocation to the Streetscape Reserve and the transfer between the Parking and Streetscape Reserves. In 1994, the Reserve was used to fund a portion of the cost of acquiring new equipment to sort, count, and wrap coins collected from

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parking meters.

The balance in the Parking Reserve, as of December 31, 1996, is projected to be \$2,274,000. The current annual provision to the Reserve is approximately \$210,000. The Transportation Department has proposed that the present level of funding accumulated in the Reserve is not required. At the present time the construction of a parkade is not warranted and will not be required for several years. Recent trends have indicated less growth in the downtown than originally expected. Also, there has been a tendency for smaller businesses to locate in areas away from the downtown, where taxes are lower, and the number of businesses operating out of homes is increasing. The Transportation Department has recommended that the funds within the Reserve be used for more urgent, unfunded Transportation projects that would assist the Downtown B.I.D. The report entitled "Transit Capital Funding Requirements", recommends that \$1,500,000 be transferred from the Parking Reserve to a new Transit Capital Projects Reserve.

The \$1,500,000 transfer of funding will leave a balance of \$774,000 in the Parking Reserve at the end of 1996. The provision to the Reserve will continue to be in the order of \$210,000 per year. The Transportation Department's position is that the reduced balance in the Reserve, combined with the annual provision, is adequate to fund the parking activities that it wishes to pursue in the foreseeable future. These activities will be described later in this report.

The influx of capital funding into the Transit system will enable Saskatoon Transit to meet its fleet, building, and other capital requirements now and in the future. The outcomes of the Parking and Transit Reserves are somewhat related in the areas of transportation and support of the downtown. It is commonly recognized that roadways, traffic operations, public transit, and parking supply/costing are all inter-related. In fact, strong downtowns usually rely on strong public transit for its customers and employees. The downtown area is Saskatoon Transit's major origin and destination point. Good transit service reduces the demand for parking and, therefore, the need for parkades. The transfer of funding between these two reserves would be consistent with the City's strategic plan which calls for the promotion of public transit and a reduction in dependence upon private automobiles.

It should be mentioned that since its inception, the Parking Reserve has been considered a source of funding for parking initiatives in the Downtown. The Downtown B.I.D. requested the establishment of the Parking Reserve, and revenues generated in the Downtown form the majority of the balance in this Reserve. The Partnership (Downtown Business Improvement District) is aware of the proposal to transfer funds from the Parking Reserve to the Transit Capital Projects Reserve. It does not believe that this is in keeping with the intent of the original agreement. The Partnership will be submitting its own proposal regarding the use of funds in the Parking Reserve.

Creation of a Parking Branch in Transportation Department, Parking Committee, and

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Parking Coordinator Position

In 1990, the former Engineering Department, in conjunction with Swanson Transportation Consultants, prepared what came to be known as the 1990 Central Business District Parking Study. This study was the first major examination of parking in the downtown area since 1975. The study examined public and private on-street and off-street parking, identified areas of parking surpluses and deficiencies, examined parking meter charges, proposed minimum parking requirements for new developments, set standards for on-street parking meters and restrictions, and recommended a financing strategy that would ultimately fund a parking structure.

The study also identified the lack of a coordinating function for parking within the civic administration. Presently, as in 1990, responsibilities for parking are scattered throughout the organization. The Saskatoon Police Service and the Transportation, Finance, Solicitor's, Planning and Building, and Public Works Departments all provide functions in the area of parking, yet there is almost no communication between these Departments regarding this matter. It would be safe to say that none of the Departments consider parking to be one of its main priorities.

An ad-hoc parking committee consisting of representatives of the Engineering, Police, Treasurer's and Planning Departments, as well as the three Business Improvement Districts, was formed in 1990 to implement many of the recommendations of the study. The committee, led by staff of the Transportation Section of the Engineering Department, recommended and obtained approval to replace all parking meters, update parking restrictions and prohibitions in all three BID areas, raised parking meter rates to local market levels, established a financing strategy which created the Streetscape Reserve and revised the strategy for the Parking Reserve, increased the contribution to general revenues from parking meters, upgraded the City's off-street parking lots, reviewed parking requirements under the City's zoning bylaw, and investigated the need and location for a future parkade.

The ad-hoc parking committee stopped meeting in late 1991 mainly because civic staff were involved in other higher priority work. The work that the ad-hoc committee was involved with has essentially been disregarded which has upset the B.I.D.s in their efforts to obtain better parking conditions in their areas. It has also hindered the Administration in efforts to streamline the parking function and provide greater or more efficient parking services.

Since the corporate reorganization, the new Transportation Department has concentrated its efforts in joining the former Traffic Section and the Transit Department. The reorganization involved both staffing issues, identification of mandates and responsibilities, completion of operating and capital programs, and restructuring of the Department's budgets. The Department is now in a position to act upon the recommendations of the 1990 Parking Study and implementation report of the Ernst and Young study.

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In order to ensure that parking receives the attention that it warrants, it is proposed that a new Parking Branch, within the Transportation Department, be created. As its name implies, the Branch's main priority, and primary reason for being, is to provide services in the area of parking. The Branch would have one staff position, the position of Parking Coordinator, attached to it. It is further proposed that a formal Parking Committee be established. This Committee would consist of representatives from the Saskatoon Police Service and the Transportation, Finance, Public Works, and Planning and Building Departments, as well as each of the three B.I.D.s. With time, it is expected that the Committee would have representation from the operators of major private lots and possibly the general public as the committee expands its activities beyond the core commercial areas. The Parking Branch and Parking Committee would be concerned with the following matters:

- 1) Installation of parking controls City-wide. This would include parking restrictions (e.g. two-hour parking, etc.), parking prohibitions (e.g. no parking, no stopping), parking meters, etc.
- 2) Provision of increased parking facilities or opportunities within, and outside of, core commercial areas.
- 3) Installation and maintenance of parking meters.
- 4) Collection, counting, wrapping and accounting of parking meter revenue.
- 5) Maintenance of the City's off-street parking lots.
- 6) Promotion of both public and privately-owned parking facilities.
- 7) Enforcement of parking laws.
- 8) Provision of parking for the disabled.
- 9) Installation and administering of residential parking permit programs.
- 10) Parking requirements for different land uses under the zoning bylaw.
- 11) Shared parking initiatives with other government agencies such as the Airport, the University, the three hospitals, SIAST Kelsey campus, etc.
- 12) Investigation of new technology in the field of parking such as electronic parking meters and hand-held data packs that issue parking tickets.
- 13) Issuance of commercial parking permits.
- 14) Handling of parking ticket enquiries and challenges.
- 15) Completion of major parking studies for high parking generators.
- 16) Optimizing profits by increasing revenues and reducing costs.
- 17) Consolidation of parking activities.
- 18) Provision of loading/unloading facilities such as loading zones, taxi stands, etc

It is intended that the Parking Committee operate in a fashion similar to the Urban Design Committee (UDC). The UDC consists of representatives of civic Departments and outside agencies. The Committee has two staff positions, the Urban Design Coordinator and a Design Assistant. The Committee determines the projects and programs that it wants to complete under its mandate, and the Coordinator carries out the work. When required, the

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Committee draws on the expertise and resources of its members to complete a variety of projects. The activities of the UDC are funded by the Streetscape Reserve which is funded by parking meter revenues.

The Parking Coordinator would report to the General Manager, Transportation, but receive direction from the Parking Committee. The Parking Committee would select the projects and programs that are deemed to be priorities, and the Parking Coordinator would be responsible for having them implemented. When required, the Committee would rely on the expertise and resources of its members to complete projects. It is proposed that the operating activities of the Parking Committee, including the salary of the Coordinator, be funded by a portion of parking meter revenues currently assigned to the Parking Reserve.

The use of funds within the Parking Reserve is governed by Bylaw 6774, The Capital Reserve Bylaw. This bylaw prevents the use of Parking Reserve funds for operating programs. As such, the Parking Reserve, in its present form, cannot be used to fund the proposed Parking Coordinator position as it is deemed to be an operating expense. In order to use parking meter revenues to fund the Coordinator position and operating activities of the Parking Committee, it is proposed that an additional parking reserve be created. The new reserve would be funded by a portion of the parking meter revenues that are presently allocated to the existing Parking Reserve.

To clarify matters, it is proposed that the existing Parking Reserve be renamed the Parking Capital Reserve, and that a new reserve, the Parking Operating Reserve, be created.

The balance in the Parking Capital Reserve as of January 1, 1996 was \$2,064,000. The Transportation Department has proposed that \$1,500,000 of this be used for Transit capital purposes. The annual provision to this reserve is approximately \$210,000; therefore, the balance in the Parking Capital Reserve on December 31, 1996, is projected to be \$774,000.

It is proposed that effective September 1, 1996, the allocation of parking meter revenues to the Parking Capital Reserve be reduced from 9% to 4%. This would reduce the balance in this Reserve to \$734,000 at year end. This level of funding is considered adequate to complete future capital parking initiatives. Beginning in 1997, the annual allocation to this reserve would be approximately \$93,000.

It is further proposed that the 5% balance be allocated to the new Parking Operating Reserve. This would provide annual allocation of approximately \$117,000 which will be adequate to fund the Coordinator position and other operating activities.

The use of the two reserves, funded by parking meter revenues, will ensure that those revenues will be used for parking activities in the B.I.D. areas. Unspent funds from these reserves will be returned to the reserves. It should be noted that the above has no impact on the mill rate.

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It is proposed that the Parking Coordinator position be filled in 1996. The initial duties of the Coordinator will be to establish the membership and mandate of the Parking Committee. The position will need to establish both operating and capital budgets for 1997 under the direction of the Committee.

In summary, it is recommended that the Parking Coordinator position be created and filled in 1996 and funded by a new Parking Operating Reserve. It is further recommended that a Parking Committee, consisting of representatives of civic departments and outside agencies, be created in 1996.

**OPTIONS**

Future of Parking Reserve

The transferring of \$1,500,000 from the Parking Capital Reserve to the new Transit Capital Projects Reserve is being proposed as an appropriate use of funds that are considered to be excessive to that Reserve's needs. The Partnership is proposing an alternate use of that funding. A third option would be to leave the funds within the Reserve. This would require Transit to borrow funds to meet its capital needs at the same time that the Parking Capital Reserve would be at a level beyond its needs.

Creation of a Parking Branch in Transportation Department, Parking Committee, and Parking Coordinator Position

No other option was considered to improve the delivery of parking services. The status quo is no longer considered acceptable. A function which has parking as its main priority is required. The proposed structure of a Parking Branch within the Transportation Department, staffed by a Parking Coordinator, funded by a Parking Operating Reserve, and directed by a Parking Committee is modelled on the structure of the Urban Design Committee which has been very successful.

**POLICY IMPLICATIONS**

Future of Parking Reserve

City Council is required to approve the use of funds within a reserve that are to be used for purposes not in keeping with the intent of the reserve. The renaming of the existing Parking Reserve to the Parking Capital Reserve, the transfer of funding from that Reserve to the Transit Capital Projects Reserve, the reduction in the allocation to the Parking Capital Reserve, and the creation and funding of the new Parking Operating Reserve can be accomplished by amending Bylaw No. 6774, The Capital Reserves Bylaw.

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Creation of a Parking Branch in Transportation Department, Parking Committee, and Parking Coordinator Position

City Council is required to approve the creation of a Parking Coordinator position and the source of funding for that position. If the position and funding is approved, the Administration would create a Parking Branch within the Transportation Department. The Parking Coordinator would assemble a Parking Committee. That Committee would establish its mandate and terms of reference that would be forwarded to City Council for approval.

**FINANCIAL IMPACT**

The above proposals have no overall financial impact and do not affect the mill rate.

**ENVIRONMENTAL IMPACT**

The overall purpose of creating a Parking Committee and Parking Coordinator position is to improve parking. The amount and quality of parking opportunities would increase which would, by itself, generate additional demand for parking. This implies that there would be an increase in automobile use which would have a negative impact on the overall environment. The underlying reason for parking improvements in the B.I.D. areas, however, is to assist these areas in improving their ability to remain viable business areas. This has a positive affect as concentrations of commercial activity decrease travel times and distances which have a positive affect on the environment. Retaining the core commercial areas makes efficient use of existing infrastructure and defers the need to construct additional infrastructure.

The transfer of funding to the Transit Capital Projects Reserve ensures that Transit's capital needs can be met. This, in turn, allows Transit to provide a base level of service throughout the City. The positive benefits of a viable, and adequately funded, transit system are well known."

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

*THAT Mr. Junor be heard.*

*CARRIED.*

*Mr. Don Junor, Administrator, Riversdale Business Improvement District, expressed support for the presentation by The Partnership, and indicated that the money should not be transferred to the*

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*transit operation but should be used to improve the core area.*

*Moved by Councillor Heidt, Seconded by Councillor Postlethwaite,*

*THAT the information be received.*

*CARRIED.*



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*Moved by Councillor Langford, Seconded by Councillor Langlois,  
THAT Item A.18) of "Communications" be received as information.*

*CARRIED.*

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

- 1) that the existing Parking Reserve be renamed the Parking Capital Reserve;*
- 2) that the provision to the Parking Capital Reserve be reduced from 9% of parking revenues to 4%;*
- 3) that a new Parking Operating Reserve be created;*
- 4) that the Parking Operating Reserve be funded by a provision of 5% of parking revenues;*
- 5) that the position of Parking Coordinator be approved;*
- 6) that the source of funding for the above position be the Parking Operating Reserve;*
- 7) that the City Solicitor be requested to bring forward an amendment to Bylaw No. 6774, The Capital Reserves Bylaw, to implement the above;*
- 8) that a Parking Committee consisting of representatives from the Saskatoon Police Service and Transportation, Finance, Public Works, and Planning and Building Departments, as well as each of the three Business Improvement Districts, be established; and*
- 9) that a further report be received from the Parking Committee regarding its mandate.*

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*IN AMENDMENT*

*Moved by Councillor Langlois, Seconded by Councillor Atchison,*

*THAT the Planning and Operations Committee review and report on the proposals put forward by The Partnership regarding use of the reserve.*

*THE AMENDMENT WAS PUT AND CARRIED.*

*Moved by Councillor Langlois, Seconded by Councillor Steernberg,*

*THAT Recommendation 5) be amended by adding the words "within the existing City-wide component" after the word "approved".*

*THE AMENDMENT WAS PUT AND CARRIED.*

*THE MOTION AS AMENDED WAS PUT AND CARRIED.*

**COMMUNICATIONS - CONTINUED**

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

**1) Jenifer van Meenen, Administrative Director  
Persephone Theatre, dated August 8 \_\_\_\_\_**

Expressing appreciation for grant received under the Cultural Component of the 1996 Assistance to Community Groups: Cash Grants Program. (File No. CK. 1871-2-1)

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

*Moved by Councillor Waygood, Seconded by Councillor Atchison,*

*THAT the information be received.*

*CARRIED.*

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- 2) **Doreen Wilson**  
**44 Hoeschen Crescent, dated August 6**

Submitting comments regarding the curfew bylaw. (File No. CK. 185-1)

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

*Moved by Councillor Langlois, Seconded by Councillor Birkmaier,*

*THAT the information be received.*

*CARRIED.*

- 3) **Robert Thurmeier**  
**214 Highlands Place, dated August 12**

Expressing concern regarding the condition of the access road servicing the Willows Golf & Country Club. (File No. CK. 6000-1)

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

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

*THAT the information be received.*

*CARRIED.*

- 4) **Board of Directors**  
**Churchill Opportunities Foundation Inc., dated July 30**

Asking Council to consider taking out a voting membership in the Churchill Opportunities Foundation. (File No. CK. 7000-3)

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

*Moved by Councillor Langlois, Seconded by Councillor McCann,*

*THAT the information be received.*

*CARRIED.*

**5) Joanne Sproule  
Deputy Assistant City Clerk, dated August 15**

Requesting Council to approve the appointment of Ms. Nancy Burns to replace Mr. Axel Fischer as a representative of the Zone 6 Sports Council on the Leisure Services Advisory Board. (File No. CK. 175-4)

**RECOMMENDATION:** that Ms. Nancy Burns be appointed to the Leisure Services Advisory Board to replace Mr. Axel Fischer to the end of 1997.

*Moved by Councillor Postlethwaite, Seconded by Councillor Langford,*

*THAT Ms. Nancy Burns be appointed to the Leisure Services Advisory Board to replace Mr. Axel Fischer to the end of 1997.*

*CARRIED.*

**6) Linda M. Walker, Executive Director  
Yellowhead Highway Association, dated August 12**

Expressing appreciation for the hospitality offered during the 1996 Annual Conference held in Saskatoon. (File No. CK. 155-5)

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

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

*THAT the information be received.*

*CARRIED.*

- 7) **A.H.J.(Jim) Wilson**  
**23 Wentworth Crescent, undated**

Submitting concerns regarding access to sidewalks. (File No. CK. 6220-1)

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

*Moved by Councillor McCann, Seconded by Councillor Postlethwaite,*

*THAT the matter be referred to the Administration for appropriate action.*

*CARRIED.*

- 8) **Andrée Pinard, Resolutions Policy Analyst**  
**Federation of Canadian Municipalities, dated August 16**

Acknowledging receipt of resolutions submitted to the FCM and providing information regarding the resolution on the "Reintroduction of a Neighbourhood Revitalization Program". (File No. CK. 155-2)

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

*Moved by Councillor Langlois, Seconded by Councillor Atchison,*

*THAT the information be received.*

*CARRIED.*

**9) Marlene Hall, Secretary  
Development Appeals Board, dated August 15**

Submitting Notice of Development Appeals Board Hearing regarding property at 1605 Chappell Drive. (File No. CK. 4352-1)

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

**10) Marlene Hall, Secretary  
Development Appeals Board, dated August 15**

Submitting Notice of Development Appeals Board Hearing regarding property at 901 - 8th Street East. (File No. CK. 4352-1)

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

**11) Marlene Hall, Secretary  
Development Appeals Board, dated August 19**

Submitting Notice of Development Appeals Board Hearing regarding property at 3934 Parkdale Road. (File No. CK. 4352-1)

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

**12) Marlene Hall, Secretary**

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**Development Appeals Board, dated August 19**

Submitting Notice of Development Appeals Board Hearing regarding property at 1814 Lorne Avenue. (File No. CK. 4352-1)

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

**13) Joanne Sproule, A/Secretary  
Development Appeals Board, dated August 22**

Submitting Notice of Development Appeals Board Hearing regarding property at 1813 Ewart Avenue. (File No. CK. 4352-1)

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

**25) Marlene Hall, Secretary  
Development Appeals Board, dated September 5**

Submitting Notice of Development Appeals Board Hearing regarding property at 1422 College Drive. (File No. CK. 4352-1)

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

**26) Marlene Hall, Secretary  
Development Appeals Board, dated September 5**

Submitting Notice of Development Appeals Board Hearing regarding property at 1806 - 1st Avenue North. (File No. CK. 4352-1)

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

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**27) Marlene Hall, Secretary  
Development Appeals Board, dated September 5**

Submitting Notice of Development Appeals Board Hearing regarding property at 212 LaRonge Road. (File No. CK. 4352-1)

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

*Moved by Councillor McCann, Seconded by Councillor Birkmaier,*

*THAT the information be received.*

*CARRIED.*

**14) Freda E. Trew, Superintendent of Program and Staff Development  
Department of Educational Services, Saskatoon Board of Education  
dated August 20**

Requesting Council to approve the appointment of Ms. Freda Trew to replace Ms. Rene Baxter as the Saskatoon Board of Education's representative on the Race Relations Committee. (File No. CK. 225-40-1)

**RECOMMENDATION:** that Ms. Freda Trew be appointed to replace Ms. Rene Baxter as the Saskatoon Board of Education's representative on the Race Relations Committee, to the end of 1997.

*Moved by Councillor Langlois, Seconded by Councillor Langford,*

*THAT Ms. Freda Trew be appointed to replace Ms. Rene Baxter as the Saskatoon Board of Education's representative on the Race Relations Committee, to the end of 1997.*

*CARRIED.*

**15) Richard and Wendy Roe  
121 Ninth Street East, dated August 22**



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Submitting comments regarding the Victoria Bridge. (File No. CK. 6050-8)

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

*Moved by Councillor Birkmaier, Seconded by Councillor Roe,*

*THAT the information be received.*

*CARRIED.*

**16) Lawrence MacAulay, P.C., M.P.  
Secretary of State (Veterans), House of Commons, dated August 19**

Submitting copy of letter forwarded to Mr. John Peters, President of Nutana Branch 362 of the Royal Canadian Legion regarding changes affecting the Saskatchewan offices of Veterans Affairs Canada. (File No. CK. 277-1)

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

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

*THAT the information be received.*

*CARRIED.*

**21) His Worship Mayor Dayday, dated September 3**

Forwarding copy of a letter sent to the Minister of Municipal Affairs regarding the 1997 revenue sharing program. (File No. CK. 1860-1)

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

*Moved by Councillor Langlois, Seconded by Councillor Heidt,*

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*THAT the information be received.*

*CARRIED.*

**22) Bryon Wilfert, President  
Federation of Canadian Municipalities, dated August 20**

Providing information regarding activities and issues involving the FCM. (File No. CK. 155-2)

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

*Moved by Councillor Waygood, Seconded by Councillor Heidt,*

*THAT the information be received.*

*CARRIED.*

**23) Rik Steernberg, Vice Chair  
Meewasin Valley Authority, dated August 27**

Advising Council regarding the newly-appointed Chair of the Meewasin Valley Authority Board of Directors. (File No. CK. 180-6)

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

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

*THAT the information be received.*

*CARRIED.*

**24) Jack Greening  
Anglin Lake, SK, dated August 29**

Submitting comments regarding traffic problems on Howell Avenue. (File No. CK. 6320-1)

**RECOMMENDATION:** that the information be received and considered with Clause 5, Report No. 15-1996 of the Planning and Operations Committee.

**28) T. E. Wolf  
2519 Ewart Avenue, dated August 30**

Submitting comments regarding proposal for speed bumps on Howell Avenue. (File No. CK. 6320-1)

**RECOMMENDATION:** that the information be received and considered with Clause 5, Report No. 15-1996 of the Planning and Operations Committee.

**29) Yvette Bunker, President and Rose Purschke, Vice-President  
Kelsey Community Association, dated September 6**

Submitting comments regarding proposal for speed bumps on Howell Avenue. (File No. CK. 6320-1)

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**RECOMMENDATION:** that the information be received and considered with Clause 5, Report No. 15-1996 of the Planning and Operations Committee.

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

*THAT the information be received and considered with Clause 5, Report No. 15-1996 of the Planning and Operations Committee.*

*CARRIED.*

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

- 1) **Paul Szabo, C.A., M.P.**  
**House of Commons, dated July 31**

Submitting information regarding a national public education campaign called "Drink Smart Canada". **Referred to the Saskatoon District Health Board.** (File No. CK. 3000-1)

- 2) **Lindsay Vanthuyne, President**  
**Kelsey Students' Association Inc., dated July 31**

Submitting concerns regarding transit fares. **Referred to the Planning and Operations Committee.** (File No. CK. 1905-4)

- 3) **Ken Pontikes, Deputy Minister**  
**Saskatchewan Municipal Government, dated August 7**

Requesting comments regarding discussion paper on Revenue Sharing. **Referred to the Administration.** (File No. CK. 175-1)

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- 4) **Honourable Carol Teichrob**  
**Minister of Municipal Government, dated August 7**

Advising Council of provincial government's decision regarding property classes and percentages of value to be applied to 1997 property assessments and the calculation of business assessment as a percentage of property assessment. **Referred to the Administration.** (File No. CK. 1615-2)

- 5) **B.J. Large**  
**Lawson Heights Medical Clinic, dated August 8**

Requesting provision of walkway across the block of land currently under development along LaRonge Road. **Referred to the Administration.** (File No. CK. 6220-1)

- 6) **Michael Rohatynsky**  
**409 9th Street East, dated August 13**

Expressing support for the Broadway Theatre and the request for financial assistance. **Referred to the Administration and Finance Committee.** (File No. CK. 1870-1)

- 7) **Kimberley Leung**  
**2508 - 14th Street East, dated August 14**

Expressing concern regarding timing of watering of parks and lawns. **Referred to the Administration.** (File No. CK. 4205-1)

- 8) **Norm Bourassa**  
**31 Harrison Crescent, dated August 19**

Requesting off-leash area for dogs in the Avalon neighbourhood. **Referred to the Administration for a report.** (File No. CK. 152-2)

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- 9) **James Hovde**  
**1249 Avenue K South, undated**

Requesting signs in parks regarding the requirements for dogs respecting litter clean-up and leashes under the Animal Control Bylaw. **Referred to the Administration for a report.** (File No. CK. 152-2)

- 10) **Jeremy Morgan, Executive Director**  
**Wanuskewin Heritage Park, dated August 20**

Requesting approval of the restructuring of the Board of Directors of Wanuskewin Heritage Park Corporation. **Referred to the Executive Committee.** (File No. CK. 175-33)

- 11) **Irwin Blehm**  
**315 Blackthorn Crescent, dated August 17 and 27**

Requesting information regarding status of Boychuk Drive between Briarwood Road and Taylor Street. **Referred to the Administration for a report.** (File No. CK. 6315-1)

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

*Moved by Councillor Langlois, Seconded by Councillor Atchison,*

*THAT the information be received.*

*CARRIED.*

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**C. PROCLAMATIONS**

**1) Carol Samuels, Fund Development Assistant, Saskatchewan Division,  
Canadian Diabetes Association, dated August 12**

Requesting Council to proclaim the month of November, 1996 as Diabetes Month in Saskatoon and requesting permission to raise the Canadian Diabetes Association flag in front of City Hall on October 18, 1996. (File No. CK. 205-5)

**2) Arla Gustafson, Executive Director  
Saskatoon's United Way, dated August 19**

Requesting Council to proclaim the week of September 15 to 21, 1996 as United Way Week in Saskatoon. (File No. CK. 205-5)

**3) Antonia Botting, Education Coordinator  
AIDS Saskatoon, dated August 19**

Requesting Council to proclaim the week of September 30 to October 6, 1996 as AIDS Awareness Week in Saskatoon. (File No. CK. 205-5)

**4) Bev Fry, President  
Saskatoon Ostomy Association, dated August 21**

Requesting Council to proclaim October 5, 1996 as World Ostomy Day in Saskatoon. (File No. CK. 205-5)

**5) David J. Robinovitch, Executive Director  
Klinefelter's Syndrome Association of Canada, dated August 9**

Requesting Council to proclaim the month of November, 1996 as Klinefelter's Syndrome Association of Canada Awareness Month in Saskatoon. (File No. CK. 205-5)

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**6) Richard Jennison, Chair  
Co-operative Network of Saskatoon, dated August 27**

Requesting Council to proclaim the week of October 13 to 19, 1996 as National Co-operative Week in Saskatoon. (File No. CK. 205-5)

- RECOMMENDATION:**
- 1) that City Council approve all proclamations as set out in Section C;
  - 2) that permission be granted to the Canadian Diabetes Association to raise the Canadian Diabetes Association flag in front of City Hall on October 18, 1996, subject to Administrative conditions; and
  - 3) that the City Clerk be authorized to sign the proclamations on behalf of City Council.

*Moved by Councillor Langford, Seconded by Councillor Postlethwaite,*

- 1) that City Council approve all proclamations as set out in Section C;*
- 2) that permission be granted to the Canadian Diabetes Association to raise the Canadian Diabetes Association flag in front of City Hall on October 18, 1996, subject to Administrative conditions; and*
- 3) that the City Clerk be authorized to sign the proclamations on behalf of City Council.*

*CARRIED.*



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**A. REQUESTS TO SPEAK TO COUNCIL - CONTINUED**

- 11) Bruce F. Eaton, President  
Saskatoon Hotels Association, dated August 30**

Requesting permission to address Council regarding proposed Smoking Control Bylaw No. 7554.  
(File No. CK. 185-3)

- 12) Bill McKnight  
Kenny Rogers Roasters, dated September 4**

Requesting permission to address Council regarding proposed Smoking Control Bylaw No. 7554.  
(File No. CK. 185-3)

- 13) Brian Graham, Executive Director  
Saskatchewan Lung Association, dated September 4**

Requesting permission for a representative of the Saskatchewan Lung Association to address  
Council regarding proposed Smoking Control Bylaw No. 7554. (File No. CK. 185-3)

- 14) Clarence E. Clotney, General Manager/Medical Health Officer  
Public Health Services, dated September 4**

Requesting permission for a representative of the Saskatoon District Health Board and Saskatoon  
District Health - Public Health Services to address Council regarding proposed Smoking Control  
Bylaw No. 7554. (File No. CK. 185-3)

- 15) Ruth Robinson, Representative  
People for Smoke-Free Places, dated September 4**

Requesting permission for a representative to address Council regarding the proposed Smoking  
Control Bylaw No. 7554. (File No. CK. 185-3)

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**16) Lyndon Neher  
Kelsey's Restaurant, dated September 6**

Requesting permission to address Council regarding the proposed Smoking Control Bylaw No. 7554. (File No. CK. 185-3)

**RECOMMENDATION:** that Item 6a) of "Unfinished Business" and Items AA.17), AA.18), AA.19) and AA.20) of "Communications" be brought forward for consideration and that the speakers be heard.

*Moved by Councillor Roe, Seconded by Councillor Heidt,*

*THAT Item 6a) of "Unfinished Business" and Items AA.17 to AA.20 and Items AA.30 to AA.32 of "Communications" be brought forward for consideration.*

*CARRIED.*

**UNFINISHED BUSINESS**

**"6a) Environmental Tobacco Smoke -  
A Proposal to Amend *The Smoking Bylaw*  
Saskatoon District Health Board  
Proposed Bylaw No. 7554  
(File No. CK. 185-3)**

**REPORT OF THE CITY CLERK:**

"Attached is an excerpt from the minutes of meeting of City Council held on July 15, 1996, regarding the above matter. City Council resolved that the report and bylaw be considered at this meeting.

As will be noted, Councillor Jill Postlethwaite has submitted a proposed amendment for the *Smoking Control Bylaw* for consideration along with the Bylaw.

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**AA17) Francois Blanchette, dated August 1**

Submitting comments regarding proposed Smoking Control Bylaw No. 7554. (File No. CK. 185-3)

**RECOMMENDATION:** that the information be received and considered with Item 6a) of "Unfinished Business".

**AA18) Allyne Knox  
3723 Van Horne Avenue, Regina, SK, dated August 12**

Submitting comments regarding proposed Smoking Control Bylaw No. 7554. (File No. CK. 185-3)

**RECOMMENDATION:** that the information be received and considered with Item 6a) of "Unfinished Business".

**AA19) Randall W. Williams, President/Chief Executive Officer  
Saskatchewan Tourism Authority, dated August 21**

Submitting comments regarding proposed Smoking Control Bylaw No. 7554. (File No. CK. 185-3)

**RECOMMENDATION:** that the information be received and considered with Item 6a) of "Unfinished Business".

**AA20) Loretta Eberts, President  
Heart and Stroke Foundation of Saskatchewan, dated September 4**

Submitting comments regarding proposed Smoking Control Bylaw No. 7554. (File No. CK. 185-3)

**RECOMMENDATION:** that the information be received and considered with Item 6a) of "Unfinished Business".

**AA30) Cheryl Kowalinski  
Smoke & Ashes, dated September 9**

Submitting comments regarding proposed Smoking Control Bylaw No. 7554. (File No. CK. 185-3)

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**RECOMMENDATION:** that the information be received and considered with Item 6a) of "Unfinished Business".

**AA31) Rhonda Wigglesworth-Fafard, Chair  
Saskatchewan Public Health Association, dated September 9**

Submitting comments regarding proposed Smoking Control Bylaw No. 7554. (File No. CK. 185-3)

**RECOMMENDATION:** that the information be received and considered with Item 6a) of "Unfinished Business".

**AA32) Gary Semenchuck, Vice-President  
Canadian Cancer Society, dated September 9**

Submitting comments regarding proposed Smoking Control Bylaw No. 7554. (File No. CK. 185-3)

**RECOMMENDATION:** that the information be received and considered with Item 6a) of "Unfinished Business".

*Moved by Councillor Roe, Seconded by Councillor Heidt,*

*THAT Mr. Eaton be heard.*

*CARRIED.*

*Mr. Bruce Eaton, President, Saskatoon Hotels Association, expressed support for improvements to the Smoking Bylaw and noted that the demand for non-smoking facilities has increased. He expressed appreciation regarding the phased-in approach to allow time to make the necessary changes to their facilities. Mr. Eaton indicated his support for the bylaw as proposed and thanked Council for the opportunity to participate in the discussions regarding the issue.*

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

*THAT Mr. McKnight be heard.*

*CARRIED.*

*Mr. Bill McKnight, Kenny Rogers Roasters, questioned how the regulations can be imposed on one*

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*segment of the restaurant industry and not on another, making reference to those establishments exempted from the proposed bylaw. He urged Council to ensure that there is a level playing field.*

*Moved by Councillor Langford, Seconded by Councillor Langlois,*

*THAT Mr. Graham be heard.*

*CARRIED.*

*Mr. Brian Graham, Executive Director, Saskatchewan Lung Association, provided suggestions to strengthen the proposed bylaw, including regulations excluding children from areas designated for smoking, provisions for signage to educate the public regarding implementation dates, changes to regulations for taxicabs and limousines to ensure that they are smoke-free and implementation dates being changed from January 1, 1999 to July 1, 1997.*

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

*THAT Dr. Clotey be heard.*

*CARRIED.*

*Dr. Clarence E. Clotey, General Manager/Medical Health Officer, addressed Council on behalf of the Saskatoon District Health Board and indicated support for the philosophy behind the proposed bylaw. He put forward suggestions for various amendments to the proposed bylaw and expressed the importance of making decisions that would lead to the elimination of smoking in enclosed public places sooner rather than later.*

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

*THAT a representative of People for Smoke-Free Places be heard.*

*CARRIED.*

*Ms. Connie Tate, People for Smoke-Free Places, circulated additional information regarding the matter and asked Council to consider various recommendations for amendments to the proposed bylaw. She expressed the view that children should not be allowed in any area where smoking is permitted.*

*Moved by Councillor Langford, Seconded by Councillor Waygood,*

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*THAT a representative of Saskatoon Public Health be heard.*

*CARRIED.*

*Dr. L. Nolan, Saskatoon Public Health Services, indicated the importance of reducing the exposure of children and youth to smoking and the need to educate the public about the health hazards of smoking. She provided suggestions to accomplish these goals.*

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

*THAT Mr. Neher be heard.*

*CARRIED.*

*Mr. Lyndon Neher, Kelsey's Restaurant, expressed concern regarding exemptions from the bylaw and indicated that decisions should be made to ensure that there is a level playing field for all segments of the industry.*

*Moved by Councillor Langlois, Seconded by Councillor Atchison,*

*THAT the information be received.*

*CARRIED.*

*Moved by Councillor Atchison, Seconded by Councillor Langlois,*

*THAT Items AA.17 to AA.20 and AA.30 to AA.32 of "Communications" be received as information.*

*CARRIED.*

*Moved by Councillor Roe, Seconded by Councillor Steernberg,*

*THAT Council consider Bylaw No. 7554.*

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IN AMENDMENT

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

*THAT proposed Bylaw No. 7554 be amended to provide that no person who is under the age of 16 be permitted in any smoking area regulated by the bylaw.*

*YEAS: Councillors Langford, Postlethwaite, Roe, Waygood  
and Birkmaier 5*

*NAYS: His Worship the Mayor, Councillors Heidt, Steernberg,  
McCann, Langlois and Atchison 6*

*THE AMENDMENT WAS PUT AND LOST.*

IN AMENDMENT

*Moved by Councillor Postlethwaite, Seconded by Councillor Roe,*

*THAT Section 14(1) be amended by deleting Clause (d) and substituting:*

- (d) the smoking area shall not be located:
  - (i) in the centre of an open indoor space or area in which any person must wait to be seated;*
  - (ii) in any part of the premises required by non-smokers for reasonable access to public washrooms; or*
  - (iii) in any part of the premises in which a salad bar or buffet is offered.**

*YEAS: Councillors Langford, Postlethwaite, Roe and Waygood 4*

*NAYS: His Worship the Mayor, Councillors Atchison, Langlois,  
McCann, Steernberg, Heidt and Birkmaier 7*

*THE AMENDMENT WAS PUT AND LOST.*

IN AMENDMENT

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*Moved by Councillor Postlethwaite, Seconded by Councillor Waygood,*

*THAT Section 9 be amended by adding the following subsection immediately following subsection (4):*

*"(5) The following provisions shall apply effective January 1, 1999:*

*The management of the hotel may designate any enclosed area within the hotel other than the areas regulated elsewhere in this Bylaw, as a smoking area for persons attending a meeting or function in any meeting room, banquet room or ballroom in the hotel, and smoking shall be permitted in the area so designated provided that the area is fully enclosed and is ventilated in such a manner that no smoke shall contaminate the air in the smoke-free areas of the meeting rooms.*

*THE AMENDMENT WAS PUT AND LOST.  
THE MAIN MOTION WAS PUT AND CARRIED  
AS FOLLOWS:*

*YEAS: His Worship the Mayor, Councillors Birkmaier, Waygood,  
Heidt, Steernberg, Roe, Postlethwaite, McCann,  
Langford and Langlois* *10*

*NAYS: Councillor Atchison* *1*

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

- 1) THAT the issues of the bylaw applying to all those areas that have been exempted through this bylaw, i.e. bars, lounges, restaurants, taverns, etc., so that there is a level playing field, be referred to the Administration and Finance Committee;*
- 2) THAT, in partnership with Public Health Services, the City develop a program to inform people about the dangers of smoking, the signage when the restaurants will be smoke-free and also the date when those areas, if they remain exempt, will be included in the bylaw.*

*YEAS: Councillors Birkmaier, Waygood, Roe, Postlethwaite and  
Langford* *5*



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*NAYS: His Worship the Mayor, Councillors Atchison, Langlois,  
McCann, Steernberg and Heidt*

6

*THE MOTION WAS PUT AND LOST.*

**A. REQUESTS TO SPEAK TO COUNCIL - CONTINUED**

- 17) **Don Junor, Administrator**  
**Riversdale Business Improvement District, dated September 9**

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

- 18) **Kent Smith-Windsor, Executive Director**  
**The Partnership, dated September 6**

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

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

- 1) **Jenifer van Meenen, Administrative Director**  
**Persephone Theatre, dated August 8**

*DEALT WITH EARLIER. SEE PAGE NO. 26.*

- 2) **Doreen Wilson**  
**44 Hoeschen Crescent, dated August 6**

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

- 3) **Robert Thurmeier**  
**214 Highlands Place, dated August 12**

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

- 4) **Board of Directors**  
**Churchill Opportunities Foundation Inc., dated July 30**

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

- 5) **Joanne Sproule**  
**Deputy Assistant City Clerk, dated August 15**

*DEALT WITH EARLIER. SEE PAGE NO. 28.*

- 6) **Linda M. Walker, Executive Director**  
**Yellowhead Highway Association, dated August 12**

*DEALT WITH EARLIER. SEE PAGE NO. 28.*

- 7) **A.H.J.(Jim) Wilson**  
**23 Wentworth Crescent, undated**

*DEALT WITH EARLIER. SEE PAGE NO. 29.*

- 8) **Andrée Pinard, Resolutions Policy Analyst**  
**Federation of Canadian Municipalities, dated August 16**

*DEALT WITH EARLIER. SEE PAGE NO. 29.*

- 9) **Marlene Hall, Secretary**  
**Development Appeals Board, dated August 15**

*DEALT WITH EARLIER. SEE PAGE NO. 30.*

- 10) **Marlene Hall, Secretary**  
**Development Appeals Board, dated August 15**

*DEALT WITH EARLIER. SEE PAGE NO. 30.*

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- 11) **Marlene Hall, Secretary**  
**Development Appeals Board, dated August 19**

*DEALT WITH EARLIER. SEE PAGE NO. 30.*

- 12) **Marlene Hall, Secretary**  
**Development Appeals Board, dated August 19**

*DEALT WITH EARLIER. SEE PAGE NO. 31.*

- 13) **Joanne Sproule, A/Secretary**  
**Development Appeals Board, dated August 22**

*DEALT WITH EARLIER. SEE PAGE NO. 31.*

- 14) **Freda E. Trew, Superintendent of Program and Staff Development**  
**Department of Educational Services, Saskatoon Board of Education**  
**dated August 20**

*DEALT WITH EARLIER. SEE PAGE NO. 32.*

- 15) **Richard and Wendy Roe**  
**121 Ninth Street East, dated August 22**

*DEALT WITH EARLIER. SEE PAGE NO. 33.*

- 16) **Lawrence MacAulay, P.C., M.P.**  
**Secretary of State (Veterans), House of Commons, dated August 19**

*DEALT WITH EARLIER. SEE PAGE NO. 33.*

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**17) Francois Blanchette, dated August 1**

*DEALT WITH EARLIER. SEE PAGE NO. 41.*

**18) Allyne Knox  
3723 Van Horne Avenue, Regina, SK, dated August 12**

*DEALT WITH EARLIER. SEE PAGE NO. 41.*

**19) Randall W. Williams, President/Chief Executive Officer  
Saskatchewan Tourism Authority, dated August 21**

*DEALT WITH EARLIER. SEE PAGE NO. 41.*

**20) Loretta Eberts, President  
Heart and Stroke Foundation of Saskatchewan, dated September 4**

*DEALT WITH EARLIER. SEE PAGE NO. 41.*

**21) His Worship Mayor Dayday, dated September 3**

*DEALT WITH EARLIER. SEE PAGE NO. 33.*

**22) Bryon Wilfert, President  
Federation of Canadian Municipalities, dated August 20**

*DEALT WITH EARLIER. SEE PAGE NO. 34.*

**23) Rik Steernberg, Vice Chair  
Meewasin Valley Authority, dated August 27**

*DEALT WITH EARLIER. SEE PAGE NO. 34.*

**24) Jack Greening**

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**Anglin Lake, SK, dated August 29**

*DEALT WITH EARLIER. SEE PAGE NO. 35.*

- 25) Marlene Hall, Secretary  
Development Appeals Board, dated September 5**

*DEALT WITH EARLIER. SEE PAGE NO. 31.*

- 26) Marlene Hall, Secretary  
Development Appeals Board, dated September 5**

*DEALT WITH EARLIER. SEE PAGE NO. 31.*

- 27) Marlene Hall, Secretary  
Development Appeals Board, dated September 5**

*DEALT WITH EARLIER. SEE PAGE NO. 32.*

- 28) T. E. Wolf  
2519 Ewart Avenue, dated August 30**

*DEALT WITH EARLIER. SEE PAGE NO. 35.*

- 29) Yvette Bunker, President and Rose Purschke, Vice-President  
Kelsey Community Association, dated September 6**

*DEALT WITH EARLIER. SEE PAGE NO. 35.*

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- 30) **Cheryl Kowalinski**  
**Smoke & Ashes, dated September 9**

*DEALT WITH EARLIER. SEE PAGE NO. 41.*

- 31) **Rhonda Wigglesworth-Fafard, Chair**  
**Saskatchewan Public Health Association, dated September 9**

*DEALT WITH EARLIER. SEE PAGE NO. 41.*

- 32) **Gary Semenchuck, Vice-President**  
**Canadian Cancer Society, dated September 9**

*DEALT WITH EARLIER. SEE PAGE NO. 41.*

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

- 1) **Paul Szabo, C.A., M.P.**  
**House of Commons, dated July 31**

*DEALT WITH EARLIER. SEE PAGE NO. 36.*

- 2) **Lindsay Vanthuyne, President**  
**Kelsey Students' Association Inc., dated July 31**

*DEALT WITH EARLIER. SEE PAGE NO. 36.*

- 3) **Ken Pontikes, Deputy Minister**  
**Saskatchewan Municipal Government, dated August 7**

*DEALT WITH EARLIER. SEE PAGE NO. 36.*

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- 4) **Honourable Carol Teichrob**  
**Minister of Municipal Government, dated August 7**

*DEALT WITH EARLIER. SEE PAGE NO. 37.*

- 5) **B.J. Large**  
**Lawson Heights Medical Clinic, dated August 8**

*DEALT WITH EARLIER. SEE PAGE NO. 37.*

- 6) **Michael Rohatynsky**  
**409 9th Street East, dated August 13**

*DEALT WITH EARLIER. SEE PAGE NO. 37.*

- 7) **Kimberley Leung**  
**2508 - 14th Street East, dated August 14**

*DEALT WITH EARLIER. SEE PAGE NO. 37.*

- 8) **Norm Bourassa**  
**31 Harrison Crescent, dated August 19**

*DEALT WITH EARLIER. SEE PAGE NO. 37.*

- 9) **James Hovde**  
**1249 Avenue K South, undated**

*DEALT WITH EARLIER. SEE PAGE NO. 38.*

- 10) **Jeremy Morgan, Executive Director**  
**Wanuskewin Heritage Park, dated August 20**

*DEALT WITH EARLIER. SEE PAGE NO. 38.*

- 11) **Irwin Blehm**

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**315 Blackthorn Crescent, dated August 17 and 27**

*DEALT WITH EARLIER. SEE PAGE NO. 38.*

**C. PROCLAMATIONS**

- 1) **Carol Samuels, Fund Development Assistant, Saskatchewan Division,  
Canadian Diabetes Association, dated August 12**

*DEALT WITH EARLIER. SEE PAGE NO. 39.*

- 2) **Arla Gustafson, Executive Director  
Saskatoon's United Way, dated August 19**

*DEALT WITH EARLIER. SEE PAGE NO. 39.*

- 3) **Antonia Botting, Education Coordinator  
AIDS Saskatoon, dated August 19**

*DEALT WITH EARLIER. SEE PAGE NO. 39.*

- 4) **Bev Fry, President  
Saskatoon Ostomy Association, dated August 21**

*DEALT WITH EARLIER. SEE PAGE NO. 39.*

- 5) **David J. Robinovitch, Executive Director  
Klinefelter's Syndrome Association of Canada, dated August 9**

*DEALT WITH EARLIER. SEE PAGE NO. 39.*



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**6) Richard Jennison, Chair  
Co-operative Network of Saskatoon, dated August 27**

*DEALT WITH EARLIER. SEE PAGE NO. 40.*

**REPORTS**

Mr. D. Kerr, Chair, presented Report No. 3-1996 of the Municipal Heritage Advisory Committee;

Mr. Gregory Kitz, Member, presented Report No. 12-1996 of the Municipal Planning Commission;

City Commissioner Irwin submitted Report No. 16-1996 of the City Commissioner;

Councillor Langford, Chair, presented Report No. 15-1996 of the Planning and Operations Committee;

Councillor Langford, Chair, presented Report No. 16-1996 of the Planning and Operations Committee; and

Councillor Steernberg, Chair, presented Report No. 13-1996 of the Administration and Finance Committee.

*Moved by Councillor McCann, Seconded by Councillor Postlethwaite,*

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

- a) Report No. 3-1996 of the Municipal Heritage Advisory Committee;*
- b) Report No. 12-1996 of the Municipal Planning Commission;*
- c) Report No. 16-1996 of the City Commissioner;*
- d) Report No. 15-1996 of the Planning and Operations Committee;*
- e) Report No. 16-1996 of the Planning and Operations Committee; and*
- f) Report No. 13-1996 of the Administration and Finance Committee.*

*CARRIED.*

*His Worship Mayor Dayday appointed Councillor Postlethwaite as Chair of the Committee of the*

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*Whole.*

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

*Committee arose.*

*Councillor Postlethwaite, 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. 3-1996 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  
Ms. B. Anderson  
Ms. M. Carlson  
Mr. D. Kindrachuk  
The Partnership  
Mrs. M. Tkachuk

**1. Properties to be Added to Schedule "A", Bylaw No. 6770 - *The Holding Bylaw*  
(File No. CK. 710-1)**

**RECOMMENDATION:**

1) that City Council approve the advertising respecting the proposal to amend Schedule "A" of Bylaw No. 6770 - *The Holding Bylaw*, by adding the following-described properties:

- a) Adilman's Department Store, 20th Street and Avenue B (Lots 23-28 inc., Block 16, Plan CE);
- b) C.H. Wentz Lumber (Empvreal Building), 615 - 10th Street East (Lots 33 & 34, Block 83, Plan Q.1);
- c) Farnam Block, 650 Broadway Avenue [Lots 1 & 2, Block A3, Plan A.955

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- (Q.24)];
- d) Hoeschen Residence, 309 Saskatchewan Crescent West (Lot 15, Block 7, Plan F.J.);
  - e) Ukrainian Orthodox Cathedral of the Holy Trinity, 919 - 20th Street West, (Lots 15-18, Block 28, Plan FV and Lots 3-5 incl., Block 6, Plan GP);
  - f) The Ferguson Building, 140/144 - 2nd Avenue South (Lots 35 & 36, Block 151, Plan Q.2);
  - g) The McLean Building (Helgerson Block), 261 - 3rd Avenue South (Lots D & E, Block 152, Plan G.339);
  - h) F.R. MacMillan Building (Avenue Building), 220 - 3rd Avenue South (Lot West 6ft. 28 & 29-32 incl., Block 156, Plan Q.2);
  - i) Arlington Gallery, 265 - 2nd Avenue South (Lot 37, Block 147, Plan Q.2);
  - j) MacMillan Building, 135 - 21st Street East (Lots B & C, Plan Q.17);
  - k) Modern Press Building, 460/462 - 2nd Avenue North, (Lots 12-24 incl., Block 178, Plan Q.13);
  - l) Dowding Building, 234 - 2nd Avenue South (Lot 35, Block 152, Plan Q.2);
  - m) F.P. Martin House, 716/718 Saskatchewan Crescent East (Lots 7 & 8, Block 118, Plan Q);
  - n) McGowan Block (Wilson Block), 122 - 2nd Avenue North (Lots 39 & 40, Block 150, Plan Q.2);
  - o) St. Joseph's Roman Catholic Church, 535 - 8th Street East (Lot W 50 ft. of 24-28 incl., Block 65, Plan Q.1);
  - p) Stewart's Drug Store (Hobo Store), 810 Broadway Avenue (Lot 23, Block 63, Plan Q.1);
  - q) Victoria School, Broadway Avenue (Lot All Except Part Taken By Plan 61-S-06142), Block 84, Plan Q);
  - r) Webster Block and House (McPherson Court), 804/806 McPherson Avenue (Lots 21-23 incl., Block 20, Plan Q.1)
  - s) Roxy Theatre, 320 - 20th Street West (Lots 19-21 incl., Block 14, Plan CE);
  - t) Cambridge Court, 129 - 5th Avenue North (Lots 21-24 incl., Block 14, Plan Q.2);
  - u) The Zenith Block, 128 - 2nd Avenue North (Lots 37 & 38, Block 150, Plan Q.2);
  - v) Little Chief Service Station, 344 - 20th Street West, (Lots 25 & 26, Block 14, Plan CE);

- 2) that the City Clerk be requested to implement the communication strategy to notify owners of the properties listed in Resolution No. 1) above regarding this proposed legislation;
- 3) that the City Solicitor be requested to prepare the required Bylaw for submission to City Council at least six weeks following the notification to owners outlined in Resolution No. 2) above; and
- 4) that at the time of consideration of the Bylaw, City Council consider the Committee's

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recommendation that the proposed bylaw amendments be approved.

*ADOPTED.*

**BACKGROUND**

The Municipal Heritage Advisory Committee has adopted a process for dealing with properties that would be excellent candidates to be added to *The Holding Bylaw*, in order to ensure demolition does not take place without some deliberation on the potential heritage designation of the property. The following is a summary of the process that will be used in the Committee's reports to City Council in this regard:

- a) a statement as to the objective or intended outcome of placing properties on *The Holding Bylaw*;
- b) a description of each property including its legal description and a brief statement as to its heritage importance;
- c) a statement as to the priority for further research of each property, including a tentative schedule for further consideration; and
- d) **a communication strategy** to advise property owners, residents in the vicinity and respective community association (ie. newspaper advertisement and letters to each property owner and respective community association) six weeks prior to Council's consideration of the proposed bylaw amendment indicating that further information regarding the proposed amendment may be obtained by contacting a designated member of the Municipal Heritage Advisory Committee.

**REPORT**

The Municipal Heritage Advisory Committee has undertaken an in-depth study of the following report of its Heritage Properties Subcommittee dated March 28, 1996, including the research information regarding the following properties, and recommends that they be added to Schedule "A" of *The Holding Bylaw* **as buildings of architectural, aesthetic, historical and cultural interest:**

1. Adilman's Department Store, 20th Street and Avenue B  
(Lots 23-28 incl., Block 16, Plan CE) \_\_\_\_\_

An example of the Moderne style of architecture popular in western Canada between the late 1920's and the end of World War II, Adilman's Department Store served Saskatoon and district for more than half a century. Originally a small convenience store on 20th Street constructed in 1910, the Adilman brothers (Nat, Max and Harry), extended the store in the mid 1930's and again in the 1940's. It was Saskatoon's premiere bargain department store for many of those years, and the

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largest retail establishment in Riversdale.

2. C.H. Wentz Lumber (Empyrean Building), 615 - 10th Street East  
(Lots 33 & 34, Block 83, Plan Q.1)\_\_\_\_\_

The Empyrean Building's exterior appears much the same today as it did when it served as a lumber yard from the 1920's to the 1950's. Originally the property of H.L. Martin, it was purchased by C.H. Wentz in 1926. Occupied by a variety of businesses in the 1960's, 1970's and 1980's, the building underwent sympathetic exterior renovation in the early 1990's. Today, the building continues to serve Nutana and district by housing a jazz restaurant, gallery, studios and social organizations.

3. Farnam Block, 650 Broadway Avenue  
[Lots 1 & 2, Block A3, Plan A.955 (Q.24)]

His plans for a hotel with beverage room dashed by the Temperance Company colonists, Arlington Farnam instead constructed a building to house rental suites and mercantile ventures. The handsome Farnam Block, built in 1912 from red and buff-coloured brick, with terra cotta trim, is two and one-half storeys high, with a basement set just below ground level, a feature now unique in the City.

4. Hoeschen Residence, 309 Saskatchewan Crescent West  
(Lot 15, Block 7, Plan F.I.)\_\_\_\_\_

Built of brick and stone for B.W. Hoeschen in 1927 for \$30,000, the attractive home at 309 Saskatchewan Crescent West was occupied by a member of the family until 1980. Bernard Hoeschen, a founding member of the Hoeschen and Wentzler Brewery, became manager of Saskatoon Brewery Company in 1914. It is interesting to note, that because the river was used as a garbage and sewer dump in those days, there are no ground floor windows at the rear of the residence.

5. Ukrainian Orthodox Cathedral of the Holy Trinity, 919 - 20th Street West  
(Lots 15-18, Block 28, Plan FV and Lots 3-5 incl., Block 6, Plan GP)\_\_\_\_\_

The church was constructed between 1947 and 1952, designed by C. Timoshenko in the Byzantine style. It is a frame and stucco building with a single copper dome and a handsome portico with six pillars. It is one of the most attractive buildings in Saskatoon. It became a Cathedral in 1963.

6. The Ferguson Building, 140/144 - 2nd Avenue South  
(Lots 35 & 36, Block 151, Plan Q.2)\_\_\_\_\_

The Ferguson Building was built in 1931 after a fire destroyed an earlier 1910 three-storey building on the site. It features the art deco pilasters common at the time, and is typical of the east side of 2nd Avenue, a two-storey building occupying two 25-foot lots.

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7. The McLean Building (Helgerson Block), 261 - 3rd Avenue South  
(Lots D & E, Block 152, Plan G 339) \_\_\_\_\_

The McLean Building was built in 1912, designed by Thompson, Daniel and Colthurst, a major architectural firm in the City at the time. The top two storeys retain their original features, with brick and terra cotta and an attractive frieze at the top. It was built by O.M. Helgerson, the real estate developer largely responsible for the building of 3rd Avenue in 1912 and 1913, since he owned much of the street. It was also known as the Morton Block and the Early Block.

8. F.R. MacMillan Building (Avenue Building), 220 - 3rd Avenue South  
(Lot West 6ft 28 & 29-32 incl., Block 156, Plan Q 2) \_\_\_\_\_

The F.R. MacMillan Building was constructed in 1912-13 as one of two major department stores in Saskatoon, (along with J.F. Cairns, demolished). MacMillan sold his business to T.E. Eaton (now Army and Navy) in 1927, and two years later, MacMillan renovated the building for stores and offices. F.R. MacMillan was elected Mayor in 1919, and Conservative Member of Parliament from 1930-35.

9. Arlington Gallery, 265 - 2nd Avenue South  
(Lot 37, Block 147, Plan Q 2) \_\_\_\_\_

Arlington Gallery was originally a real estate and shoe repair store, in 1912, but has most often been a restaurant, the Patricia Cafe, National Lunch, Arcade Cafe, and later Remphrey's Furs and Sak's Furs. The building is a modest handsome survivor of the boom years, with a parapet and classical ornamentation.

10. MacMillan Building, 135 - 21st Street East  
(Lots B & C, Plan Q 17) \_\_\_\_\_

The MacMillan Building was built in 1927 to replace an earlier building, Drinkle No. 1, which had burned in 1925. The architect was Frank P. Martin, and the owner Frank R. MacMillan, who sold his earlier building, now the Avenue Building, the same year. The building is a handsome example of 1920's architecture, with the three-part windows of the Chicago style, ornamented pilasters and a pleasing variation in brick design.

11. Modern Press Building, 460/462 - 2nd Avenue North  
(Lots 12-24 incl., Block 178, Plan Q 13) \_\_\_\_\_

The Modern Press Building was built in 1947 as one of Saskatoon's best examples of art moderne. It was the printing and publishing arm of the Saskatchewan Wheat Pool and one of the most modern printing shops in Canada. It's best known publication was The Western Producer, though it

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printed many other prairie publications, including books. In 1993 Atomic Energy Canada Limited renovated the building for the CANDU 3 design team.

12. Dowding Building, 234 - 2nd Avenue South  
(Lot 35, Block 152, Plan Q 2)

The Dowding Building was originally built in 1914 as the Bank of Nova Scotia, subsequently housed Wheaton Electric for 28 years, and Dowding's Florists since 1960, until it closed last year. The building, built to a simple, handsome classical design, retains the top two floors from 1914. The main floor has been changed from a banking to a commercial front. It is an important landmark on the 200 block of 2nd Avenue.

13. F.P. Martin House, 716-718 Saskatchewan Crescent East  
(Lots 7 & 8, Block 118, Plan Q)

Designed by F.P. Martin and constructed by C.M. Miners, the semi-detached dwelling at 716-718 Saskatchewan Crescent East is but one of a number of prominent buildings in Saskatoon designed by Martin. This stucco residence boasts exposed rafters, gothic doorways, double dormers and ornate drain pipes. The concrete pile forms used for construction of the University Bridge, were acquired by Martin and used to create a second, concrete foundation. The house was restored in 1995.

14. McGowan Block (Wilson Block), 122 - 2nd Avenue North  
(Lots 39 & 40, Block 150, Plan Q 2)

Built for Archibald Wilson in 1910, the Wilson Block was expanded to double its initial size the following year. Constructed of brick and faced with tyndall stone, this two-storey building housed Wilson Brothers Carriages and Automobiles. It later served as the McGowan Store and consequently is usually referred to as the McGowan Block. It is one of those buildings which give 2nd Avenue its characteristic low-rise character.

15. St. Joseph's Roman Catholic Church, 535 - 8th Street East  
(Lot W 50 ft. of 24-28 incl., Block 65, Plan Q 1)

St. Joseph's Church was built in 1928, designed by G. Verbeke and built by Shannon Brothers. It is the major example in the City of a building in the Romanesque style, with a circular window above the entrance and arched windows. Masses were offered earlier in such Nutana buildings as the Somerfeld Block, the Doer Block, a boarding house/school at Main and Eastlake. It was for many years, the only Catholic Church on the west side of the river. It has been in the care of the Oblates of Mary Immaculate.

16. Stewart's Drug Store (Hobo Shop), 810 Broadway Avenue  
(Lot 23, Block 63, Plan Q 1)

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Built in 1910 as Stewart's Drug Store, the building was in constant use as a drug store from 1910 until 1990, with druggists C.H. Stewart, Elmer Bell and George Heidgerkin (when it was known as Rodger's Rexall Drugs). As the Hobo Shop, the building has been largely restored inside and out. It is a two-storey building with modest architectural details, pilasters rising to a pediment. It is one of the earliest buildings on Broadway Avenue, and one of the earliest commercial buildings still active in the City.

17. Victoria School, Broadway Avenue  
(Lot All Except Part Taken By Plan 61-S-06142), Block 84, Plan Q)

The central portion of Victoria School was built in 1910 to a design of the first important architect in Saskatoon, W.W. LaChance. Major additions were made in 1928 and 1966, and major interior alterations in 1979. It is the original school building we are interested in. Victoria School was an important community centre, for university convocation in 1910, as a polling centre in elections, as a resource for adult evening classes, as the food kitchen for the 1918 influenza, as a demobilization centre for troops after World War II, as a place for social gatherings and for two experiments in education, a French Immersion project, and an Open School program in the 1970's. It is the site of the first school in Saskatoon, the stone schoolhouse, now located on the University grounds, and is a landmark in the neighbourhood and City.



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18. Webster Block and House (McPherson Court), 804/806 McPherson Avenue  
(Lots 21-23 incl, Block 20, Plan Q.1)

Architect David Webster built the apartment and adjoining house in 1908/09, and lived in the house from 1909 to 1939. He is best known as the architect of Saskatoon's early public schools. It has undergone renovations in the 1950's and in 1981, which was a partial restoration inside and out. The block is picturesque, with its bay windows and dormers, and rear porches, and has long been a landmark in that part of Nutana.

(no picture available)

19. Roxy Theatre, 320 - 20th Street West  
(Lots 19-21 incl, Block 14, Plan CE)

Built in 1930, and designed by F.F. LeMaistre of Winnipeg, the Roxy was Saskatoon's second atmospheric cinema (after the Capitol) to usher in sound cinema. The style suggests a Spanish villa, both on the outside, with the red tiles, and on the inside, with plaster walls, balconies, parapets and windows. The ceiling was painted deep blue, with lights blinking on and off like stars. It closed as a cinema July 21, 1995. It is a major landmark on 20th Street.

20. Cambridge Court, 129 - 5th Avenue North  
(Lots 21-24 incl, Block 14, Plan Q.2)

Cambridge Court, 1930, is Saskatoon's most handsome apartment building. It was built in a U-shape for maximum light, and features a series of 1920's architectural styles, a touch of Spanish style tile roofing, arched romanesque windows on the top floor, terra cotta ornamentation under the windows and art deco pilasters. It was a product of Saskatoon's second boom, at the end of the 1920's.

21. The Zenith Block, 128 - 2nd Avenue North  
(Lots 37 & 38, Block 150, Plan Q.2)

The Zenith Block began as the Dominion Block in 1911, became the Zenith Cafe, and Ballroom, in 1919, when it underwent a major renovation. More recently, from the 1950's, it was best known as Broadbent's Furniture Building. It was a locale both for early radio broadcasts, by the Zenith Cafe Orchestra over CJWC, Saskatoon's third radio station, as Wheaton's Electric, and for early experiments in television. According to a CBC documentary, it was perhaps home to the first television broadcast in Canada. The building is a 50-foot wide two-storey building, typical of 2nd Avenue, which was mostly built before and after the 1912 boom, and so is a modest main street for a City the size of Saskatoon.

22. Little Chief Service Station, 344 - 20th Street West

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(Lots 25 & 26, Block 14, Plan CE) \_\_\_\_\_

The Little Chief Service Station was built by Texaco and opened in 1928. It was built in the then popular Spanish Colonial or mission style, with a tile roof, stucco exterior and wide overhanging eaves. It was operated as a service station until 1980, is the only original service station left in Saskatoon. Its picturesque style is a reminder of the romance of the automobile in the first decade of its widespread use and appeal.

**ATTACHMENTS**

Attached are copies of photographs of the above-described properties.

**REPORT NO. 12-1996 OF THE MUNICIPAL PLANNING COMMISSION**

Composition of Committee

Mr. Jim Kozmyk, Chair  
Mr. Glen Grismer, Vice-Chair  
Councillor Jill Postlethwaite  
Mr. Ken Rauch  
Ms. Ann March  
Ms. Leslie Belloc-Pinder  
Mr. Gregory Kitz  
Ms. Georgia Bell Woodard  
Ms. Lina Eidem  
Mr. Paul Kawcuniak  
Ms. Sheila Denysiuk  
Mr. Al Ledingham  
Dr. Brian Noonan

- 1. Discretionary Use Application  
Proposed Boarding Personal Care Home  
for 15 Residents  
Lots 1-3, Block D, Plan No. G215  
(1635 Avenue D North)  
(File No. CK. 4355-1) \_\_\_\_\_**

*DEALT WITH EARLIER. SEE PAGE NO. 2.*

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- 2. Application to Vary Existing P.U.D Agreement  
Lot A, Block 130, Plan 79-S-20493  
(1945 McKercher Drive)  
Applicant: Remail Construction (1981) Inc.  
2402 Millar Avenue  
(File No. CK. 4131-2)**

- RECOMMENDATION:**
- 1) that the proposal to amend Clause 17 of the Planned Unit Development Agreement for 1945 McKercher Drive to remove reference to a common background colour in fascia signs, be approved; and
  - 2) that the City Solicitor be requested to prepare an amendment to the existing Planned Unit Development Agreement amending Section 17, for execution by His Worship the Mayor and City Clerk.

*ADOPTED.*

Your Commission has considered and concurs with the attached copy of report of the Planning and Building Department dated August 14, 1996, regarding a request from Remail Construction (1981) Inc., requesting an amendment to the Planned Unit Development (P.U.D.) agreement governing the commercial development at 1945 McKercher Drive (Lakeview Square Mall). Council will note that the applicant wishes to amend Clause 17 of the P.U.D. Agreement to remove the background colour restrictions on fascia signs on the retail mall, car wash and gas bar/kiosk. Currently, Clause 17 of the P.U.D. Agreement states that "... the background colour of each sign shall be the same".

- 3. Proposed Amendment to Zoning Bylaw Text  
- Community Centres, Private Clubs  
Banquet Halls, Caterers and Catering Halls  
Applicant: City of Saskatoon  
Planning and Building Department  
(File No. CK. 4350-1)**

- RECOMMENDATION:**
- 1) that City Council approve the advertising respecting the proposal to amend the text of Zoning Bylaw No. 6772 in the following manner:

- a) amend the definition of "Community Centre" to include reference to ownership by non-profit

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organizations;

- b) to permit Community Centres in existing non-residential buildings including, but not limited to, churches and schools in Residential zones in accordance with Attachment No. 1;
  - c) to permit the construction of new buildings to be used as Community Centres in Residential zones at the discretion of City Council in accordance with Attachment No. 1;
  - d) add new definitions in the Zoning Bylaw for Banquet Halls, Catering Kitchens and Catering Halls;
  - e) include Private Clubs, Banquet Halls, Catering Kitchens and Catering Halls as Permitted or Discretionary Uses in the Zoning Bylaw in accordance with Attachment No. 1; and
  - f) include off-street parking standards for Community Centres, Private Clubs, Banquet Halls, Catering Kitchens and Catering Halls in the Zoning Bylaw in accordance with Attachment No. 2.
- 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
  - 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 Zoning Bylaw amendment, as outlined in Recommendation 1) above, be approved.

*ADOPTED.*

Your Commission has considered and concurs with the attached report of the Planning and Building Department dated August 14, 1996, regarding a proposal to amend the text of the Zoning Bylaw in the following manner:

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- 1) amend the existing definition of Community Centre in the Zoning Bylaw to refer to ownership by either the municipality or non-profit organizations;
- 2) amend the Zoning Bylaw to permit the re-use of surplus space in existing non-residential buildings including, but not limited to, churches, schools, hospitals and libraries;
- 3) amend the Zoning Bylaw to permit the construction of new Community Centres in Residential Zones at the discretion of City Council;
- 4) to add new definitions of Banquet Halls, Catering Kitchens and Catering Halls to the Zoning Bylaw;
- 5) to add Private Clubs, Banquet Halls, Catering Kitchens and Catering Halls as permitted or discretionary uses in the Zoning Bylaw in accordance with Attachment No. 1; and
- 6) to add off-street parking standards for these uses to the Zoning Bylaw in accordance with Attachment No. 2.

City Council, at its meeting held on June 17, 1996, considered Clause 1, Report No. 9-1996 of the Municipal Planning Commission (Attachment No. 4) regarding this matter and subsequently referred the matter to the Administration for a report. At that time, City Council expressed concerns that Community Centres would be established in existing dwellings in residential areas which were not suitable for this purpose. Concerns centred around the lack of control over evening activity in these centres.

Also attached in this regard is a copy of a communication dated July 8, 1996, from Peter and Rose Hudson, 3111 Massey Drive (Attachment No. 5), which was referred to the Administration by City Council at its meeting held on July 15, 1996.

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- 4. Discretionary Use Application  
Ice Cream Parlour  
Lot 21, Block 424, Plan 61-S-10302  
(2917E Early Drive)  
Holliston Neighbourhood  
Applicant: Pic-A-Treat Icecream Parlour  
2917E Early Drive  
Saskatoon, SK S7H 3K5  
(File No. CK. 4355-1)**
- 

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

- 5. Discretionary Use Application  
Day Care Centre  
Lots 41 and 42, Block 685, Plan 71-S-05615  
(3144 Laurier Drive)  
Confederation Suburban Centre Neighbourhood  
Applicant: West Ridge Village Consortium  
525 - 24th Street East  
Saskatoon, SK S7K 0K9  
(File No. CK. 4355-1)**
- 

*DEALT WITH EARLIER. SEE PAGE NO. 4.*

**REPORT NO. 16-1996 OF THE CITY COMMISSIONER**

**Section A - Administration and Finance**

**A1) Routine Reports Submitted to City Council**

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

*ADOPTED.*

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<u>SUBJECT</u>	<u>FROM</u>	<u>TO</u>
Schedule of Accounts Paid \$1,312,194.02	July 31, 1996	August 12, 1996
Schedule of Accounts Paid \$64,837,077.81	August 1, 1996	August 8, 1996
Schedule of Accounts Paid \$458,437.51	August 8, 1996	August 14, 1996
Schedule of Accounts Paid \$10,883,145.39	August 8, 1996	August 23, 1996
Schedule of Accounts Paid \$5,646,423.37	August 14, 1996	August 19, 1996
Schedule of Accounts Paid \$370,296.44	August 19, 1996	August 21, 1996
Schedule of Accounts Paid \$1,458,687.06	August 21, 1996	August 26, 1996
Schedule of Accounts Paid \$785,054.69	August 23, 1996	August 28, 1996
Schedule of Accounts Paid \$810,177.01	August 26, 1996	August 28, 1996
Schedule of Accounts Paid \$1,571,675.10 (File No. 1530-2)	August 26, 1996	September 4, 1996

**A2) Communications to Council**  
**From** Joe Chabros, Chair  
Saskatchewan Home Builders' Association  
**Date:** May 9, 1996  
**Subject** Requesting Council to research and report on various  
aspects relating to tax reassessment  
(File No. 1615-2)

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

Report of the General Manager, Finance Department, August 2, 1996:

"City Council, at its meeting held on May 21, 1996, when dealing with the above matter, resolved:

"That the Administration report on the incentives provided under Section 331(1) of the Rural Municipality Act and that the report include some comparisons with properties in the City."

The Act on the incentive provided to Rural Homeowners under Section 331 of *The Rural Municipality Act* reads in part:

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'Section 331(1)

The following lands and buildings are exempt from taxation

- (q) a dwelling that is:
  - (i) situated outside of an organized hamlet; and
  - (ii) occupied by an owner or a lessee of land; to the extent of the amount of the assessment of the dwelling that does not exceed the total of the assessments of any land in the municipality or in any adjoining municipality that is owned or leased by:
  - (iii) the occupant or the occupant's spouse or both of them;'

In effect, *The Rural Act* taxes only that portion of a building assessment which exceeds the land assessment of any land owned or leased by the owner of the dwelling within the municipality or the adjoining municipality.

Example

The following property is a new home constructed south-east of Saskatoon in Corman Park. It is 1838 square feet on the main floor, has a full basement with 1612 square feet of basement finished. There is also a 504 square foot attached garage. A new home of this size and quality would normally be found in the Briarwood or Arbor Creek Subdivisions.

The assessment for land and buildings in Corman Park are broken down as follows:

Land	3 acres @ \$620 per acre	=	\$1,640
	7 acres @ \$ 32 per acre x 60%	=	<u>120</u>
		=	1,760
Building Assessment		=	\$23,290

Therefore, as the building assessment exceeds the land assessment, only the building assessment is used for the calculation.

Total Taxable Assessment	=	\$23,290
Total Taxes (Saskatoon East School Unit @ 133.50 mills)	=	\$3,109.21

If the same home were to exist on a lot in the Briarwood Subdivision backing onto the lake, the assessment and taxes would be:

Land	74 feet @ \$200 per front foot	=	\$14,820
Building		=	23,290



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Total Taxable Assessment	=	38,110
Total Taxes @ 133.55 mills	=	\$5,089.59

The question that remains is whether or not the difference in taxation would be larger or smaller after the reassessment is complete for 1997. The answer to this question is dependent on the relationship between the land and building assessment in the rural municipality. If the land assessment increases at a greater rate than the building, then the benefit from Section 331 would be increased. The reverse is also true if the increase in land is less, then the benefit is also reduced. This relationship also depends upon the percentage of value applied to both by the Provincial Government. While the proposed percentage of value appears to be the same for land and buildings in the City of Saskatoon, this may not be the case in Corman Park. If, for example, the land in question is agriculture (cultivated or pasture) or a combination of residential and agriculture use then the percentage of value will be different than that applied to the building. This may result in a smaller reduction for the rural homeowner assuming that the percentage for agriculture land is less than that for the buildings.

While the building assessment should be very similar considering that a common manual is used to determine replacement cost, I would caution Council that the 'real estate market' is different in both locations and I would expect that the final value of the building will not be similar.

In the City of Saskatoon, the type of home described will increase in assessment more than the normal home due to:

- Age - Newer homes will not receive any physical depreciation.
- Size - We are moving from a system of assessment where the buildings were assessed at 50% and land was assessed at 100% of their value. The new system appears to have both components valued at the same level or percentage. Thus, properties with a greater value in the building component will have a greater increase in their assessment.

In the Rural Municipality of Corman Park, the increases of assessment for this type of property may well be very different from that in Saskatoon. Both Municipalities are moving to a 'market-related' assessment system and sales of properties must be taken into account to establish a market adjustment factor for each neighbourhood.

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In view of the foregoing, your staff is unable to forecast what, if any, kind of tax relationship will exist between new homes in Saskatoon and the Rural Municipality of Corman Park."

*IT WAS RESOLVED: 1) that City Council request the Minister of Municipal Government to amend Section 331 of the Rural Municipality Act to eliminate the property tax loophole that exists for country residential properties;*

*2) that SUMA be requested to support the intent of this resolution in its discussion with the provincial government; and*

*3) that the information be forwarded to the Boards of Education.*

**A3) Security Deposit for Utilities and  
Communications to Council**

**From: A.K. Walker**

**2424 Eastview**

**Date: January 2 and 11, 1996**

**Subject: Submitting concerns regarding the security deposit for utilities  
(File No. 1550-3)**

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**RECOMMENDATION:** that City Council consider Bylaw No. 7567.

*ADOPTED.*

Report of the City Solicitor, August 30, 1996:

"City Council, at its June 17, 1996 meeting, approved changes to the practice concerning residential deposits on utility accounts. Because a major revision of the Waterworks Utility Bylaw was already underway, the change to residential deposits has been incorporated into Bylaw No. 7567. Similar revisions to the Electrical and Sewer Bylaws are underway.

The Waterworks Bylaw has been completely revised, reorganized and updated to better reflect contemporary operation of the waterworks service, and to reflect the current practice of the Environmental Services Department and the Public Works Department. The most significant changes to the Bylaw involved reorganization of various sections into categories for construction of the water service, maintenance of the water service, the operation of water service accounts, and offenses.

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The new Bylaw also incorporates the recent changes to deposits on accounts for utility services, with respect to residential services. This revision is consistent with the revisions earlier to the practice for commercial deposits. Some minor changes were made to the fees charged for certain services as well, to update them to current practice.”

**ATTACHMENTS**

1. Proposed Bylaw No. 7567.

**Section B - Planning and Operations**

- B1) Proposed Disabled Person's Loading Zone  
1937 Avenue B North  
(File No. 6145-1)** \_\_\_\_\_

**RECOMMENDATION:** that a "Disabled Person's Loading Zone" be installed in front of 1937 Avenue B North.

*ADOPTED.*

Report of the General Manager, Transportation Department, August 6, 1996:

"The Transportation Department has received a request from the Manager of Come and Go Massage for the installation of a 'Disabled Person's Loading Zone' in front of his place of business. Come and Go Massage is a small, one-person massage therapy clinic with mostly elderly clients recovering from surgeries and minor injuries. Some clients utilize the Abilities Council Bus and local cab companies as their means of transportation and are experiencing difficulties accessing the front of the clinic.

This is the first time that a request has been received for a 'Disabled Loading Zone' from a business outside of the retail business districts. Since it is a loading zone for the direct use of the business, it should be treated as a General Loading Zone with respect to fees. Since our current practice does not recognize this, no fee is proposed for this installation; however, future requests of this nature will be assessed a one-time fee of \$300.

This loading zone conforms to City guidelines with respect to 'Disabled Person's Loading Zones'."

- B2) Proposed Disabled Person's Loading Zone  
126 Avenue H North  
(File No. 6145-1)** \_\_\_\_\_

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**RECOMMENDATION:** that a "Disabled Person's Loading Zone" be installed in front of  
126 Avenue H North.

*ADOPTED.*

Report of the General Manager, Transportation Department, August 6, 1996:

"The Transportation Department has received a request from a resident of 126 Avenue H North for the installation of a 'Disabled Person's Loading Zone' to be installed in front of his residence. The resident is physically handicapped and requires the use of the Abilities Council Bus for his transportation needs.

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

**B3) Enquiry - Councillor Langford (November 21, 1994)  
Condition of Saskatoon Stockyards  
North Side of 11th Street West between Avenue W and Circle Drive  
(File No. 530-1)**

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

*ADOPTED.*

City Council, at its meeting held on December 5, 1994, considered Clause C3, Report No. 26-1994, of the City Commissioner, and resolved in part:

"2) that a status report be brought forward in June of 1995."

Report of the General Manager, Fire and Protective Services Department, August 19, 1996:

"At the November 21, 1994, Council meeting, Councillor Langford made the following enquiry:

"The buildings located in the Saskatoon Stockyards are vacant and decaying. Children from Meadowgreen are crossing the tracks to play in these buildings which are a fire trap, therefore, the children's safety is a concern. The property is an eyesore for residents of Saskatoon. Does it violate the City's Maintenance Bylaw?"

The Fire and Protective Services Department became involved in inspection and follow-up on the property following the initial enquiry by Councillor Langford and submitted a report on November 29, 1994. Council received the report of the Fire Chief on December 5, 1994, and requested a

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follow-up report in June 1995.

Since the time of Councillor Langford's request, the Fire and Protective Services Department has worked with both the tenant and the owners of the property. Considerable work has been undertaken by both the owner and the tenant over the past two years. The building has been painted and repairs made to the structure, and portions demolished (pictures are available for viewing in the City Clerk's Office). In addition, the owners provided metal cladding to the building and undertook a controlled burn on their property west of the building to control the weeds. Although the controlled burn dealt with the immediate problem of the weeds, they will be a continuing problem which must be monitored.

Currently, the Administration is satisfied that this building reasonably complies with National Fire Code standards and the standards of the Property Maintenance and Occupancy Bylaw."

**B4) Proposed Development and Servicing Agreement  
The City of Saskatoon and Briarwood Developments Ltd.  
Bayview Terrace area of the Briarwood Neighbourhood  
(File No. 4111-31)**

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- RECOMMENDATION:**
- 1) that the proposed Development and Servicing Agreement as between The City of Saskatoon and Briarwood Developments Ltd. be approved; and,
  - 2) that His Worship the Mayor and the City Clerk be authorized to execute such Agreement on behalf of The City of Saskatoon and affix the corporate seal thereto.

*ADOPTED.*

Report of the City Solicitor, August 27, 1996:

"In keeping with the instruction of the Planning and Operations Committee at its meeting held on August 13, 1996, and the further specific direction of the General Manager, Public Works Department, we have prepared and forward herewith for consideration proposed form of Development and Servicing Agreement as between The City of Saskatoon and Briarwood Developments Ltd. pertaining to the Bayview Terrace area of the Briarwood neighbourhood.

The proposed Agreement is in the City's standard form, except that the Developer may apply to directly undertake certain park, fencing and buffer works normally provided by the City. All such works are required to be completed in accordance with the City's standards and specifications, and be provided as a consequence of an open public tender of the works in question. Similar provisions have been present in the majority of recent Development Agreements. Except as noted, the

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proposed Agreement imposes all standard development conditions and requirements."

**ATTACHMENTS**

1. Proposed Development and Servicing Agreement between The City of Saskatoon and Briarwood Developments Ltd.

**B5) 1996 Capital Budget  
Project No. 1530: Asphalt Storage Tanks  
(File No. 600-1)**

- RECOMMENDATION:**
- 1) that City Council approve \$65,900.00 in additional funding from the Asphalt Plant Reserve;
  - 2) that the tender submitted by PetroCare, Saskatoon, Sask. for the supply and installation of three liquid asphalt storage tanks, Requisition Number A41716, at a total cost of \$141,184.46, including GST be accepted; and
  - 3) that the City Commissioner be authorized to execute the Purchase Order Documents.

*ADOPTED.*

Report of the General Manager, Public Works Department, August 28, 1996:

"In the 1996 Capital Budget, Project No. 1530 is the purchase and installation of three new liquid asphalt storage tanks to be located at the City Yards on Ontario Avenue. Saskatchewan Environment regulations are specific in the fact that we must have proper storage tanks that are within a diked containment system which is lined with an impermeable membrane. The facility was required by the end of 1995 but because of the work stoppage in 1994, we were granted an extension for one year.

In preparation for the budget item, preliminary estimates were calculated using information from similar installations in other jurisdictions, in particular the Saskatchewan Department of Highways. Such installations are for long term and we therefore had no experience with current prices. \$98,000 was approved for this installation, funded from the Asphalt Plant Reserve.

The original budget of \$98,000 was based on an estimate for various services required for this project:

Design and Project Coordination \$ 5,000.00

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Purchase and installation of tanks	70,000.00
Site Preparation	2,500.00
Materials Supplied by City	<u>20,500.00</u>
Total	\$98,000.00

The Purchasing Services Branch of the Asset Management Department requested prices from suppliers in Saskatoon and Regina. The following bids were received:

Petrocare Construction Services Inc. (Saskatoon)	\$141,184.46
KW Petroleum Services Ltd. (Saskatoon)	\$144,388.29

An updated cost summary for this project including the bid price is as follows:

Approved 1996 Funding	\$98,000.00
Expenditure to date	<u>nil</u>
Balance	\$98,000.00

Tender price for supply and installation	\$141,184.46
Design and Project Coordination	5,000.00
Site Preparation	2,500.00
GST Rebate	(5,277.66)
Materials supplied by City	<u>20,500.00</u>
Estimated project cost to complete	\$163,906.80
Estimated budget shortfall	\$ 65,906.80

A change in specifications from natural gas to electric heat increased the cost \$10,000.00. Asphalt suppliers advised that natural gas was suitable for asphalt cements but not for emulsions or cut-back asphalts. We now use only emulsions and cut-back asphalts and should therefore use electric heaters.

One possible option would be to request an extension from Saskatchewan Environment but this would only delay the expenditure for another year. Liquid asphalt is a necessity for pavement repair and storage tanks are required.

The Public Works Department is recommending to proceed with the work in 1996, and that the projected overexpenditure be funded from the Asphalt Plant Reserve. The balance in the reserve is sufficient to cover this overexpenditure."

**B6) Subdivision Application #2/96  
 University Heights Replotting Scheme  
 Part of Parcel E, all of G, H, GG, Plan No. 82-S-34271 and,  
 All of Parcel C, MB2, MB3, Plan No. 38714**

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**(File No. PL 4230-1)**

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**RECOMMENDATION:** that Subdivision Application #2/96 be approved subject to the payment of \$200.00, which is the required approval fee.

*ADOPTED.*

Report of the General Manager, Planning and Building Department, August 28, 1996.

"The above-noted subdivision application is being submitted for approval (the January 24, 1996 report concerning this application is attached) and is the subject of a replotting scheme. City Council adopted the replotting scheme on August 12, 1996, as required under Section 171 of *The Planning and Development Act*. In this regard, it is also necessary to submit a subdivision application for this replotting scheme to City Council for adoption, as required under Section 172 of *The Planning and Development Act*, in order to complete the replotting scheme process prior to registration in the Land Titles Office. Attached to the subdivision report are the following as required under Section 172 of *The Planning and Development Act*:

- (1) Consents to the replotting scheme from the Minister of Highways and Transportation, Saskatchewan Power Corporation, Saskatchewan Telecommunications, Saskatchewan Energy Corporation, Shaw Telecable, Transgas Limited, City of Saskatoon - Public Works and Transportation Departments and Canada Post, pursuant to Section 168 of *The Planning and Development Act*;
- (2) Copy of consents from owners within the replotting scheme, pursuant to Section 169 of *The Planning and Development Act*; and,
- (3) Certified copy of the minutes of the City Council meeting held on August 12, 1996, adopting the replotting scheme."

**ATTACHMENTS**

1. January 24, 1996 Subdivision Report.
2. Consents to replotting scheme from Utilities.
3. Consents to replotting scheme from owners.
4. Certified copy of City Council meeting of August 12, 1996.

**B7) Application for Registration of Condominium Plan  
427, 429, and 431 - 10th Street East - RM.4 Zoning District  
Lot 26 and South 18" of Lot 25; Block 61; Plan Q1  
Applicant: Patrick J. Wolfe  
(File No. 4132-1)**

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- RECOMMENDATION:**
- 1) that City Council authorize the issuance of the Certificate required under Section 10(1)(b) of *The Condominium Property Act, 1993* to Patrick J. Wolfe (401 Witney Avenue North, Saskatoon, SK, S7L 3M6) for the condominium development at 427, 429, and 431 - 10th Street East; and,
  - 2) that the City Clerk be authorized to prepare and forward the Certificate to the Applicant.

*ADOPTED.*

Report of the General Manager, Planning and Building Department, August 27, 1996:

"At the November 20, 1995 meeting, City Council considered Clause 4, Report 8-1995, of the Planning and Operations Committee, which dealt with an application for registration of a condominium plan for the dwelling group located at 427, 429, and 431 - 10th Street East and resolved:

- 1) that Policy C09-004 - Condominium Conversions be amended to limit the scope of the policy to privately-initiated rental apartments and row buildings with three or more self-contained units; and,
- 2) that, should the above-noted policy amendment be adopted, that the application to authorize the issuance of the Certificate, under Section 10(1)(b) of *The Condominium Property Act, 1993*, to Patrick J. Wolfe (401 Witney Avenue North, Saskatoon, SK, S7L 3M6) for the conversion of the dwelling group at 427, 429 and 431 - 10th Street East be approved, in principle, subject to:
  - a) submission of a certified condominium plan;
  - b) submission of a report prepared by a registered professional engineer, addressing the structural elements of the buildings; and
  - c) that, after the necessary building modifications have been made (to the satisfaction of the General Manager, Planning and Building Department) to satisfy critical life safety considerations, the Administration provide a further report to City Council for final approval of this proposed condominium conversion.'

A certified condominium plan has been submitted and forwarded to the City Clerk's Office for review, if necessary, by members of City Council.

The Manager, Building Standards Branch, advises that a report addressing the structural elements

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has been submitted by Sawchuk Antonini Consulting Structural Engineers and that all necessary building modifications have been made to satisfy critical life safety considerations.

As such, all conditions associated with the November 20, 1995 Council approval, have been satisfactorily addressed."

**B8) Subdivision Application #36/96  
Chotem Place (Arbor Creek)  
(File No. 4300-2)**

**RECOMMENDATION:** that Subdivision Application #36/96 be approved, subject to:

- 1) that City Council resolve, in connection with the approval of Subdivision Application #36/96, that it would be impractical and undesirable to require full compliance with Section 15(1)(a) and 15(4) of Subdivision Bylaw No. 6537 for the following reasons:

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- a) the site areas and depths of proposed Lots 57 and 60-63 inclusive exceed the minimum requirement of the Subdivision Bylaw and the variance from the full frontage requirement is relatively minor;
  - b) in the case of proposed Lot 58, the variance from the maximum depth to frontage ratio of 3:1 is quite minor and meets the subdivision bylaw requirements in all other respects; and,
  - c) the proposed variances will not affect surrounding properties in any negative way; and,
- 2) that Subdivision Application #36/96 be approved, subject to:
- a) the payment of \$750.00 being the required approval fee; and,
  - b) the owner entering into a Development and Servicing Agreement with the City of Saskatoon.

*ADOPTED.*

Report of the General Manager, Planning and Building Department, August 28, 1996:

"The following subdivision application has been submitted for approval:

Subdivision Application: #36/96  
Applicant: Webster Surveys Ltd. for Westland Properties Ltd.  
Legal Description: Parcel F, Plan 96-S-28729  
Location: Chotem Place."

**ATTACHMENTS**

1. August 8, 1996 Subdivision Report #36/96.

**B9) Subdivision Application #37/96  
215 Pinehouse Drive  
(File No. 4300-2-2)**

**RECOMMENDATION:** that Subdivision Application #37/96 be approved, subject to:

- 1) that City Council resolve, in connection with the approval of Subdivision Application # 37/96, that it would be impractical and undesirable to require full compliance with Section 14(10) and Section 15(1)(3) of Subdivision Bylaw No. 6537;

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- 2) that Subdivision Application #37/96 be approved, subject to the payment of \$2,200.00 being the required approval fee;
- 3) that City Council authorize the issuance of the certificate required under Section 10(1)(b) of *The Condominium Property Act, 1993* to Jastek Management Inc. (Box 40, Site 600, R.R.6/Saskatoon, SK, S7K 3J9) for the bare land condominium development at 215 Pinehouse Drive; and,
- 4) that the City Clerk be authorized to prepare and forward the certificate to the applicant.

*ADOPTED.*

Report of the General Manager, Planning and Building Department, August 28, 1996:

"The following subdivision application has been submitted for approval:

Subdivision Application: #37/96  
Applicant: Jastek Management Inc.  
Legal Description: Lot 1, Block 911, Plan 79-S-43600  
Location: 215 Pinehouse Drive."

**ATTACHMENTS**

1. August 21, 1996 Subdivision Report #37/96.

**B10) Subdivision Application #41/96  
Hunt Road/37th Street  
(File No. 4300-2-2)**

- RECOMMENDATION:**
- 1) that Subdivision Application #41/96 be approved, subject to the payment of \$950.00 being the required approval fee; and,
  - 2) that His Worship the Mayor and the City Clerk be authorized to execute, under the Corporate Seal, on behalf of the City of Saskatoon, the formal Easement Agreements with respect to easements shown on the Plan of Proposed Subdivision in a form that is satisfactory to the City Solicitor.

*ADOPTED.*

Report of the General Manager, Planning and Building Department, August 28, 1996:

"The following subdivision application has been submitted for approval:

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Subdivision Application: #41/96  
Applicant: George, Nicholson, Franko & Assocs. Ltd. for City of Saskatoon  
Legal Description: Lots 7-13 inc., Block 954, Plan 79-S-38792; Lots 20-22A incl.,  
Block 954, Plan 79-S-48110; and Lots C-J incl., Block 954, Plan 80-  
S-21130  
Location: Hunt Road and 37th Street."

**ATTACHMENTS**

1. August 14, 1996 Subdivision Report #41/96.

**B11) Subdivision Application #43/96  
Chotem Terrace  
(File No. 4300-2)**

**RECOMMENDATION:** that Subdivision Application #43/96 be approved, subject to the payment of \$150.00 being the required approval fee.

*ADOPTED.*

Report of the General Manager, Planning and Building Department, August 28, 1996.:

"The following subdivision application has been submitted for approval:

Subdivision Application: #43/96  
Applicant: Webster Surveys Ltd. for Westland Properties Ltd.  
Legal Description: Lots 45 to 48 incl., Block 336, Plan 96-S-28729  
Location: Chotem Terrace."

**ATTACHMENTS**

1. August 15, 1996 Subdivision Report #43/96.

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**B12) Lane to Front Street Garbage Pick-Up Conversion  
Three Month Pilot Project - Pacific Heights  
(File No. 7830-3)**

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

*ADOPTED.*

Report of the General Manager, Environmental Services Department, August 29, 1996:

"The City has been trying, for the past two years, to have residents with lane collection participate in a pilot project in converting lane garbage collection to front street garbage collection.

On June 15, 1996, the community association of Pacific Heights invited the City Administration to discuss the pilot study. The residents, who were in favour of the pilot project, adamantly expressed concerns about the large communal polyethylene garbage containers. Of the 31 residents attending the meeting, 70 percent were in favour of trying the project. Those in favour had legitimate reasons: health, safety, and environmental concerns. Of the residents opposed to the project, only one had the container located adjacent to his property.

The pilot project will run for three months, starting the week of September 9, 1996, and ending the week of December 2, 1996. In early November, the residents will be surveyed, and a decision will be made, through Council, as to the future of any conversion projects.

Two crescents, Mowat and Cockburn, will be involved as per the attached map.

The project will have a minimal impact on the residents, and the information gained will be of value in long-term planning."

**ATTACHMENTS**

1. Map.

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**B13) School Signing Revisions  
St. Paul School  
(File No. 6280-3)**

**RECOMMENDATION:** that the signing changes at St. Paul School, as shown on attached Plan No. J5-1A, be approved.

*ADOPTED.*

Report of the General Manager, Transportation Department, August 29, 1996:

"The Transportation Department has received a request from the Catholic School Board to review the signing at St. Paul 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. The investigation procedure for this school included a site meeting with representatives of the Transportation Department (Traffic Planning and Operations Branch and Transit Services Branch), the Education Detail of the Saskatoon Police Service, the Catholic School Board and the School's Principal. Based on the results of this investigation, a new school signing plan has been prepared using the School Signing Guidelines and considering the particular needs of this school.

The recommended signing changes are described below:

- Replace the 'NO PARKING, 0800-1700, MONDAY-FRIDAY' zone (RB-52A) along the east side of Edward Avenue with a 'SCHOOL BUS LOADING ZONE, 0800-1700, MONDAY-FRIDAY' (RB-58L).
- Remove the 'NO PARKING, 0800-1700, MONDAY-FRIDAY' zone (RB-52A) and the 'LOADING ZONE' (RB-58) along the frontage of the school on Alexandra Avenue.
- Install a 'PARKING, 5 MINUTES, 0800-1700, MONDAY TO FRIDAY' zone (RB-53B) of approximately 70 metres near the front entrance to the school on Alexandra Avenue.

The recommended signing changes will provide an area of short-term parking closer to the front of the school and on the school-side of the street to assist parents transporting their children to and from school.

All of the above changes have been reviewed and approved by the Transportation Department, the Saskatoon Police Service, the Catholic School Board and the School's Principal."

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**ATTACHMENTS**

1. Plan No. J5-1A.

**B14) Land-Use Applications Received by the Planning and Building Department  
For the Period Between August 5, 1996 to August 28, 1996  
(For Information Only)  
(File Nos. 4300-2, 4351-1, and 4355-1)**

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

*ADOPTED.*

Report of the General Manager, Planning and Building Department, August 28, 1996.

"The following applications have been received, are being processed, and will be submitted to City Council for its consideration:

Zoning Amendment

Proposal:	Application to vary existing P.U.D. Agreement
Applicant:	Remai Construction (1981) Inc.
Legal Description:	Lot A, Block 130, Plan 79-S-20493
Current Zoning:	P.U.D.
Neighbourhood:	Lakeview
Date Received:	July 24, 1996

Discretionary Use

Application D8/96:	110 - 31st Street West
Applicant:	Lance and Cynthia Lauze
Legal Description:	Lot 15, Block 21, Plan (FK) G4296
Current Zoning:	R.4
Proposed Use:	Private Home, and Bed and Breakfast
Neighbourhood:	Caswell
Date Received:	August 1, 1996



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Application D9/96: 326 Avenue F South  
Applicant: J. L. Grover  
Legal Description: Lots S1/2 33 and 34, Block 21, Plan CE  
Current Zoning: RM1  
Proposed Use: Converted Dwelling  
Neighbourhood: Riversdale  
Date Received: August 14, 1996

Application D10/96: 54 Churchill Drive  
Applicant: Frances Hill  
Legal Description: Lot 1, Block 614A, Plan 69-S-16169  
Current Zoning: R.2  
Proposed Use: Care Home  
Neighbourhood: River Heights  
Date Received: August 20, 1996

**Subdivision**

Application #44/96: S.P.C. Substation in Parcel B, in the N. 1/2 17-36-4-W3  
Applicant: Wilf Peters SLS for Lakewood Estates Inc.  
Legal Description: Parcel B, N. 1/2 Sec. 17-36-4-W3  
Current Zoning: F.U.D.  
Neighbourhood: Lakewood  
Date Received: August 28, 1996

**Rezoning**

Application Z11/96: Silverspring (no civic address assigned)  
Applicant: City of Saskatoon - Land Branch  
Legal Description: Lots CB, CP, FF, and EE, Plan 96-S-22416  
Current Zoning: R.1A  
Proposed Use: Townhouse residential, Neighbourhood commercial,  
Institutional, and District commercial  
Neighbourhood: Silverspring  
Date Received: August 8, 1996

**ATTACHMENTS**

1. Plan of Proposed Subdivision No. 44/96.

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B15) Request For Encroachment Agreement  
601 - 29th Street West  
Lot Pt. of 1, Block 4, Plan FK  
(File No. PL 4090-2)\_\_\_\_\_

- RECOMMENDATION:**
- 1) that City Council recognize the encroachment at 601 - 29th Street West (Lot Pt. of 1, Block 4, Plan FK);
  - 2) that the City Solicitor be instructed to prepare the appropriate encroachment agreement making provision to collect the applicable fees; and,
  - 3) that His Worship the Mayor and the City Clerk be authorized to execute the agreement, on behalf of the City of Saskatoon, under the Corporate Seal.

*ADOPTED.*

Report of the General Manager, Planning and Building Department, August 29, 1996:

"Mr. Scott T. Bell of Scott T. Bell, Barrister & Solicitor, on behalf of the purchasers of the property, has requested to enter into an encroachment agreement with the City for the above-noted property. As shown on the attached Real Property Report, part of the house eave and eavestrough encroach onto the City's property (i.e. a boulevard) along Avenue F. We have no record of when the house was constructed.

The total area of encroachment is approximately 3.89 square metres (41.86 square feet). The eave and eavestrough encroach by a maximum of 0.28 metres (0.92 feet) onto the boulevard.

If approved by City Council, an encroachment agreement will be required. The owner of the property will be subject to the minimum annual fee of \$50.00."

**ATTACHMENTS**

1. Real Property Report for 601 - 29th Street West.
2. Letter: Scott T. Bell, Barrister and Solicitor, to the Planning and Building Department.

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**B16) Subdivision Application #22/96  
Caldwell Crescent/Place  
(File No. 4300-2)**

- RECOMMENDATION:**
- 1) that City Council revoke Certificate of Approval #29/96 in accordance with Section 145 of *The Planning and Development Act, 1983*;
  - 2) that City Council approve Subdivision Application No. 22/96 as amended by a revised Plan of Proposed Subdivision dated August 27, 1996; and,
  - 3) that the City Solicitor be authorized to amend the Development and Servicing Agreement by substituting the Revised Plan of Proposed Subdivision dated August 27, 1996, as Schedule "B", and that His Worship the Mayor and the City Clerk be authorized to execute the revised agreement.

*ADOPTED.*

Report of the General Manager, Planning and Building Department, August 29, 1996:

"The following subdivision application has been submitted for approval:

Subdivision Application: #22/96  
Applicant: Webb Surveys for D.S. Yip and I. Jen  
Legal Description: Pt. Lot D, Block 882, Plan 77-S-40955; and Lot B, Block 883, Plan 77-S-40955  
Location: Caldwell Crescent and Place (Parkridge)."

**ATTACHMENTS**

1. August 28, 1996 Subdivision Report #22/96.

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**B17) Subdivision Application #39/96  
822 Avenue I South  
(File No. 4300-2)**

**RECOMMENDATION:** that Subdivision Application #39/96 be approved, subject to:

- 1) that City Council resolve, in connection with the approval of Subdivision Application #39/96, that it would be impractical and undesirable to require full compliance with Section 15(1)(a) of Subdivision Bylaw No. 6537 for the following reasons:
  - a) the variance from the full requirement is minor; and,
  - b) the variance will not affect surrounding properties in any negative way; and,
- 2) that Subdivision Application #39/96 be approved, subject to the payment of \$1,117.95 being the required area development charges.

*ADOPTED.*

Report of the General Manager, Planning and Building Department, August 29, 1996:

"The following subdivision application has been submitted for approval:

Subdivision Application: #39/96  
Applicant: Jim Rideout for Shirley and Crystal Lambert  
Legal Description: Lots 13 & 14 except the westerly 2.13 metres of each, Block 11, Plan (GH) H1017  
Location: 822 Avenue I South."

**ATTACHMENTS**

1. August 29, 1996 Subdivision Report #39/96.

**B18) Subdivision Application #42/96  
905A & 905B Argyle Avenue  
(File No. 4300-2)**

**RECOMMENDATION:** that Subdivision Application #42/96 be approved, subject to:

- 1) that City Council resolve, in connection with the approval of Subdivision Application #42/96, that it would be impractical and undesirable to require full compliance with Section 15(1)(a) of Subdivision Bylaw No. 6537 for the following reasons:

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- a) the proposed lots will each have a frontage which is only slightly smaller than 8.5 metres (8.09 metres). Therefore, the variance from the full requirement is minor;
  - b) the variance will not affect surrounding properties in any negative way; and,
  - c) the proposed lots each have a site area which exceeds that required in the Subdivision Regulations.
- 2) that Subdivision Application #42/96 be approved, subject to:
- a) the payment of \$50.00 being the required approval fee; and,
  - b) the owner obtaining a Building Permit and substantially completing the required work as outlined in clause D.2 d) i) and ii) of this report to the satisfaction of the General Manager, Planning and Building Department.

*ADOPTED.*

Report of the General Manager, Planning and Building Department, August 29, 1996:

"The following subdivision application has been submitted for approval:

Subdivision Application: #42/96  
Applicant: Webster Surveys Ltd. for Mona Beckwith  
Legal Description: Pt. of Lot 7 and Pt. Lot 8, Block 320, Plan 60-S-16901  
Location: 905A & B Argyle Avenue."

**ATTACHMENTS**

1. August 28, 1996 Subdivision Report #42/96.

**B19) Capital Project No. 1539  
Paving - 107th Street - East of Central Avenue  
Award of Contract No. 6-0043  
(File No. 6000-5)**

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

Report of the General Manager, Public Works Department, September 4, 1996:

"The Concorde Group approached the Planning and Operations Committee to allow construction to take place in 1996 of 107th Street from Central Avenue to the CP Rail tracks. The Committee directed the Administration to review and recommend a method of financing the project in 1996.

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Concorde Group, CP Intermodal, and Revelstoke Redi-Mix committed \$28,000 towards the cost of the project. City Council, on June 3, 1996, approved a portion of the funds (\$80,000) to allow construction to take place as a transfer of funds from various budget items.

The tenders were opened on August 29, 1996, with the low tender of \$143,600 being submitted by Central Asphalt and Paving Inc. The estimated total cost of the project is \$158,000. The costs above \$143,600 represent Engineering, soils analysis, inspection, and relocation of the railway crossing. The total cost of \$158,000 requires additional funding of \$50,000.

Tenders for the project were received and opened publicly on August 29, 1996. Two tenders were received:

Central Asphalt and Paving Inc. (Saskatoon)	\$143,603.76
ASL Paving Ltd. (Saskatoon)	\$153,310.35

The Concorde Group has now offered to front end the additional cost of the project. The City of Saskatoon would then pay the Concorde Group back over a two-year period. The additional cost of approximately \$50,000 would require City Council to commit \$25,000 from future budgets to fund the project. These funds would be allocated from the 1997 and 1998 Reserve for Capital Expenditures. If Council approves this project, this project would have first priority in the 1997 and 1998 Capital Budget Process."

**ATTACHMENTS**

1. Summary of Tender Prices.

*IT WAS RESOLVED: that the matter be referred back to the Administration for discussions with the Concorde Group.*

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**B20) Marathon Realty Company Limited  
Development and Servicing Agreement  
Sutherland Industrial - 107th Street  
(File No. 4000-1)**

**RECOMMENDATION:** that City Council approve the assignment of the Development and Servicing Agreement for 107th Street from Marathon Realty Company Ltd. to Canadian Pacific Realty.

*ADOPTED.*

Report of the General Manager, Public Works Department, September 5, 1996:

"Robertson Stromberg, Barristers and Solicitors, represent Marathon Realty Company and have requested that the Development and Servicing Agreement between Marathon and the City of Saskatoon be transferred in its entirety to Canadian Pacific Railway. The original agreement was approved by City Council on December 15, 1987.

The Administration has reviewed the request and is recommending that the agreement be assigned to Canadian Pacific as per their request."

**B21) Request to Purchase  
Lot 20, Block 143, Plan 79-S-18673  
58th Street, North Industrial  
Hitachi Canadian Industries Ltd.  
(File No. 4215-1)**

**RECOMMENDATION:** that City Council approve the sale of Lot 20, Block 143, Plan 79-S-18673 to Hitachi Canadian Industries Ltd. for the sum of \$85,000.00, plus applicable taxes.

*ADOPTED.*

At its meeting of August 7, 1996, the Executive Committee considered a report from the City Commissioner with regard to the purchase of Lot 20, Block 143, Plan 79-S-18673 from Hitachi Canadian Industries Ltd. The Administration has continued negotiations with Hitachi Canadian Industries Ltd. over the last few weeks in an attempt to finalize the sale.

The lot requested by Hitachi is immediately adjacent to the four lots that they have already purchased for their plant located on 58th Street. Hitachi is prepared to pay \$85,000.00 for the property. The following information relates the offered amount to the approved selling price:

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	Approved Selling Price	Offered Selling Price
Land	\$9,204.00	0.00
Services	105,819.66	\$85,000.00
Land Admin. Fee	6,901.42	0.00
Total	\$121,925.08	\$85,000.00

The "approved selling price" reflects the recent increase in servicing costs and land administration fees. Prior to the increase over the last nine months, the approved selling price was \$105,312.06. Currently, the City has available for sale approximately 100 acres. While demand has picked up over the last year, we have only sold approximately four acres a year.

The purchase will accommodate an expansion to the existing plant and will be used for the manufacture of precision parts. Although this new facility is not directly related to Hitachi's existing production, it does make a significant expansion to Hitachi's presence in Saskatoon.

It is proposed by Hitachi to begin construction this fall at a total cost of approximately \$3M.

Your Administration recommends the sale of the above lot at the negotiated \$85,000.00 figure.

**ATTACHMENTS**

1. Plan showing Lot 20, Block 143 on 58th Street.



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REPORT NO. 15-1996 OF THE PLANNING AND OPERATIONS COMMITTEE

Composition of Committee

Councillor A. Langford, Chair  
Councillor M. Heidt  
Councillor P. McCann  
Councillor J. Postlethwaite  
Councillor K. Waygood

**1. Saskatoon Figure Skating Club  
License Agreement - ACT Arena  
(File No. CK. 290-39)**

**RECOMMENDATION:**

- 1) that the lease payments by the Saskatoon Figure Skating Club, to use the A.C.T. Arena, be increased by \$25,700 and that the increase be phased-in over a period of three years as follows:
  - a) from \$259,500 to \$271,600 per year, for the period from July 1, 1996 to June 30, 1997;
  - b) from \$271,600 to \$276,500 per year, for the period from July 1, 1997 to June 30, 1998;
  - c) from \$276,500 to \$285,200 per year, for the period from July 1, 1998 to June 30, 1999;
- 2) that property taxes shall be the responsibility of the City of Saskatoon for the term of the lease;
- 3) that the following allocation of additional funds to the Youth Sport Subsidy Program be considered by the Budget Committee:
  - a) \$2,400 for the July 1, 1996 to June 30, 1997 programming year;
  - b) \$2,700 for the July 1, 1998 to June 30, 1999 programming year;
- 4) that the City Solicitor be requested to prepare a revised License Agreement between the City of Saskatoon and the Saskatoon Figure Skating Club for the period between July 1, 1996 and June 30, 1999, in accordance with the revisions proposed in this report; and,

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- 5) that His Worship the Mayor and the City Clerk be authorized to execute the revised Agreement on behalf of the City and under the Corporate Seal.

*ADOPTED.*

Your Committee has considered and supports the following report of the General Manager, Leisure Services Department, dated August 1, 1996:

**"BACKGROUND**

The current Agreement between the City of Saskatoon and the Saskatoon Figure Skating Club for the Club's use of the A.C.T. Arena has expired. (Attached, for the Committee's information, is a copy of the expired Agreement.) The Saskatoon Figure Skating Club wishes to renew the current Agreement for another three year period.

In May of 1993, City Council approved a long-term revenue-generating and cost-reduction strategy to achieve full cost-recovery on the rental operations at City-operated indoor rinks. At that time, the rates for the hockey users were increased by \$4 per prime-time hour, effective on October 1, 1993, and by a further \$4 per hour per season until the objective of full cost-recovery is achieved. In addition, 40 percent of the additional revenues that were generated by the increased rates would be allocated to supplement the funding for the Youth Sport Subsidy Program.

During its August 30, 1993, meeting, City Council agreed to apply the same rental rate principles to the Saskatoon Figure Skating Club as approved for the other minor sport users of ice surfaces at City-operated indoor rinks.

During its June 19, 1995, meeting, City Council reviewed a report on the matter of recovering a higher proportion of operating costs of the indoor rinks and soccer centre program. It was resolved, in part:

- that the current strategy to achieve a full cost-recovery on the rental operations at the City-operated indoor rinks be reconfirmed; and,
- that in subsequent years, the full cost of operating these facilities, including comprehensive staffing costs, be included in the reports to Council.'

The recoverable operating costs attributed to the Saskatoon Figure Skating Club at the A.C.T. Arena are projected to increase from \$268,900 to \$285,200. The current level of cost-recovery is \$259,500. In order to achieve a full cost-recovery, lease payments from the Saskatoon Figure Skating Club must increase by \$25,700.

The Saskatoon Figure Skating Club has agreed to the rental increase for their use of the A.C.T. Arena. However, in order to ease the financial impact to their users, the Club is

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again requesting that the rate increase be phased-in over a three year period.

Assessment of Property Taxes

Historically, the Saskatoon Figure Skating Club's operations at the A.C.T. Arena have been exempted from property tax as an occupant of tax-exempt property. The assessment of property taxes (\$12,400 in 1992 tax dollars), in addition to the annual lease payments would, in the Leisure Services Department's opinion, seriously jeopardize the Club's ongoing operations and the services that it provides to its members. The Department supports continuing to exempt the Saskatoon Figure Skating Club from paying property taxes.

Eliminating Youth Sport Subsidy Program From Lease Agreement

Over the past number of years, representatives from the Leisure Services Department and the Saskatoon Figure Skating Club have been working cooperatively to achieve City Council's directive of full cost-recovery for the rental operations of the City-operated indoor rinks.

The recoverable operating costs attributed to the figure skating program at A.C.T. Arena increased from \$258,800 in 1991 to \$268,900 in 1996. Also, in 1992 when the Youth Sport Subsidy Program was implemented, the level of subsidy applicable to the Saskatoon Figure Skating Club decreased from 52 percent to 40 percent. During this same period of time, the annual billing to the Figure Skating Club increased from \$122,900 in 1991, to \$161,300 in 1996. The combined cost increases and reductions in subsidy levels resulted in an annual increase of \$38,400 in rental billings to the Saskatoon Figure Skating Club from September of 1990, to June 30, 1996.

In the past, the ability of the Youth Sport Subsidy Program to sustain a 40 percent rate of subsidy for eligible rental costs was uncertain due to increased demand on the program and budget restrictions. Consequently, the Youth Sport Subsidy rate was incorporated into the lease agreement in order to provide a necessary degree of financial predictability during the transition period. This initial transition period will be completed during the 1995/96 Youth Sport Subsidy Program year. From this point forward, all eligible organizations should face the prospects of funding changes to the Youth Sport Subsidy Program on equal terms. Consequently, the Administration is proposing to remove funding applicable to the Youth Sport Subsidy Program from this lease agreement. Lease payments will be based on recoverable costs associated with the use of the A.C.T. Arena. Nonetheless, the assistance provided through the Youth Sport Subsidy Program and the impact of any changes to this program continue to play a large role in developing the phase-in strategy described in this report.

Other Proposed Revisions to Agreement

In addition to the proposed increases to the rental rates, and based on its discussions with

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the Saskatoon Figure Skating Club, the Leisure Services Department recommends that the following changes should be made to the License Agreement between the Club and the City:

- 1) that the Agreement should cover the period from July 1, 1996 to June 30, 1999; and,
- 2) that the Agreement make provision for a reduced annual payment to the Saskatoon Figure Skating Club should the recoverable operating costs be significantly reduced during the term of the agreement as a result of program changes (e.g. discontinue summer skating program).

**JUSTIFICATION**

In order to achieve a full cost-recovery on operating costs attributed to the Saskatoon Figure Skating Club at the A.C.T. Arena, without jeopardizing the figure skating program, the following monthly billing progression has been proposed:

	<b>July 1, 1995 to June 30, 1996</b>	<b>July 1, 1996 to June 30, 1997</b>	<b>July 1, 1997 to June 30, 1998</b>	<b>July 1, 1998 to June 30, 1999</b>
<b>Projected Monthly Billing</b>	\$13,445	\$14,260	\$14,710	\$15,165

The following table illustrates the impact of implementing this proposal on achieving full cost-recovery:

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	<b>1995/1996</b>	<b>1996/1997</b>	<b>1997/1998</b>	<b>1998/1999</b>
<b>Projected Annual Billing</b>	\$161,300	\$171,000	\$176,500	\$182,000
<b>Projected Youth Sport Subsidy</b>	\$98,200	\$100,600	\$100,000	\$103,200
<b>Total contribution to recoverable operating cost</b>	\$259,500	\$271,600	\$276,500	\$285,200
<b>Recoverable operating cost</b>	\$268,900	\$285,200	\$285,200	\$285,200
<b>Rental shortfall</b>	\$9,400	\$13,600	\$8,700	\$0

The projected Youth Sport Subsidy contribution to the recoverable operating cost has been calculated at the projected subsidy rate of 37 percent to June 30, 1999. Any variation in the subsidy rate could have a significant impact in annual billings to the Saskatoon Figure Skating Club. Should the Youth Sport Subsidy decrease by one percent, this would mean an increase of \$230 per month or \$2,760 per year in the amount billed to the Club. In the opinion of the Saskatoon Figure Skating Club, this would be significant and could have a negative impact on participation levels within the program.

The previous table also illustrates an increase in the Youth Sport Subsidy attributable to the Saskatoon Figure Skating Club. In order to retain the Youth Sport Subsidy at its current level (i.e. 37 percent), the following increases to the subsidy program are required: \$2,400 for the period July 1, 1996 to June 30, 1997; and \$2,700 for the period July 1, 1998 to June 30, 1999.

**OPTIONS**

No other options were considered.

**POLICY IMPLICATIONS**

There are no policy implications.

**FINANCIAL IMPACT**

Implementing the proposal outlined in this report will allow for full cost-recovery of the rental costs associated with the Saskatoon Figure Skating Club. The implementation of the increase in lease payments, over a three year period, will help minimize the impact of these increases on the Club's operations and members.

**ATTACHMENTS**

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1. Expired Lease Agreement"
  
2. **Parks and Recreation Prepaid-Services Levy  
Multi-District Component  
(File No. CK. 4216-3)**

**RECOMMENDATION:**

- 1) that, effective on January 1, 1996, the Parks and Recreation Levy's component rates be as follows:

Neighbourhood	\$ 86.64
District	34.29
Multi-District	<u>23.10</u>
Total	<u>\$144.03</u>

- 2) that the multi-district portion of the Parks and Recreation Levy continue to fund the development of boulevards in the prepaid-service areas;
- 3) that the multi-district portion of the Parks and Recreation Levy fund the future expenditures for the University Heights and the Lakewood Suburban parks;
- 4) that, in future reports on the sufficiency of the Parks and Recreation Levy and related reserves, the Administration identify, for consideration by the Committee, the rate adjustment (per front metre) required to compensate for inflation and other costs increases;
- 5) that the current funds collected for the multi-district component of the Parks and Recreation Levy not be applied for the future construction of a recreation facility, and that the Planning and Operations Committee report further to City Council on the disposition of the unassigned portion (\$6.41) of the multi-district component of the Parks and Recreation Levy; and
- 6) that adjustments to the multi-district component of the Parks and Recreation Levy to achieve the target established in 5) above should be undertaken in consultation with the Developers' Liaison Committee.

Your Committee has considered a report of the General Manager, Leisure Services Department, dated July 29, 1996 (which follows) regarding the above. Concern has been noted by your Committee with respect to the collection of the unassigned portion of the multi-district component of the Parks and Recreation Levy and the expectation that there will be a future recreation facility (or facilities).

Council will note that your Committee did not support an administrative recommendation regarding

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the establishment of a target amount of funds to be collected through the multi-district component of the Parks and Recreation Levy to be applied towards the construction of a future recreation facility (or future recreation facilities). Recommendation 5) above suggests that the current funds collected for this component not be applied for the future construction of a recreation facility. Your Committee wishes to review and report further on the disposition of the unassigned portion (\$6.41).

Report of the General Manager, Leisure Services Department, dated July 29, 1996:

**"BACKGROUND**

At its regular January 23, 1996, meeting, the Planning and Operations Committee considered the attached report, dated January 15, 1996, from the General Manager of the Leisure Services Department. The report requested the Planning and Operations Committee to make the following recommendations to City Council:

- 1) that, effective on January 1, 1996, the Parks and Recreation Levy's component rates be as follows:

Neighbourhood	\$ 86.64
District	34.29
Multi-District	<u>23.10</u>
Total	<u>\$144.03</u>

- 2) that the multi-district portion of the Parks and Recreation Levy continue to fund the development of boulevards in the prepaid-service areas;
- 3) that the multi-district portion of the Parks and Recreation Levy fund the future expenditures for the University Heights and the Lakewood Suburban parks; and,
- 4) that the direction of the Committee issue with regards to future financing required from the multi-district portion of the Parks and Recreation Levy."

The Committee resolved:

- 1) that consideration of the matter be deferred and referred to the City Solicitor for a report; and
- 2) that the Administration meet with the Saskatoon Home Builders' Association to discuss the impact of raising the Parks and Recreation Levy by \$10 per front metre.'

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This report will respond to resolution 2) above. A response to resolution 1) will be provided by the City Solicitor under separate cover.

**DISCUSSION**

On May 6, 1996, the Developers' Liaison Committee met to discuss the 1996 Prepaid Levy rates. As the Developers' Liaison Committee was the Committee reviewing all other prepaid levy rates, the Administration felt that this was the most appropriate vehicle for soliciting feedback on the Planning and Operations Committee's resolution versus the Saskatoon Home Builders' Association, as originally proposed.

At the May 6, 1996, meeting, of the Developers' Liaison Committee, representatives from the Leisure Services Department provided an overview of the attached January 15, 1996, report and put forward the proposal of raising the Parks and Recreation Levy by \$10 per front metre to provide a source of financing for the future construction of recreation facilities. The developers present at the meeting (i.e. North Ridge Development Corporation, Preston Developments Inc., and Boychuk Investments Ltd.) concluded that, in light of current market conditions and the proposed increases to all other prepaid rates, an increase to the Parks and Recreation Levy could not be supported at this time. A copy of the written responses from the developers present at the meeting is attached for the information of the Committee members.

**JUSTIFICATION**

Please refer to the attached January 15, 1996, report of the General Manager of Leisure Services.

**OPTIONS**

Please refer to the attached January 15, 1996, report of the General Manager of Leisure Services.

**POLICY IMPLICATIONS**

There are no policy implications.

**FINANCIAL IMPACT**

Given the assumption that all future collections and expenditures are stated in 1995 dollars, future collections based on the current Parks and Recreation Levy will not only provide sufficient financial resources for the future construction of Neighbourhood-Local parks, Neighbourhood-District parks, Suburban parks, and boulevard tree planting, but will also generate an additional \$1,900,000, to be applied towards the construction of a recreation facility (or recreation facilities) in the future.



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In order to maintain this level of financial commitment towards the construction of recreation facilities in the future, the Parks and Recreation Levy should be increased annually to compensate for inflation and other cost increases.

As market conditions permit, the Parks and Recreation Levy should be increased further to provide a larger source of funds (i.e. greater than \$1,900,000) to be applied towards the construction of a recreation facility (or recreation facilities) in the future. It was this kind of forward thinking which allowed the City to take advantage of available third party funds (i.e. Culture and Recreation Facilities Grant, Community Capital Grant) to provide the residents of Saskatoon with recreation centres in the Confederation, Lakewood, and Lawson Suburban areas. It is not possible to propose a definitive amount which should be collected for the future construction of recreation facilities, as specific recreation preferences and priorities cannot be predicted with any degree of accuracy. However, past expenditure levels in the Lakewood and Lawson Suburban areas would suggest that a target amount for the future construction of recreation facilities should be in the range of \$5,000,000 to \$7,500,000. In order to achieve such a target, the multi-district component of the Parks and Recreation Levy would need to increase in the range of \$16.65 to \$25. The Administration recognizes that market conditions and the perceived value of a recreation facility within the home owner's suburban area will impact on the willingness of lot purchasers to absorb fee increases of this nature. In light of this, the Administration is proposing that adjustments to the multi-district component of the Parks and Recreation Levy be undertaken in consultation with the Developers' Liaison Committee.

**ATTACHMENTS**

1. Attachment A - January 15, 1996 report of the General Manager of Leisure Services
2. Attachment B - Written responses from developers"

*IT WAS RESOLVED:*

- 1) *that, effective on January 1, 1996, the Parks and Recreation Levy's component rates be as follows:*

<i>Neighbourhood</i>	<i>\$ 86.64</i>
<i>District</i>	<i>34.29</i>
<i>Multi-District</i>	<i><u>23.10</u></i>
<i>Total</i>	<i><u>\$144.03</u></i>

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- 2) *that the multi-district portion of the Parks and Recreation Levy continue to fund the development of boulevards in the prepaid-service areas;*
- 3) *that the multi-district portion of the Parks and Recreation Levy fund the future expenditures for the University Heights and the Lakewood Suburban parks;*
- 4) *that, in future reports on the sufficiency of the Parks and Recreation Levy and related reserves, the Administration identify, for consideration by the Committee, the rate adjustment (per front metre) required to compensate for inflation and other costs increases;*
- 5) *that the current funds collected for the multi-district component of the Parks and Recreation Levy not be applied for the future construction of a recreation facility, and that the Planning and Operations Committee report further to City Council on the disposition of the unassigned portion (\$6.41) of the multi-district component of the Parks and Recreation Levy; and*
- 6) *that adjustments to the multi-district component of the Parks and Recreation Levy to achieve the target established in 5) above should be undertaken in consultation with the Developers' Liaison Committee.*

*YEAS: His Worship the Mayor, Councillors Waygood, Heidt,  
Steernberg, Roe, McCann, Langford, Langlois,  
Postlethwaite and Birkmaier* 10

*NAYS: Councillor Atchison* 1

*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.*

**3. Communications to Council**

**From: Paul Gustafson, Education and Employment Counsellor  
Canadian Paraplegic Association (Saskatchewan) Inc.**

**Date: November 22, 1995**

**Subject: Requesting permission to address council regarding  
accessibility in Saskatoon for people with disabilities**

**(File No. CK. 150-1)**

**RECOMMENDATION:** 1) that the Leisure Services Department's Special Needs Consultant be designated as an internal "accessibility officer" for the Corporation;

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- 2) that the communications strategy, as outlined in this report, be adopted for the purpose of informing the public on access initiatives taken by the various civic departments; and,
- 3) that a centralized evaluation committee be formed consisting of members of the Planning and Operations Committee of Council, to annually review, with interested stakeholder groups and the general public, access initiatives taken by the various civic departments.

*ADOPTED.*

City Council, at its meeting held on May 21, 1996, received the attached copy of Clause 3, Report No. 10-1996 of the Planning and Operations Committee, and was informed that the Administration had been requested to report further on a communication strategy and the concept of one person being designated as an "internal accessibility officer", as well as the feasibility of establishing a centralized evaluation committee on access.

In this regard, your Committee supports the following report of the General Manager, Leisure Services Department, dated June 30, 1996:

**"BACKGROUND"**

During its May 14, 1996, meeting, the Planning and Operations Committee, when dealing with a report regarding the above, resolved, in part:

- 2) that the Administration be requested to report on a communication strategy and the concept of one person being designated as an internal "accessibility officer"; and,
- 3) that the Administration report on the feasibility of a centralized evaluation committee on access.'

**JUSTIFICATION**

Communication Strategy and Accessibility Officer

The Administration supports the concept of designating one staff member to act as an "internal accessibility officer". This person would be responsible for directing calls from the public to the appropriate civic department or staff person that could directly assist them by providing information on accessible services that are available and how to access those services. This would increase customer service and reduce the potential frustration for

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individuals or groups wanting to access information on accessible services provided by the civic departments, and help direct customers concerns to the appropriate contact within the Corporation.

The Leisure Services Department already has a Seniors and Special Needs Consultant who is responsible for accessibility and consultation with city-wide seniors and special interest groups and organizations, and will assign this responsibility to that position, in conjunction with their other regular duties.

Various civic departments within the City of Saskatoon have undertaken initiatives to improve access for persons with disabilities in the community, and it is important that these initiatives be communicated to the public. The following indicates the methods that will be utilized by your staff to ensure that this occurs:

1. Provide "camera ready" information to neighbourhood community associations, city-wide agencies, and organizations who serve and represent persons with disabilities, and include information in the "City Page" of The StarPhoenix. Each of the departments involved with accessibility issues will be responsible for providing information to the internal "accessibility officer", who will ensure that the information reaches the intended audience in a timely manner and appropriate format.
2. Coordinate an annual report which contains information on the various initiatives taken by all applicable City of Saskatoon civic departments to improve access for persons with disabilities. The report would be coordinated by the Special Needs Consultant from the Leisure Services Department and would be made available to the public and any interested stakeholder groups.

Centralized Evaluation Committee

The purpose of a centralized evaluation committee would be to annually review the various access initiatives taken by civic departments and to identify any new issues regarding access. It is proposed that the centralized evaluation committee would be comprised of members of the Planning and Operations Committee of Council and be supported by staff from the various civic departments (as required). Stakeholders, such as the public groups advocating access for persons with disabilities, would be invited to attend the annual meeting to provide feedback to the evaluation committee and to speak to the current initiatives. This forum would serve as an opportunity to develop new working relationships and enhance existing ongoing networking between members of the Planning and Operations Committee, civic department staff, and members of the community.

**OPTIONS**

The alternative to the recommendations stated previously would be to continue with current practices. The result of this would be a less than adequate level of customer service

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regarding inquiries on accessibility and public awareness of the accessibility initiatives taken by the various civic departments.

**POLICY IMPLICATIONS**

There are no policy implications.

**FINANCIAL IMPACT**

There are no financial implications."

**4. Capital Project No. 993 - River Crossing Study  
Progress Report  
(File No. CK. 430-14) \_\_\_\_\_**

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

*ADOPTED.*

The following report of the General Manager, Transportation Department, dated July 29, 1996, regarding the above, is provided for City Council's information.

**"BACKGROUND**

The following is the second status report regarding the River Crossing Study. The report highlights the objectives of the study and the work completed to date.

In 1992, the City prepared a Transportation Study which outlined a strategy to meet both existing and future travel demand for the City. The travel demand projections were based on a population of 250,000 people. A land-use scenario was established which had most of the population growth taking place on the east side of the City, while employment growth was on the west side. Based on this land-use scenario, a transportation network to satisfy future traffic demand was established.

The recommended transportation network included improvements to existing roadways and the construction of new ones. One of the critical components of the City's transportation network is its dependence on river crossing capacity. The study concluded that in the peak direction the river crossing demand would increase from 8,500 to 12,800 vehicles in the peak hour. An increase of 4,300 vehicles is equivalent to three additional freeway lanes in the afternoon peak hour.

To address the above deficiency in river crossing capacity, the Transportation Department

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initiated the River Crossing Study. This study will confirm the need for additional river crossings, explore ways which will reduce or defer the forecasted river crossing demand, identify and evaluate potential new river crossings, and determine a recommended course of action including the timing of any construction.

To date, several land-use options, which shift the location of future employment and residential growth, have been analyzed. A preferred option, from a transportation point of view, has been determined. The option shifts future growth in population and employment from the east side of the City to the west side of the City. This reduces the demand for river crossings, thereby deferring the need for, and possibly the extent of, additional river crossings. The Transportation Department will be forwarding this option to the Planning and Building and Public Works Departments for their review and input as it forms a major change in development patterns and likely higher water and sewer infrastructure costs. The intent is to compare the total development costs of this option against those of the present development plan. It is probable that the transportation benefits may be outweighed by the water and sewer infrastructure costs.

To date, the Transportation Department has completed enough work to continue pursuing the revised land-use development described above, the construction of a four-lane expressway class bridge at the south extension of Circle Drive, and the protection of a roadway corridor for a future bridge in the north end of the City. The Department is no longer pursuing the six-laning of the present Circle Drive Bridge.

**DISCUSSION**

Land Use

The City of Saskatoon Transportation Study of 1992 considered a population level of 250,000 people. The assumed population changes in existing developed areas included:

- intensification of 10% for multiple-family residences in the Central Business District (CBD)
- intensification of 10% for multiple-family residences and a decline in population in single-family residences in core neighbourhoods
- constant population was assumed for those intermediate neighbourhoods bound by Circle Drive and the core neighbourhoods
- a decline of 5% for outlying neighbourhoods outside of Circle Drive to reflect the aging population.

Available developable land areas were determined, and population estimates were forecast for each area until the horizon population level of 250,000 was reached. For the purposes of the River Crossing Study, no changes to the population forecast for the existing developed areas were considered. Only changes in the newly developed areas were considered.

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As described in detail in Working Paper No. 5 of the Transportation Study, almost 95% of the forecast population growth occurs on the east side of the river.

The employment projections which were included in the Transportation Study assumed that a number of trends would continue up to this population horizon including such trends as the decline in employment in the Central Business District and a general increase in employment in the suburban areas, as well as a constant ratio of total employment to population.

The employment forecast in the Transportation Study showed moderate increases in employment on the east side of the river with the majority occurring on the west side of the river.

The combination of population growth on the east side of the river and employment growth on the west will generate a significant increase for crossings of the river. Several land-use options were identified and tested as to their ability to reduce the need for river crossings. The option which best achieved this relocated population growth from the south and southeast areas of the City to the northwest quadrant, at the same time as relocating employment growth from the southeast quadrant to the west-central part of the City.

#### Transportation Network

The 1992 Transportation Study's final report included many recommended improvements to the existing roadway network. In terms of the river crossing capacity, it was noted that the peak direction peak hour river crossings would increase from 8,500 vehicles to 12,800 vehicles, or an increase of 4,300 vehicles in the peak hour. This is equivalent to three additional freeway lanes during the afternoon peak hour.

Recommendations for increasing river crossing capacity included the following:

- adding one additional lane in each direction to the existing Circle Drive Bridge corridor
- constructing the southwest extension to Circle Drive as a four-lane freeway
- constructing the first two lanes of a four-lane major arterial at a northeast river crossing location which connects to Marquis Drive and McOrmond Drive
- modifying the future land-use plan to reduce the cross-river demand.

Due to the significant costs of these infrastructure improvements, the Transportation Department decided to further examine the need for each of the network improvements mentioned above, and explore ways of reducing the projected river crossing demand, by testing alternative land-use and network options.

#### Transportation Network Options

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There were several road networks developed and tested as part of the River Crossing Study. These networks are described below. Initially, each potential improvement was tested individually and then in combinations to determine the impact of each.

1. **Network 1 (N1)** is the future road network identified in the 1992 Transportation Study, without an additional river crossing capacity.
2. **Network 2 (N2)** is the future road network with the existing Circle Drive Bridge widened to six lanes.
3. **Network 3 (N3)** is the future road network with the southwest extension of Circle Drive across the river as a four-lane divided freeway.
4. **Network 4 (N4)** is the future road network with the northeast river crossing as an extension of Marquis Drive and McOrmond Drive as a four-lane expressway. Central Avenue will be connected to the new expressway in this network.
5. **Network 5 (N5)** is the future road network with the existing Circle Drive Bridge widened to six lanes and the southwest extension of Circle Drive as a four-lane freeway.
6. **Network 6 (N6)** is the future road network with the existing Circle Drive Bridge widened to six lanes and the northeast river crossing as a four-lane expressway.
7. **Network 7 (N7)** is the future road network with the existing Circle Drive Bridge as four lanes, the northeast crossing as a four-lane expressway, and the southeast extension of Circle Drive as a four-lane freeway.
8. **Network 8 (N8)** is Network 1 (N1), with both the southwest extension of Circle Drive and the northeast river crossing added to the network. It tests the impact of building both new corridors without improving the Circle Drive Bridge.

A detailed analysis of the above options showed Network 8 to be the preferred alternative. It, combined with the land-use option proposed for additional analysis, showed the greatest benefit. In addition to satisfying demand generated by new development, the new bridges will reduce volumes on the existing bridges located in the centre of the City.

Staging of Requirements

From the analysis performed, it is apparent that the new Circle Drive South river crossing will be required to serve a population of 250,000 people, and that the proposed northeast river crossing will be required at some point beyond the 250,000 population level.

Transportation model analysis indicates that the southwest river crossing would serve 2,200 vehicles during the afternoon peak hour while the northeast crossing would only serve 300



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vehicles during the peak hour at the time the population reached 250,000. As a comparison, the existing Circle Drive Bridge was projected to carry 2,200 vehicles in the peak hour when it opened in 1983. The Planning and Building Department's most current projection estimates that the population of Saskatoon will reach the 250,000 level in 15 to 20 years.

Work is presently proceeding on the preliminary functional planning features of both the southwest and northeast river crossings. The functional planning work will identify roadway right-of-ways required, preliminary design considerations and costs.

It is expected that the final report will be completed in October, 1996.

**CONCLUSION**

It is apparent that there is a river crossing capacity deficiency under all combinations of land-use and network scenarios. The only difference between different test scenarios is the magnitude of the deficiency.

According to the Planning and Buildings Department's growth projections, the City of Saskatoon will reach a population of approximately 270,000 in 25 years. The target population of 250,000 used in the Transportation Study is projected to be reached within 15 - 20 years.

Given the preliminary network staging requirements, the southwest bridge will likely be recommended as the first of the two river crossings identified in Network 8. The construction of the southeast river crossing would effectively complete the circle around the City, and provide the greatest immediate impact in terms of reducing the traffic on existing bridges. The cost of such an undertaking has not yet been established. The next stage of the study, which deals with the functional design of such a facility, will address the associated costs.

Regardless of the decision stemming from this study, both locations identified in this report should be protected as river crossing corridors. Land acquisition for the right-of-way should be secured prior to further development occurring along either corridor.

**POLICY IMPLICATION**

There are no policy implications.

**FINANCIAL IMPACT**

There is no financial impact at the present time."

**5. Howell Avenue Traffic Calming  
(File No. CK. 6320-1)**

- RECOMMENDATION:**
- 1) that four speed humps be installed in the general locations as shown on Attachment 1;
  - 2) that intersection narrowings be constructed on the northeast and southeast sections of Howell Avenue and Valens Drive intersection, as shown on Attachment 1;
  - 3) that 3-way stop signs be installed at the intersection of Howell Avenue and Bowerman Street;

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- 4) that three midblock narrowings with proper landscaping treatments be installed in the general locations as indicated on Attachment 1; and
- 5) that the implementation of traffic calming measures (Recommendations 1 through 4) be funded by Capital Project No. 1512: Traffic Calming.

As part of the implementation of traffic measures on Howell Avenue, your Committee is recommending the above. Your Committee recognizes that the installation of speed humps on Howell Avenue may lead to similar requests from other areas of the City. For this reason, your Committee suggests that this project be carried out as a pilot project and that the Transportation Department establish criteria to deal with similar requests in the future.

Report of the General Manager, Transportation Department, dated July 29, 1996:

**"BACKGROUND**

Howell Avenue is a residential, two-lane undivided roadway located to the south of Circle Drive and to the north of 33rd Street. It is classified as a minor collector roadway with an average daily traffic of 4,000 vehicles. The entire section of Howell Avenue has a pavement width of 12.1 metres and a right-of-way width of 20 metres. One driving lane and one parking lane are provided in each direction.

The first complaints regarding excessive traffic on Howell Avenue were received by the former Engineering Department in the early 1980's. Since then, there have been several studies and reports prepared by the Department to address the traffic problems. Due to lack of consensus by area residents on the proposed counter measures, nothing was implemented. One solution that has been proposed frequently is the closure of Howell Avenue at Kusch Crescent. This proposal, however, proved to be unpopular and was opposed by most residents due to its access restrictions to and from the community.

In 1995, the Transportation Department was requested to again review the traffic problems on Howell Avenue. The recommendations listed above are the result of that review and have been endorsed by Councillor Heidt, the Transportation Department and members of the Executive Committee of the Kelsey Community Association. The recommendations incorporate input from area residents obtained through the Department's public participation process.

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**JUSTIFICATION**

Function of Howell Avenue

Howell Avenue's function within the roadway classification system is to collect neighbourhood traffic and distribute it to the nearest major collector or arterial roadways. Under normal operating conditions, Howell Avenue would act as a feeder for 33rd Street; however, given the amount of non-local traffic that currently uses Howell Avenue as a short cut, it is functioning at a class higher than was intended.

The section of Howell Avenue between Avenue I and Bowerman Street is a transit route. Two transit buses per hour each way use this route between the hours of 6:00 a.m and 6:50 p.m. It is partly for this reason that other options, such as road closures, would not be appropriate in this case because of the restrictions they have on access. Closures also generally tend to increase response times of emergency vehicles such as ambulances and fire trucks. The measures recommended above would still allow full access to the community for both transit and emergency vehicles.

Vehicle Speed

Speed studies have revealed that the 85th percentile speed is 59 km/h, with the highest speed recorded being 85 km/h. The 85th percentile speed is normally used in traffic speed analysis as it represents the top speed at which 85% of motorists are travelling. The speed limit for this residential street is 50 km/h. On a residential street, an 85th percentile speed of 9 km/h above the speed limit is significant.

Collisions

A review of the collision data revealed that there have been eleven reported collisions over the past five years, six of which were rear-end collisions. The disproportionate number of rear-end collisions to other types of accidents is generally an indication of motorists not paying attention to the surroundings as they drive.

Traffic Volumes

On average, 400 vehicles use Howell Avenue in the peak hour or 4,000 vehicles per day. Although 4,000 vehicles per day may not be unusual for a roadway in this class, it is the volume of through traffic (non-local) which complicates the situation. Motorists use Howell Avenue as a short cut to avoid traffic lights or other delays on 33rd Street or other major roadways. It is towards this portion of traffic to which this proposal is directed. The objective is to implement measures which will introduce some delays on the route and make Howell Avenue less attractive to short-cutting motorists.

**OPTIONS**

**1. Closure of Howell Avenue between Kusch Crescent and Avenue I:**

Under this option, Howell Avenue would be closed at Kusch Crescent. In a report of April, 1986, the Engineering Department identified this option as the best means of reducing traffic on this street. Due to negative response from residents in the neighbourhood, however, it was withdrawn. No other solutions were identified at that time. Although closures do indeed achieve the intended goal (which is to reduce the amount of traffic using a particular street), in this case the closure would also:

- a) unfavourably affect transit operations;
- b) unreasonably restrict access to the neighbourhood; and,
- c) divide the community into two groups -- those wanting the closure and those not wanting Howell Avenue closed. This division will make it difficult to implement any measure.

Since the closure was not supported when it was originally proposed, there is no reason to believe that a different result could be achieved this time around. For this reason, closure of Howell Avenue is not recommended.

**2. Close Avenue I at 38th Street and install a median at Avenue I and 37th Street:**

This option has similar restrictions to Option 1, the only difference being that it does not interfere with transit operations and does not divide the community in the same way as Option 1.

**3. Install traffic-calming measures on Howell Avenue:**

What is Traffic Calming?

Traffic calming refers to a combination of policies and physical measures that reduce the negative effects of the automobile on neighbourhood streets. This is accomplished by changing the design and, to a certain extent, the role of the street to serve all users in an equitable manner. For instance, if the objective is to reduce vehicle speed, under traffic-calming principles the road would be designed in such a way that a certain target speed would not be exceeded. The vehicle operator, therefore, has no choice but to drive at the speed dictated by the roadway design. This, in turn, will influence driving behaviour of motorists. The speed limits under traffic calming become self-enforcing. Self-enforcement is one advantage traffic calming has over traditional traffic management measures which rely heavily on the Police Service to enforce the measures.

Benefits of Traffic Calming

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Research has shown that, in general, streets where traffic calming devices have been installed have resulted in reduced traffic speeds and lower collision rates due to the altered design. A reduction in vehicle speeds, in turn, produces the following spin-off benefits:

- a) helps preserve the quality of the environment -- slower traffic emits less pollutants when travelling at an even pace
- b) there is a potential for a reduction in traffic collisions, and the ones that do occur tend to be less severe
- c) helps create safer, more attractive streets
- d) improves the livability of urban areas, especially in the more mature neighbourhoods
- e) promotes the use of other modes of transportation such as walking and cycling
- f) the measures are self-enforcing.

Elements of Traffic Calming

Traffic calming schemes usually incorporate a combination of the following features:

- a) changes to horizontal/vertical alignment of the roadway. Examples include the introduction of speed humps (not bumps), raised intersections, mid-block narrowings, etc.
- b) road/intersection narrowing and turning-radius reduction
- c) changes to surface texture or colour
- d) increased vegetation in the right-of-way.

Specific traffic calming proposals for Howell Avenue are:

***Install speed humps between Bowerman Street and Avenue I***

A speed hump is a raised area in the roadway pavement surface extending transversely across the travel way. Speed “humps” are a variation of speed “bumps”. The main difference between speed humps and speed bumps is that speed humps have a longer and flatter profile. They are less likely to cause damage to cars going over them as would not be the case with speed bumps. The proposed speed humps are based on ‘Guidelines for the Design and Application of Speed Humps’ prepared by the Institute of Traffic Engineers. They are 3.7 metres long, with a parabolic profile. The crown is 100 mm high (see Attachment 1 for details). Speed humps are self-enforcing and create a visual impression that the street is not for speeding. Speed humps, to a large extent, do not disrupt winter snow removal operations in the manner speed bumps would.

The installation of speed humps on Howell Avenue, on the locations identified in the conceptual drawing shown on Attachment 1, will:

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- reduce motor vehicle speed on Howell Avenue
- make Howell Avenue less attractive to through traffic
- encourage motorists to drive cautiously
- reduce traffic volume on Howell Avenue
- increase the livability of the community

***Construct mid-block narrowing between Bowerman Street and Avenue I, in order to:***

- break the uninterrupted sightlines, thereby encouraging motorists to drive cautiously
- act as islands for potential streetscaping features such as benches or bus stop shelters
- improve pedestrian safety
- increase the livability of the community

***Install narrowings at Howell Avenue and Valens Drive, in order to:***

- reduce walking distance for pedestrians, thereby improving safety of school children who frequently use this intersection on their way to school
- create a visual impression that the roadway is narrow
- slow down traffic speed
- emphasize the residential nature of the roadway

***Install 3-way stop signs at the intersection of Howell Avenue and Bowerman Street***

It is proposed to install stop signs at the intersection of Howell Avenue and Bowerman Street in order to:

- slow traffic on Howell Avenue, by introducing delays to short-cutting vehicles
- improve safety
- encourage motorists to drive cautiously

In order for traffic calming measures to be accepted by the community, they must blend in with the existing neighbourhood. Measures must also be seen to enhance roadway safety while accommodating all users of the roadway, i.e. pedestrians, cyclists, transit vehicles and automobiles. The focus of these measures should be to change the psychological feel of the street, which in turn will change the motorist's driving behaviour when driving on a street with traffic-calming features.

**Comments by Others**

As part of the review, the three options were circulated to agencies and city departments that would potentially be affected by the proposals. Both the Fire and Protective Services Department and M.D. Ambulance Services indicated that they prefer the installation of traffic calming measures over road closure.

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Public Participation Process

Public participation was an integral part of the review process. Members of the general public and Kelsey Community Association representatives were involved throughout the duration of the review. Options identified were presented to the Executive Committee of the Kelsey Community Association and the Ward Councillor on June 18, 1996.

A general meeting to review the proposal was held on July 10, 1996, at the Mayfair United Church. The meeting was advertised in The StarPhoenix. Well in advance of the meeting, 2,000 flyers were delivered in the vicinity of Howell Avenue informing people of the upcoming meeting. Eighty people were in attendance.

The general consensus was that something had to be done to improve the situation. A questionnaire was given to everyone who attended the meeting. The information on the form was only used to ascertain the level of support for the proposal among those who attended the meeting. Almost all those who completed the questionnaire were in favour of the traffic-calming option.

**POLICY IMPLICATION**

There are no policy implications.

**FINANCIAL IMPACT**

The cost estimate to implement all recommendations is \$39,500, and will be funded from Capital Project No. 1512: Traffic Calming - 1996 (17-808).

**ATTACHMENTS**

1. A plan showing location of traffic calming measures proposed for Howell Avenue."

*Pursuant to earlier resolution, Items AA.24, AA.28 and AA.29 of "Communications" were brought forward and considered.*

*IT WAS RESOLVED: 1) that four speed humps be installed in the general locations as shown on Attachment 1;*

*2) that intersection narrowings be constructed on the northeast and southeast sections of Howell Avenue and Valens Drive intersection, as shown on Attachment 1;*

*3) that 3-way stop signs be installed at the intersection of*



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*Howell Avenue and Bowerman Street;*

- 4) *that three midblock narrowings with proper landscaping treatments be installed in the general locations as indicated on Attachment 1;*
- 5) *that the implementation of traffic calming measures (Recommendations 1 through 4) be funded by Capital Project No. 1512: Traffic Calming; and*
- 6) *that the installation be considered a pilot/trial project subject to an evaluation at the end of one year.*

*YEAS: Councillors Steernberg, Heidt, McCann, Langford,  
Langlois and Postlethwaite* 6

*NAYS: His Worship the Mayor, Councillors Atchison, Roe,  
Waygood and Birkmaier* 5

**6. Five-Year Land Development Program (1997-2001)  
(File No. CK. 4110-5)**

- RECOMMENDATION:**
- 1) that City Council approve the Five-Year Land Development Program (1997-2001);
  - 2) that the Five-Year Land Development Program be referred to the Land Bank Committee for information; and
  - 3) that the Administration review and report on the land available in the Central Business District and warehouse area, including the South Downtown and City Yards; and also provide information on the amount of land available for development, the total number of units that could be accommodated (i.e. townhouse, medium rise), and what infrastructure is needed.

Your Committee has considered a report of the General Manager, Planning and Building Department, dated August 1, 1996, which is quoted below, with respect to the above.

In this regard, your Committee is of the opinion that information needs to be obtained with respect to the amount of land available (how much acreage) in the Central Business District and the warehouse area, including the South Downtown and City Yards. Additionally, your Committee felt that it would be beneficial to receive an estimate on the total number of units that could be

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accommodated (ie: townhouses, medium rises), as well as information on what infrastructure is needed.

Report of the General Manager, Planning and Building Department, dated August 1, 1996:

**"JUSTIFICATION**

The City's Administration has established a process by which forecasts of serviced-land inventories, land-absorption, and servicing activity are reviewed. The process includes discussions with all of the affected civic departments, utility companies, and school boards (through the Technical Planning Commission), as well as with the local land developers. Attached is the proposed Five-Year Land Development Program for the 1997-2001 period. After reviewing it on July 31, 1996, the Technical Planning Commission is recommending the adoption of the Program. The Developers Liaison Committee's members were invited to attend the Commission's meeting and to provide their comments. No concerns were raised by members of the Developer's Liaison Committee respecting the Program.

The attached document will be the basis upon which the Administration will prepare the 1997 Prepaid Land Development component of the Capital Budget.

In summary, the 1997-2001 Program, envisages the following for residential land:

- a) The number of permits for new one-unit dwellings has been steadily increasing since 1991 when 177 permit were issued. In 1995, 367 permits were issued, an increase of 14% over the 322 permits issued in 1994. It is estimated that 475 permits will be issued in 1996, an increase of 29% over 1995. This trend of increasing demand is expected to continue through 1997 followed by a moderate downturn commencing in 1998.
- b) As a consequence of greater demand for new affordable housing by first-time homebuyers, greater interest has been demonstrated to increase the supply of serviced lots in the Parkridge, Westview and Dundonald Neighbourhoods. This has led to the commencement of lot servicing in Parkridge and Westview in 1996 and Dundonald and Confederation Park in 1997. Furthermore, several developers have obtained Council's approval for a reduction in lot frontages.
- c) The increased level of city-owned lot sales over the past several years has led to a significant increase in city-owned lot servicing in the Silverspring Neighbourhood. This follows several years of absence from lot-servicing activity by the City of Saskatoon as a consequence of high levels of inventory relative to demand.
- d) It is expected that a total of 549 lots will be serviced in 1996 followed by 464 in 1997. The level of lot servicing in 1996 and 1997 will surpass the lot absorption rates for 1996 and 1997 leading to an increase in lot inventory levels.
- e) As a consequence of heightened demand for ground-oriented townhouse dwelling

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groups, greater interest in parcel servicing has been expressed by several land developers. This segment of the Land Development Program has identified servicing in the Heritage Crescent area in 1997 and 1998, in the Arbor Creek Neighbourhood in 1997 and 1998, and in the Avalon and Silverspring Neighbourhoods in 1997 and 1998.

Overall, Saskatoon's economic picture has improved and rebounded to stable levels prior to the 1990-1991 recessionary period. With increased employment levels, declining unemployment, moderate population growth, greater housing affordability for first time home buyers, rising retail sales, increased production and sales in the resource sector, increasing net farm receipts and high oil seed prices, and an ever increasing bio-technology sector, rising consumer confidence in the new housing market should prevail through to 1997. Significant factors which may dampen consumer confidence include concerns respecting job security, volatility in mortgage rates, increased construction costs and decreases in housing affordability.

The servicing of commercial and industrial parcels has been non-existent for several years due to high levels of existing serviced inventories throughout the City. The Program does indicate that should such servicing commence, it is most likely to occur in the North Industrial Area and University Heights Suburban Centre.

**OPTIONS**

The Five-Year Land Development Program is used primarily as a method of forecasting the servicing and utilization (i.e. absorption) of residential and non-residential land to assist the City of Saskatoon, utility agencies, and school boards to prepare their respective Capital Budgets and Capital plans over a five-year period. The forecasts are based on existing conditions and trends and reflect the need to ensure that urban growth takes place in an orderly and rational manner as outlined in the City's Development Plan.

**POLICY IMPLICATIONS**

There are no policy implications.

**FINANCIAL IMPACT**

The Five-Year Land Development Program will be the basis upon which the 1997 Prepaid Land Development component of the Capital Budget will be prepared. Funding for the prepaid reserve account is self-supporting.

**ATTACHMENTS**

1. City of Saskatoon - Five-Year Land Development Program (1997-2001)."

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- IT WAS RESOLVED:*
- 1) *that City Council approve the Five-Year Land Development Program (1997-2001);*
  - 2) *that the Five-Year Land Development Program be referred to the Land Bank Committee for information; and*
  - 3) *that the Administration review and report on the land available in the Central Business District and warehouse area, including the South Downtown and City Yards; and also provide information on the amount of land available for development, the total number of units that could be accommodated (i.e. townhouse, medium rise, high rise), and what infrastructure is needed.*

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**REPORT NO. 16-1996 OF THE PLANNING AND OPERATIONS COMMITTEE**

Composition of Committee

Councillor A. Langford, Chair  
Councillor M. Heidt  
Councillor P. McCann  
Councillor J. Postlethwaite  
Councillor K. Waygood

- 1. Decision - Saskatoon Development Appeals Board  
623 - 12th Street East - RM.1 Zoning District  
Mr. Joel Koehler  
(File No. CK. 4352-1)**

**RECOMMENDATION:** that the General Manager, Planning and Building Department appeal the decision of the Saskatoon Development Appeals Board to grant an appeal for 623 - 12th Street East to the Saskatchewan Municipal Board.

*ADOPTED.*

Your Committee has considered and supports the following report of the General Manager, Planning and Building Department dated August 12, 1996:

**"BACKGROUND**

Mr. Joel Koehler applied to the Planning and Building Department for a permit to construct a detached garage at 623 - 12th Street East. The application was denied because it does not meet the minimum required rear yard setback of 1.2 metres. The detached garage is proposed to be setback 0.305 metres from the rear property line which results in an encroachment of 0.895 metres into the required rear yard. The decision was appealed to the Saskatoon Development Appeals Board and the hearing was held July 22, 1996. The Board granted the appeal on the condition, the rear yard deficiency is reduced 0.305 metres resulting in a rear yard deficiency of 0.59 metres, in a decision dated July 23, 1996 on the following basis:

It is the Board's opinion that granting this appeal (with the exception of one foot) would not be granting a special privilege that would be inconsistent with the restrictions placed on neighbouring properties in the same district, because of the unique location of the garage which makes it easily accessible to the lane(s). It is also the Board's opinion, that granting this appeal (with the exception of one foot), would not amount to a relaxation of the Zoning Bylaw provisions that would be contrary to its purpose and intent, nor injuriously affect neighbouring properties, in

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that it replaces an old structure which was there for many years without any complaint from neighbouring property owners.'

*The Planning and Development Act* requires that an appeal of a decision of a Development Appeals Board be made to the Saskatchewan Municipal Board within 20 days of the decision. In order to meet this time frame, the request for appeal has been filed with the Saskatchewan Municipal Board, subject to ratification by City Council. This action was taken in accordance with City Council Policy No. C09-007.

**JUSTIFICATION**

The Planning and Building Department is recommending that this decision be appealed to the Planning Appeals Committee of the Saskatchewan Municipal Board. The Department does not agree with the conclusion of the Development Appeals Board that, allowing the appeal would not be granting the applicant a special privilege that would be inconsistent with restrictions placed on neighbouring properties in the same district, in that there appears to be no special circumstances or anything unusual about this property in relation to other properties in the vicinity which would warrant a different consideration for development. The rear yard of this property is quite large and there are no other buildings which would restrict the location of this proposed detached garage in a manner consistent with the zoning bylaw. In addition, it is felt that the granting of the appeal would amount to a relaxation of the purposes and intent of the bylaw, and would injuriously affect the neighbouring properties as there is a safety concern due to the visual obstruction caused by the proposed attached garage relative to the intersection of the two rear lanes adjacent to the northwest corner of the subject property.

**OPTIONS**

The alternative option to the recommended action is to not appeal the decision of the Development Appeals Board. This option is not supported by the Planning and Building Department as the decision of the Development Appeals Board may establish a precedent for other similar appeals, and may affect vehicular and pedestrian safety.

**POLICY IMPLICATIONS**

There are no policy implications.

**FINANCIAL IMPACT**

There is no financial impact.

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**ATTACHMENTS**

1. Development Appeals Board Decision / 632 - 12th Street East
2. Location Plan
3. Site Plan"

**2. Enquiry - Councillor Birkmaier (August 12, 1996)  
Feasibility of Closure of Victoria Bridge during Summer Months  
(File No. CK. 6050-8)**

**RECOMMENDATION:** that, at this time, no further action be taken on a proposal to close the Victoria Bridge from June 15 to August 31, 1997, to vehicular traffic and to be used as a pedestrian and cycling roadway.

*ADOPTED.*

The following enquiry was made by Councillor D.L. Birkmaier at the meeting of City Council held on August 12, 1996:

"This year we experienced the closure of Victoria Bridge to vehicular traffic for the summer season in order to undertake capital projects.

Would the Planning and Operations Committee please review and report the feasibility of closing Victoria Bridge from June 15 to August 31, 1997 for use as a pedestrian and cycling roadway, as a pilot project."

Your Committee has considered the above enquiry and notes that there will be a report on a Bicycle Master Plan coming forward in 1997, which will address pedestrian and cycling routes in the City. At this time, your Committee is not prepared to support a proposal to close Victoria Bridge from June 15 to August 31, 1997, to vehicular traffic and allow it to be used as a pedestrian and cycling roadway. Your Committee therefore recommends that the Administration take no further action on this enquiry.

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**3. Future of the Parking Reserve,  
Creation of a Parking Committee and  
Creation of a Parking Coordinator Position  
(Files CK. 1815-1, 4600-1 and 220-1)**

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

**4. Transit - Capital Funding Requirements  
and  
Post Budget Approval  
Capital Project No. 1114  
Transit - Repair Existing Buildings  
(File No. CK. 7300-1)**

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- RECOMMENDATION:**
- 1) that the Transit Vehicle Replacement Reserve be used as an interim source of financing for upgrades/demolitions/renovations of transit facilities; and
  - 2) that the Administration be requested to report further on any other sources of funding for the above projects.

*ADOPTED.*

A report of the General Manager, Transportation Department dated August 26, 1996 is quoted below which deals with financial information pertaining to two Transit reserves as well as a recommended financing strategy to meet Transit's capital needs, including details regarding 1996 building improvements.

City Council will note that the report, which follows, requested your Committee to consider the following recommendations:

- 1) that a Transit Capital Projects Reserve be established;
- 2) that the amount of \$1,500,000 be transferred from the Parking Reserve into the Transit Capital Project Reserve;
- 3) that the amount of \$1,000,000 be transferred from the Transit Vehicles Replacement Reserve into the Transit Capital Projects Reserve;
- 4) that the City Solicitor prepare the necessary bylaw to implement the above; and,
- 5) that 1996 Capital Project No. 1114, Transit - Existing Buildings, be revised to



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include the building improvements described in the following report at an additional cost of \$2,500,000, funded by the Transit Capital Projects Reserve.

Prior to making a decision with respect to the above recommendations, your Committee would like the Administration to report further on any other sources of funding which might be available for upgrades/demolitions/renovations of transit facilities. Therefore, in the meantime, it is being recommended that the Transit Vehicle Replacement Reserve be used as an interim source of financing.

Report of the General Manager, Transportation Department dated August 26, 1996:

**"BACKGROUND**

At its meeting held on March 19, 1996, the Planning and Operations Committee received two reports from the Transportation Department dealing with Transit capital projects. The first report dealt with the creation of a new Transit Capital Projects Reserve which would be funded by a one-time allocation of \$1,500,000 from the Parking Reserve and an ongoing allocation from the annual Operating Budget. The second report dealt with the purchase of a building at 422 - 46th Street East for body shop and heavy duty maintenance purposes. Committee and Council approved the purchase of the building with the existing Transit Vehicle Replacement Reserve as an interim source of financing. It referred the matter of the creation of the new Transit Capital Projects Reserve back to the Administration for additional information pertaining to the original intent and funding of the Parking Reserve and any agreements that were made with The Partnership.

This report will provide updated financial information pertaining to the two Transit reserves mentioned above. It will also present the Transportation Department's recommended financing strategy to meet Transit's capital needs including details regarding 1996 building improvements. A discussion on the Parking Reserve's past and future is presented in a separate report.

**JUSTIFICATION**

**Capital Expenditures**

Prior reports have indicated the scope of funding required to meet Transit's fleet and facilities needs now and in the future. Because its fleet and facilities did not receive adequate attention in the past, Transit is now in the position of having to dedicate substantial funding to get its operation up to a reasonable and acceptable standard. The following will summarize the funding currently required:

**Bus Fleet**

Table 1 shows the number and timing of future bus purchases. It accounts for a planned reduction in the number of new replacement buses from nine to seven in 1997. It is proposed to further reduce the size of the bus fleet from 130, a few years ago, by another four buses to 104. Additional bus replacements will be required as indicated in the table. In

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1997, additional bus refurbishing work will be completed at a cost of \$400,000. This will complete the major refurbishing for the time being. In 1998, it is proposed to replace the existing fare boxes, which have reached the end of their useful life, at a cost of \$420,000.

**Buildings**

Additional information regarding Transit's buildings has become available since the submission of the March 19, 1996 report. The Asset Management Department has completed cost estimates for the building upgrades that were detailed in the initial report. For discussion purposes, these costs will be grouped as follow:

- Item 1 - Existing Building Upgrades
- Item 2 - Purchase, Renovate and Equip 422 - 46th Street East
- Item 3 - Demolition of Existing Bodyshop/Storage Area

**Existing Building Upgrades**

The problems of the condition of the existing Transit buildings have been reported to Council on several occasions. As Council is aware, the Asset Management Department completed a comprehensive building assessment in late 1995. The assessment indicated major deficiencies in several areas. The updated costs, prepared by the Asset Management Department, of bringing the mechanical, electrical, ventilation, structural and concrete flooring systems within the existing Transit buildings up to a standard that they will accept into their comprehensive building maintenance program, combined with office and counting room renovations required, are estimated at \$912,000. It is intended to complete all work in 1996. Transit currently has 1995 and 1996 combined approved funding of \$449,000 under Capital Project No. 1114, Transit - Repair Existing Buildings. \$38,000 has been spent on assessments and interim improvements leaving \$411,000 of approved funding. An additional \$501,000 is required to allow these improvements to proceed. All work is planned to proceed in 1996.

**Purchase, Renovate and Equip 422 - 46th Street East**

City Council approved the purchase of the building at 422 - 46th Street East earlier this year and authorized use of the Transit Vehicle Replacement Reserve as an interim source of financing. Transit took possession of the above-noted property on July 1, 1996. As indicated in the March 19, 1996 report, Transit would have to invest in certain improvements to this building to bring it up to an acceptable standard, as well as make it more useable for its intended purpose. Also, purchases of equipment such as a portable, self-contained paint spray booth and other specialized equipment will be required. The estimated costs of the building renovations is \$388,000. The costs of the spray booth and equipment is estimated at \$369,000. The purchase price of the land and building was \$545,000; therefore, the total estimated cost of moving the body shop and heavy duty maintenance to this site is \$1,302,000. The purchase price of the building is included in the \$1,302,000 as the Administration requires a final source of funding for acquiring the building. The original estimate for this move, as contained in the earlier report, was

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\$925,000. It is intended that all work proceed in 1996.

Demolition of Existing Bodyshop/Storage Area

Asset Management's report on the condition of Transit's existing buildings, located at 24th Street and Avenue C, recommended demolition of the older portions of the north garage including the area commonly referred to as the trolley shop, built in 1912, and the gas garage, built in the early 1950's. Asset Management has since completed further work and is no longer recommending demolition of the gas garage area as it would require relocation of the building's electrical, natural gas, and water and sewer service at a substantial cost. It is planned to vacate the gas garage area as a work area and use it for storage for an interim period so as to defer the need to relocate the services. The cost of demolishing the trolley shop area is estimated at \$245,000; modifications to the building, because of the demolition, are estimated to cost \$88,000; and the environmental cleanup of the area is expected to be \$115,000, for a total cost of \$448,000. The initial estimate for the demolition was \$250,000. It is planned to complete this work in 1996.

It was originally intended to rebuild on the site of the former trolley shop. At present, the timing of this is uncertain. Because of this, no provision has been made for this reconstruction.

The total costs associated with Transit's buildings, as described above follow:

Item 1 - Existing Building Upgrades	\$
912,000	
Item 2 - Purchase, Renovate and Equip 422 - 46th Street	1,302,000
Item 3 - Demolition of Existing Bodyshop/Storage Area	<u>448,000</u>
Total	2,662,000
Less Previously Approved Available Funding	<u>                    </u>
411,000	
New Funding Required	\$2,251,000

Based on the current amount of information available, it would be appropriate to use the figure of \$2,500,000 for budget purposes. This would account for unforeseen contingencies as well as account for any uncertainty in the scope or volume of work required. It is recommended that the above work be undertaken in 1996 and that 1996 Capital Project No. 1114, Transit - Repair Existing Buildings, be revised to provide funding to complete this work.

Miscellaneous Capital Spending

Transit has various miscellaneous capital projects not associated with either its bus fleet or buildings. Past projects have included computer upgrading, marketing study, transit modelling study, transit terminals, etc. It is estimated that Transit will require approximately \$250,000 annually to fund future miscellaneous capital projects.

Table 1 shows Transit's planned future capital expenditures for the 15 year period of 1996 -

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2010.

**Capital Funding**

At the present time, Transit funds the bulk of its capital expenditures through the Transit Vehicle Replacement Reserve (TVRR). The expressed reason for this reserve is to provide funding for replacement buses, although the policy was revised in 1994 to allow for the funding of a replacement radio communication system and major bus refurbishing programs.

The reserve receives funding on an annual basis from the Transit operating budget and is supplemented by interest earned during the year. By policy, the annual provision to the TVRR increases by 15% per year until it is at a point where it meets the annual bus replacement cost. In 1995 this provision was \$616,000. It was increased by \$300,000 (49%) in 1996 to cover future shortfalls in the reserve. The 1994 comprehensive audit of Transit recommended that the annual provision to the reserve be based on the depreciation method and take into account the expected interest earnings of the current year. At the present time, it is expected that the annual provision to the reserve plus the expected interest earnings will equal the depreciation cost in 2001.

Since Transit is considered a utility and, therefore, not eligible for funding under the Reserve for Capital Expenditures (RCE), all capital projects have historically been funded through internal borrowing from the TVRR. The existing loans made against the TVRR will be refinanced by returning the amount owed to the TVRR and funding the loans from the City's global borrowing account. This will free up previously committed funds within the TVRR. Transit is required to pay the principal and interest on the loans back to the City's global borrowing account. This will be completed in the year 2000.

Table 1 shows the proposed funding that would be available under existing financial arrangements.

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**Capital Surpluses/Deficits**

Table 1 shows the differences between capital spending and funding as described above. Table 1 was developed on the assumptions that the previous loans against the TVRR have been refinanced so that the full value of this reserve is available for spending. It assumes that interest on the balance in the reserve is earned at the rate of 8% per year. It further assumes that the cost of a replacement bus is \$340,000 with no provision for inflation. The annual provision to the TVRR grows as indicated above until 2001 after which it meets the depreciation cost of the bus fleet.

As can be seen, under the current financial strategy, capital funding will be in a deficit position in 1997 and 1998 as well as in the period beyond 2005 under present funding strategies. Also of note is the large impact that the annual contribution to the capital reserve has on Transit's annual operating budget from the present to 2002. The magnitude of these problems justifies changes to the method that Transit currently uses to fund its capital projects.

**OPTIONS**

The above demonstrates the need to revise the method of funding Transit's capital requirements. Because of the shortfalls in funding and capital funding impacts on the operating budget, Transit staff have identified financing options that could alleviate these problems.

**Option 1**

Option 1 is simply continuing with the present method of funding capital projects as shown in Table 1. It results in substantial deficits of capital funding in 1997, 1998, 2005 and beyond as well as significant impacts to the operating budget. In 1997, the projected deficit in the TVRR reaches \$1,176,000. In the year 2000, the impact of the capital program to the annual operating budget is \$736,000 greater than in 1996. Deficit budgeting is not acceptable to the Department or the Administration. The magnitude of the impacts on the operating budget would result in increased dependency on the City contribution (mill rate) to Transit, or drastic reductions in the level of service that Transit provides. Because of this, Option 1 is not considered a viable option.

**Option 2**

Option 2 is shown in Table 2 and consists of the following:

- 1) Retains the current policy of increasing the annual provision to the TVRR by 15% until the annual provision, plus interest, equal the annual fleet depreciation.
- 2) Creates a new Transit Capital Projects Reserve (TCPR) which will fund all "non-vehicle" capital projects. The existing TVRR will be used solely for "vehicle" related capital expenditures.
- 3) Provides initial funding within the new TCPR of \$2,500,000. This consists of a

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\$1,000,000 transfer of funding from the TVRR and a \$1,500,000 transfer of funding from the Parking Reserve.

- 4) The new TCPR is sustained by annual provision of \$250,000 from Transit's operating budget.

The creation of separate reserves to fund all "vehicle" and "non-vehicle" projects will enable easier accounting of the fleet's capital funding requirements which will be based on the depreciated value of the fleet. It will ensure that funding is in place to maintain the fleet on an ongoing basis. From this point onward, the TVRR will be used solely for the funding of replacement buses, major bus refurbishing, and major expenditures associated with fixed components of the vehicles such as radios and fare boxes. The new TCPR will provide funding for "non-vehicle" capital expenditures related to buildings, new buses to increase the size of the fleet (to provide service to new areas of the City), major studies, transit terminals, major equipment such as hoists, etc.

The funding transferred to the TCPR from the TVRR has been determined to be surplus to the TVRR's needs but required by the TCPR to fund the work described above. The \$1,500,000 transferred from the Parking Reserve is also required by the new TCPR to meet the funding demands placed upon it. The rationale for reducing the Parking Reserve by \$1,500,000 is based on the assumption that the City will not be pursuing the construction of a civically-funded parkade in the foreseeable future.

While the 1990 Central Business District Parking Study recommended construction of a parkade in the downtown, it is not felt that the current need for additional parking in this area justifies the cost of constructing and operating a parkade at this time. The projected balance in this reserve was \$2,064,000 as of December 31, 1995. City Council questioned the need to hold this amount of funding in this reserve during its review of the 1996 Capital Budget. The reserve is currently funded by an annual provision of approximately \$210,000 from parking meter revenues. At this time it is proposed that the reserve be reduced by \$1,500,000 but that the amount of the annual contribution remain at its present level. A further report will be submitted regarding the intended purpose of the balance in this reserve and the continuation of the annual allocation.

The rationale for placing the \$1,500,000 from the Parking Reserve into the new Transit Capital Projects Reserve is that the new reserve requires an influx of funding, and that the outcomes of the two reserves are somewhat related in the areas of transportation and support of the downtown. It is commonly recognized that roadways, traffic operations, public transit and parking supply/costing are all inter-related. In fact, strong downtowns usually rely on strong public transit for its customers and employees. Good transit service reduces the demand for parking, and, therefore, the need for parkades. The transfer of funding between these two reserves would be consistent with the City's strategic plan which calls for the promotion of public transit and a reduction on the dependence on the private automobile.

Option 2 eliminates the capital funding deficit encountered in Option 1. The combined balance of the TVRR and TCPR drops to \$769,000 in 1997 and provides adequate funding

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thereafter. Option 2, however, places a greater demand on the operating budget. Option 2 requires an additional \$436,000 from the operating budget in 1997 compared to the 1996 budget. This impact increases to \$986,000 in 2000. After 2000, the impact decreases substantially as current loans for prior capital projects are retired. The impact to operating between 1997 and 2000 would have an adverse affect on the mill rate or the level of service that Transit would be able to provide. The large increases in this period would not be required after 2000 at which time Transit could realize a \$654,000 decrease in its operating budget. The substantial fluctuations make responsible budgeting and service delivery unmanageable. Because of this, Option 2 is not considered an acceptable option.

Option 3

Option 3 is shown in Table 3 and consists of the following:

- 1) Limits the annual provision to the TVRR to \$925,000 in 1997, \$1,000,000 in 1998, 1999 and 2000 after which the provision plus interest matches the annual depreciation.
- 2) Creates a new TCPR which will fund all "non-vehicle" capital projects. The existing TVRR will be used solely for "vehicle" related capital expenditures.
- 3) Provides initial funding within the new TCPR of \$2,500,000. This consists of a \$1,000,000 transfer of funding from the TVRR and a \$1,500,000 transfer of funding from the Parking Reserve.
- 4) The new TCPR is sustained by annual provisions from Transit's operating budget of \$75,000 in 1997, \$150,000 in 1998 and \$250,000 annually thereafter .

Option 3 is similar to Option 2 in that it retains the TVRR to fund "vehicle" related projects and creates a separate reserve (TCPR) to fund the "non-vehicle" projects. The TCPR is established through transfers from the TVRR and Parking Reserves as in Option 2. The difference lies in the reduced allocation to the TVRR and TCPR from the operating budget for the 1997 to 2000 period. The reduced allocations lessen the impact over the period that Transit is paying down loans for prior capital projects. In 2001, these loans will be retired and the amount of funding previously allocated to this will be reallocated into the TVRR. Option 3 shows a small reserve deficit beginning in 2007 and ending in 2008. It is anticipated that a deficit can be avoided at that time by deferring certain purchases.

The above provides a relatively consistent demand on the operating budget compared to the fluctuating demands on Option 2.

Comparison of Options

Table 4 compares the above three options in terms of year-end reserve balances, annual provisions to the reserves, and impact to the annual operating budget.

Option 1 is the only option that results in a reserve deficit in the next ten years. This is due to the fact that Options 2 and 3 receive an allocation of \$1,500,000 from the Parking Reserve. As can be seen, all three options have similar total annual provisions to the

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reserves over the 1996 to 2010 time period. The difference lies in the timing of the provisions. All three options also have similar total impacts to the operating budget over the same time period. Again the difference lies in the timing of the demands placed on the operating budget.

Based on the above information, Option 3 has been selected as the recommended option as it adequately meets Transit's capital funding demands, does not require deficit financing, and provides for a consistent and manageable impact on the operating budget.

**POLICY IMPLICATIONS**

The recommended financial strategy for Transit, Option 3, requires the creation of the new Transit Capital Projects Reserve which must be created by bylaw. The transfer of funding into the new reserve from the Transit Vehicle Replacement Reserve and from the Parking Reserve is a change in policy for both reserves. This can also be done through bylaw.

The Solicitor's Department has prepared a draft bylaw which accomplishes both of the above. The draft bylaw will be submitted to Committee and Council under a separate report.

**FINANCIAL IMPACT**

The above details the financial implications of the above recommendations on the existing Transit Vehicle Replacement Reserve, on the new Transit Capital Projects Reserve, on the Parking Reserve, and on future Transit operating budgets. The net result of the revised financial strategy for Saskatoon Transit Services will be a more predictable and attainable funding of capital projects, and a more consistent and manageable impact on future annual operating budgets.

It will continue to be City Council's decision regarding what portion of the costs of providing transit services will be funded by customer revenues, and how much will be subsidized by the mill rate. It is important at this time, however, to identify the total costs to provide service and the financial strategy which optimally meets these needs.

**ENVIRONMENTAL IMPACT**

It is recognized that transit is environmentally supportive; therefore, an improved financial strategy which will ensure the survival of transit service will contribute in a positive sense to the environment.

**ATTACHMENTS**

1. Table 1
2. Table 2
3. Table 3
4. Table 4"



**5. Policy Directive: Levels of Service  
Saskatoon Transit Services  
(File No. CK. 7300-1)**

- RECOMMENDATION:**
- 1) that the base and market based enhanced levels of transit service as outlined in this report be adopted as policy;
  - 2) that the mill rate support for the Transit Utility be established at 45% of total operating expenditures;
  - 3) that a further report be prepared to address the staging of transit services into new, developing subdivisions; and,
  - 4) that a further report be prepared to address base transit services in Montgomery Place, McNab Park, and 2nd Avenue North.

Your Committee has considered and supports the following report of the General Manager, Transportation Department dated August 27, 1996:

**"BACKGROUND**

On March 7, 1995, the former Works and Utilities Committee received a report from the Director of Works and Utilities entitled, "Future Challenges - Saskatoon Transit - Within the Framework of a Governance Model". Within that report, a Public Transit Policy was recommended, and general levels of transit service were suggested in relation to this Policy.

The March 7, 1995, report recommended that the Public Transit Policy be based on two broad policy considerations:

- 1) an overall transportation policy; and
- 2) a social policy.

The transportation policy proposed in that report was as follows:

'The movement of persons and goods within the city will be adequate to meet the physical, economic, and social needs of the general public and the business community.'

The proposed social policy was defined as:

'The services provided by the City of Saskatoon will be barrier free, whether the barriers be physical, economic (ability to pay), psychological (personal safety) or cultural.'

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Within the above suggested transportation and social policy statements lie the role and the level of services offered by Saskatoon Transit Services. These services are:

1. Base service: to universally meet the basic mobility needs of those citizens of Saskatoon who do not have access to other modes of transportation.
2. Market-based service: to provide the citizens of Saskatoon an alternative to other modes of transportation where demand warrants .

This report is being brought forward at this time so that transit service levels can be defined prior to the preparation of Transit's 1997 operating budget. It is imperative that Transit receives direction as to the standard of service that is to be provided so that it can complete its operating budget submission accordingly.

**JUSTIFICATION**

It is recognized that the provision of the base service is founded on universality of access, rather than on profitability. Therefore, it is important that the community provide tax-based financial support to ensure the universality.

It is also recognized that public transportation, regardless of who actually provides the service, is a business. Therefore, it is important that services which are additional to the base service recover a significant portion of the expenditures. It is submitted that market-based services, which attract customers from other modes (most notably, the private automobile), reduce the demands (and expenditures) on the roadway and traffic control systems. As a result, it is not absolutely necessary that market-based services recover 100% of the associated expenditures. However, the provision of market-based services would not be automatic, nor universal; rather they should be provided only where warranted by demand, and sustained only where warranted by usage.

Within these complementary philosophies, the Transportation Department proposes the following base services for the City of Saskatoon:

**Proposed Base Transit Service**

Weekdays, Monday to Friday

30-minute service from 06:15 to 18:15

60-minute service from 18:15 to 01:00

Saturdays

30-minute service from 10:15 to 18:15

60-minute service from 06:15 to 10:15, and from 18:15 to 01:00

Sundays

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60-minute service from 10:15 to 22:00

Statutory Holidays

No service

Easter Monday, Remembrance Day, and Boxing Day are not considered statutory holidays as most non-government businesses are open. Transit service on these days will be the service normally offered on the day on which these days fall (e.g. weekday service if Remembrance Day falls on a weekday).

The Transportation Department proposes the following market-based service, which, by definition, will be provided where demand warrants and usage is sustained:

**Proposed Market-Based Transit Service**

Weekdays, Monday to Friday

15-minute service from 06:15 to 18:15 when and where warranted

30-minute service from 18:15 to 01:00 when and where warranted

Saturdays

15-minute service from 10:15 to 18:15 when and where warranted

30-minute service from 06:15 to 10:15, and from 18:15 to 01:00 when and where warranted

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Sundays

30-minute service from 10:15 to 22:00 when and where warranted

The following is Transit's current and proposed policy on coverage:

450 metres walking distance to transit service for 95% of residences.

250 metres walking distance to transit service for densely populated senior citizen residences.

600 metres walking distance, wherever practical, to transit service in industrial areas.

The above service levels and coverage would be employed City wide with the following three possible exceptions:

Developing Subdivisions

It is proposed that transit service be extended to developing subdivisions only when a specified threshold of cost recovery can be maintained. For example, a developing subdivision would not automatically receive transit service. That subdivision may only receive service when the revenues generated compared to the cost of providing that service reach a specified revenue/cost ratio. This could apply to the different time of day and day of week services that Transit provides. For example a developing subdivision may generate a revenue/cost ratio that would warrant service during weekdays between 06:15 and 18:15 but not at other times. The benefits of this type of criteria is that it may allow expansion of service into new areas that would not obtain service for many years under other possible criteria such as 50% of the subdivision completed. For example, if service to a developing subdivision can be provided by re-routing another route, such that only a portion of the costs to provide service are attributed directly to the developing subdivision, then ridership might be at a sufficient level to provide that service.

Currently, transit services are staged into developing subdivisions in the following order:

Weekday, peak periods only.

Weekday, daytime service (e.g. 06:15 to 18:15).

Nights, Saturdays, Sundays.

This report does not envision a significant change in the staging policy. However, it is proposed to review that policy in relation to the overall policy recommended in this report, and to report back to Committee and Council.

Low Density Residential Areas

At the present time, there are three existing low density residential areas that may not warrant even the base service proposed to be implemented City wide. The areas of Montgomery Place, McNab Park, and 2nd Avenue North are extremely low in population, and are physically separated from other residential neighbourhoods. The net result is low

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revenue/high cost service. It is recommended that an exception to the service policy, where service would be reduced below the base standard or removed, be considered for these three areas. This exception will also be subject to a further report for Committee and Council consideration.

Industrial Areas

One further exception to the level of service policy, service to industrial areas, should be noted. Currently, industrial areas which have no residential components (i.e. North Industrial, CN Industrial) are provided with peak period, weekday service only. This is below the base service level proposed. It is recommended that there be no change to this level of service for the industrial areas.

At the present time, Saskatoon Transit recovers approximately 55% of its cost (including the senior citizen's subsidy) through fares, charters, and other revenues. This revenue/cost ratio is consistent throughout Canada, where a revenue/cost ratio between 45% and 55% is the norm. In regards to the future financing of transit services, it is proposed that the current revenue/cost ratio of 55% be maintained. That is, Transit will prepare its annual operating budget such that it requests mill rate support for 45% of its operating expenditures, not including the senior citizen's subsidy.

**OPTIONS**

In developing transit service levels, there are numerous permutations and combinations to consider. It is suggested that they fall within three distinct parameters:

- 1) Universality, regardless of usage.
- 2) Market-based service only.
- 3) Universality for base services, and additional service when and where warranted

The universal service option would ensure that all areas of the city are provided with a base level of transit service, but no more. This option assumes that transit is simply a social service and is, therefore, only a minor component of the overall city's transportation network. Transit would not be a contributor to impacting on savings in roadway and traffic operations expenditures, nor would it be seen as a viable alternative to the private automobile (which would be viewed as contrary to the City of Saskatoon's Strategic Plan). The service would not be considered satisfactory to Transit's customers, and ridership would continually decline. Transit would serve only those who have no other alternative means of accessibility, and that service would be considered poor by these customers. Although the expenditures would be less than those of today, the revenues, particularly those which are generated by services provided where demand exists, would also be reduced. The net subsidy to Transit would be less, but the reduction in the subsidy would be marginal as compared to the reduction in expenditures.

The market-based service envisions transit service in those areas where revenues equal or

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exceed expenditures. This is equivalent to profit-based transit. Such a system would result in total sectors of the city without any transit service at all. Basic mobility would be denied in many areas of the city. This is not viewed as a viable alternative to the current system.

The combination of universality and market-based enhanced service is the "raison d'etre" for transit services in a municipality the size of Saskatoon. It provides basic mobility for those who have no other alternatives. It serves demand where demand exceeds basic mobility requirements. The enhanced service is provided where it is financially justified. Transit becomes an integral part of the City's overall transportation system. It can impact positively on roadway requirements, traffic operations, parking requirements, and contribute to the goals of an environmentally responsible community.

The market-based component ensures financially responsible decision-making with respect to the provision of enhanced service. It ensures that the additional services are continually monitored, and, should demand increase or decrease, so to do the services increase or decrease.

It is submitted that the universality of base services, supplemented by enhanced services when and where warranted, is the optimal transit service policy for the City of Saskatoon. Such direction is reinforced by the Saskatoon Transit Service Market Analysis, prepared by Anderson-Fast, which, in draft form, states:

The conclusions in our market analysis assessment support the conclusion that Saskatoon Transit Services has to decide between two options as it approaches the next decade. The organization can choose to run with a primary goal of being more profitable, in which case it should consider and implement initiatives that increase service in core neighbourhoods where transit is profitable, and decrease or eliminate service in as many outlying suburban areas which simply do not have the population density to support transit profitability.

It can be argued that safe, convenient transit systems are a necessary part of any city's infrastructure. Saskatoon City Council has itself endorsed the promotion of alternative means of transportation such as public transit as a strategy to alleviate traffic congestion, road maintenance and construction costs in the city. Transit can choose, therefore, to operate with the primary goal that it is a community or civic service and with the understanding that in order to provide a relatively equitable level of service to people in all areas of Saskatoon regardless of where they reside (core, intermediate or outlying areas) and that it cannot necessarily do so in as profitable a manner as it would ideally like.'

**POLICY IMPLICATIONS**

The recommendations regarding policy reflect, in general terms, the policies of the past. Certainly it is not being proposed that the revenue/cost ratio of 55% be revised, nor are the

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walking distance parameters being recommended for change. (In fact, it would be difficult to radically revise the walking distances since almost all recent subdivisions outside Circle Drive have been designed with transit walking distances as design parameters.)

However, this report recommends a philosophy and, in turn, a more concise definition of level of transit service. It provides more stability in regards to level of service, and allows Transportation staff the guidelines and an objective framework upon which to base service decisions. It also allows for longer-term decisions to guide the development and revisions to service, rather than short-term decisions.

In summary this report is recommending the following transit service levels:

**Hours of Service**

Base Transit Service

Weekdays, Monday to Friday

30-minute service from 06:15 to 18:15

60-minute service from 18:15 to 01:00

Saturdays

30-minute service from 10:15 to 18:15

60-minute service from 06:15 to 10:15, and from 18:15 to 01:00

Sundays

60-minute service from 10:15 to 22:00

Statutory Holidays

No service

Market-Based Transit Service

Weekdays, Monday to Friday

15-minute service from 06:15 to 18:15 when and where warranted

30-minute service from 18:15 to 01:00 when and where warranted

Saturdays

15-minute service from 10:15 to 18:15 when and where warranted

30-minute service from 06:15 to 10:15, and from 18:15 to 01:00 when and where warranted

Sundays

30-minute service from 10:15 to 22:00 when and where warranted

**Coverage**

450 metres walking distance to transit service for 95% of residences.

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250 metres walking distance to transit service for densely populated senior citizen residences.

600 metres walking distance, wherever practical, to transit service in industrial areas.

**Exceptions to Proposed Policy**

- Developing Subdivisions, subject of a further report.
- Existing Low Density Residential Areas, subject of a further report.
- Industrial Areas, peak hour weekday service only.

Attachment 1 outlines the current services provided by Saskatoon Transit Services, and the resultant services based on the recommended policy.

**FINANCIAL IMPACT**

It is envisioned that the recommended service levels will result in a reduction of service hours. It is proposed to initiate the service revisions in October, 1996 and to stage the complete revisions over the next 15 months. Therefore, by January, 1998, the service will reflect the recommended service policy.

The Transportation Department will report on the resultant savings as part of the 1997 Operating Budget deliberations.

**ENVIRONMENTAL IMPACT**

It is recognized that transit is environmentally supportive. The recommended policy reinforces transit's contribution to the environment, more so than the other options considered in this report

**ATTACHMENTS**

1. Existing and Proposed Service Levels"

*IT WAS RESOLVED: 1) that the base and market based enhanced levels of transit service as outlined in this report be adopted as policy;*

*2) that the mill rate support for the Transit Utility be established at 45% of total operating expenditures;*

*3) that a further report be prepared to address the staging of transit services into new, developing subdivisions;*

*4) that a further report be prepared to address base transit services in Montgomery Place, McNab Park, and 2nd*



*Avenue North; and*

- 5) *that the Administration provide a further report on ridership between 12:00 midnight and 1:00 a.m. for consideration in preparation of the 1997 budget.*

**REPORT NO. 13-1996 OF THE ADMINISTRATION AND FINANCE COMMITTEE**

Composition of Committee

Councillor R. Steernberg, Chair  
Councillor A. Atchison  
Councillor D.L. Birkmaier  
Councillor H. Langlois  
Councillor P. Roe

**1. Building Repair and Maintenance  
City-Owned/Board-Operated Facilities  
(File No. CK. 600-1)**

- RECOMMENDATION:**
- 1) that Boards, Commissions, and City Departments implement a full comprehensive maintenance program for City-owned facilities, and that the budget and all related facilities management expenses for this be transferred to the Asset Management Department; and
  - 2) that the General Manager of the Asset Management Department work with the appropriate Department and Board/Commission Heads to implement an appropriate program.

Your Committee has reviewed the following report of the General Manager, Asset Management Department, dated July 24, 1996, with respect to the above matter with the General Manager and the Manager of the Operations and Maintenance Branch of the Asset Management Department, and supports the proposal to transfer the maintenance program for all civic facilities to the Asset Management Department in order to centralize expertise and ensure there is an ongoing and consistent maintenance program for each facility. (The figures quoted in Attachment "A" to the report have been amended slightly since it was before the Committee.):

**"BACKGROUND**

The Executive Committee, at its meeting held on February 14, 1996, considered the above matter and resolved:

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- '1) that the Committee agree in principle that the Asset Management Department be responsible for the maintenance and repair of City - Owned Board-Operated facilities: and
- 2) that the Administration submit a report on how this would work.'

In addition, at the meeting of the Budget Committee held on March 19, 1996, during discussion of the operating grant provided to the Centennial Auditorium, the Committee resolved, in part:

'that the Administration and Finance Committee be requested to review and report to Council, prior to the 1997 operating budget deliberations, regarding the adequacy of facility reserves and the maintenance standards of all civic buildings.'

**DISCUSSION**

How would this work?

Our vision for the City's facilities infrastructure is a long-term asset management strategy (as per the City Plan Item V) that combines a comprehensive maintenance philosophy with prudent financial management practises. The strategy includes a preventive, methodical, structured approach using qualified staff maintaining to specified standards. It provides for a balanced usage of core internal staff in combination with external contracts that optimize on available local expertise and resources.

Ultimately, the strategy provides an opportunity to move to an activity-based management model for civic buildings where overall facilities costs are restrained and more directly linked to the cost of providing civic services. This restructuring would enable these activities to be managed similar to many private-sector facilities management organizations, but with greater emphasis on the longer-term effects of any implemented strategies.

In our experience, this strategy can be more economically and effectively accomplished by transferring existing staff and facilities' budgets to the Asset Management Department and providing services in accordance with a written Facilities Management contract. This direct management control of **ALL** facilities costs (maintenance, janitorial, utilities and reserve allocation) provides for the flexibility needed to allocate funds where they are most needed.

Facilities costs are all interrelated and overexpenditures in one area ought to be balanced with underexpenditures in another, therefore keeping overall costs minimized and sustainable. These expenditures can sometimes be staged to complement programming priorities, but are often in conflict for scarce funds. However, various 'phase in' options are possible and are executable.

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The Asset Management Department believes that a reasonable compromise between these priorities can ultimately be reached with any new facilities' clients. Therefore, Board-operated, City-owned facilities should be phased into the City's Comprehensive Maintenance program in a similar fashion to implementation of the program in other civic facilities.

For all new clients, a facilities management plan is required that incorporates a preliminary condition assessment and a determination of the monies required to restore the facility to an acceptable standard. Following this, the Asset Management Department would develop a financial and comprehensive maintenance plan which would incorporate the appropriate core elements of preventive maintenance and a provision to the Reserve.

Implementation of the plan follows acceptance of the facilities management strategy and financial commitment by the client, including transfer of the existing labour and other resources to the Asset Management Department. The status of implementation of the current program City wide is shown in Attachment A.

Given our existing commitments, and new facility management agreements with Saskatoon Police Service and the Transportation Department (predominantly Transit Services Branch), the following implementation plan for additional facilities is reasonable:

- a. Saskatchewan Place - end of 1997
- b. Centennial Auditorium - end of 1998
- c. Library and Mendel Art Gallery - end of 1999.
- d. All remaining City of Saskatoon facilities - end of 2000 (primarily those currently belonging to Public Works and Environmental Services Departments)

All of the Boards and Commissions, except the Mendel Art Gallery, have received a presentation on a suggested maintenance plan (see Attachment A). The extent of implementation of the recommended plans is not known to the Asset Management Department.

Alternatives

Alternative strategies to that being recommended can be implemented but they are less effective as the maintenance effort is usually diluted by mixing these costs with the program priorities. Such strategies include:

- a. continuing the status quo; and
- b. merely setting appropriate corporate standards and somehow enforcing compliance.

Adequacy of the Comprehensive Maintenance Reserve

When the Reserve was originally set up, eligible facilities contributed an amount equivalent to 1.3% of the facilities' New Replacement Value (NRV) as determined by Insurance schedules. Earlier this year, Council agreed with a recommendation to reduce this rate to

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1.2%. Over the past few years, inflows to the Reserve have exceeded outflows but this trend will not likely continue. The 1996 Budget document predicted YE balance for 1996 of approximately \$4,157,000, increasing to approximately \$5,457,000 at the end of December 2000. Even considering the changes since then, the current allocation and reserve balance is considered sufficient, provided all new facilities are first restored to the appropriate standard, have a fully-implemented facilities management plan, and then contribute to the Reserve at the recommended rate.

An outstanding requirement of the original reserve report is to provide for inclusion of outdoor pool tanks in the eligible inventory. This has not previously been possible as the structural condition of the pools was largely unknown at the time of the original report and recommendations. The pool tanks will be considered for eligibility this year, though, along with consideration for facilities parking lots and associated fencing. Given these changes, a more detailed Reserve cash flow forecast is required and is scheduled to be completed in time for 1997 budget deliberations.

Maintenance standards of all civic facilities

Generally, facilities that we have examined so far have put too much emphasis on custodial maintenance, and insufficient attention to mechanical, electrical, and structural matters. The facilities' maintenance strategy employed has usually been disjointed, concentrating on short-term and cosmetic matters, rather than on a long-term integrated approach. In addition, there usually is no energy management plan in place.

Approximately half of the City's facilities infrastructure is currently covered by the comprehensive maintenance program and is funded at a level that will optimize its economical life. The balance (primarily the Boards and Commissions other than Saskatoon Police Service), require updated condition assessments before any realistic comment can be made as to the effectiveness of the facilities management programs currently in place. This could cost from \$20,000 to \$30,000 per facility depending on the need for external consultants.

Once facilities have been maintained under the program, the expectation is that the combined facilities management costs will be gradually reduced, primarily due to Preventive Maintenance and Energy Management activities. Alternatively, the most likely outcome of not implementing a comprehensive maintenance strategy for the City's facilities will be a deteriorating infrastructure with much increased overall costs in the long term.

**OPTIONS**

There are no alternatives to the recommended action other than the status quo.

**POLICY IMPLICATIONS**

There are no policy implications, the existing City Bylaw No. 6774 can accommodate the recommendations.

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**FINANCIAL IMPACT**

The financial impact of full implementation of the recommendations will not be known until the maintenance plans are reviewed again. Our experience with the program to date, however, has been that once 'one time upgrade costs' are identified, the funds normally budgeted for facilities maintenance (including janitorial and utilities) are sufficient - other than an annual allocation to the Reserve (1.2% NRV). This would, however, have to be reviewed on a case by case basis.

**ATTACHMENTS**

1. City of Saskatoon - Facilities Inventory"

*IT WAS RESOLVED: that the matter be referred back to the Administration and Finance Committee.*

2. **Replacement of the Utility Billing System  
(File No. CK. 261-12)**

- RECOMMENDATION:**
- 1) that the Administration negotiate a formal contract with Sierra System Consultants Inc. to co-develop a Customer Information System to replace the existing Utility Billing System; and
  - 2) that the Administration bring forward the final contract and the necessary amendments to the Capital Budget for approval by City Council.

*ADOPTED.*

Your Committee has reviewed the following report of the General Manager, Finance Department, dated July 22, 1996, with respect to the above matter, with representatives of the Finance Department and supports the next step in the process as outlined in this report:

**"BACKGROUND**

In the early 1990's, City Council approved a new technology direction for the City of Saskatoon, which included the migration (hardware and software) from our mainframe computer to the client/server technology platform. This strategy recognized a number of benefits, including networking desktop computers within the City, avoiding major incremental mainframe upgrades in favour of smaller servers tailored to meet application needs, and opening up many new options to meet customer demands (including interactive use of data, remote access, internet access, etc.).

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The City's existing Utility Billing System was installed, as a mainframe system, in the early 1980's. While this system has served us well, it has become obsolete in many ways. It is becoming more expensive to maintain and is not able, without major revision, to address many of the services our customers request (including remote access to data, faster turnaround times, their choice of monthly billing dates, etc.). In addition, this is one of the many mainframe systems which will not be able to operate in the year 2000. Much of the functionality is driven sequentially on a 2-digit date (e.g. 1996 is 96), and when the date '00' is required, the system will read it as 1900.

Project 1058: Mainframe Application Conversions of the 1996 Capital Budget includes the following comments with respect to this system:

**'City Council has approved, through a prior year's capital budget, \$250,000 towards the planning and design of a Customer Information System to replace the existing Utility Billing System before the end of the century. Upon completion of this phase in 1996, an implementation strategy and capital plan will be developed for inclusion in the 1997 Capital Budget/1998/01 Capital Plan.'**

**JUSTIFICATION**

Introduction

In May of 1995, the Administration formed a Task Force, including staff from the Public Works (Electrical Utility), Environmental Services (Water/Sewage Utilities), and Finance (Treasurers and Corporate Information Services Branches), with a mandate to make a recommendation on the direction regarding the replacement of the current Utility Billing System.

In addition, the Administration formed a Steering Committee to assist and provide direction to the Task Force as it progressed through its assignment. The Steering Committee is made up of the General Manager of Public Works, the General Manager of Environmental Services, the General Manager of Finance, the Branch Manager of Corporate Information Services and the City Treasurer.

The Administration has now completed the planning and design phase of a Customer Information System (CIS) to replace the existing Utility Billing System.

Process to-date

In the fall of 1995, the City contracted with Sierra Systems Consultants to facilitate a Business Process Improvement (BPI) activity for utility billing and related functions. BPI is an activity-based management methodology developed to help an organization make significant advances in the way its business processes operate. The methodology aids in

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simplifying and streamlining operations, while ensuring that both internal and external customers receive good quality output.

The BPI project was accomplished over four months through eight workshops lasting 2-3 days each. An average of 15 civic staff were involved in each workshop, involving employees from the Electrical Utility, the Water Utility, the Corporate Information Services Branch the Treasurers Branch (Customer Service, Collections, Billing Centre and Meter Reading Sections). In addition, a Senior Auditor from the Auditor General's Office participated in the sessions.

The first six workshops defined our current business processes, identified problems and obstacles, and brainstormed areas for improvement. The final two workshops concentrated on solutions, including the redesign or elimination of current processes. BPI techniques were used to eliminate non-value added activities, streamline existing processes, automate many manual processes, and incorporate 'best practices' from external experts. One measure of the success of this process is to note that the 1031 regular activities identified in the current situation were reduced to 592 activities in the new design.

As a result of this process the City has a design document, based on the business functions needed to meet the needs of our customers, which describes the requirements of a replacement system.

Rationale for Replacement

There are four main factors supporting the recommendation to replace the existing Utility Billing System.

1. Increased Difficulty in Meeting Customer Demands and Expectations

Since the early 1980s, customer expectations and demands have changed a great deal. The City has responded, to the best of its ability, with reprogramming within the existing billing system. Initiatives such as direct debit payments, budget (equalized) monthly payments, changes to deposits, and changes to late payment charges have been completed over the last few years.

However, as technology changes, customer needs and expectations continue to change, and many of these requests cannot be answered with the existing billing system. Today customers expect to do much of their business online (through remote access of the internet).

For example, many customers want the ability to check their account and make their payment electronically, and confirm that payments are reflected on their account. In a mainframe 'batch processing' system, transactions are not updated to the system as they occur, but are updated, in large volumes, on a periodic basis. There is no ability to update data 'real-time', as transactions occur.

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Many customers want to choose the date of the month on which they prefer to be billed. In addition, many customers who are billed for more than one property prefer to receive a consolidated bill. These are examples of requests that cannot be accommodated with the existing billing system, as this can only bill on predefined sequential routes.

Many customers express concern with our estimated bills. We believe there are better estimating models available today, but incorporating those technologies into the existing system would be very difficult.

In addition to customer requests and expectations, it should also be noted that, from a technical perspective, it is becoming increasingly difficult and expensive to maintain the existing application. Over the years that this application has been in service it has had many 'fixes' applied, and a number of enhancements have been incorporated into the original code. Some of the problems we encounter now require contact with (and occasional on-site support from) external consultants.

2. City of Saskatoon Technology Direction

The City began migrating its systems from the mainframe operating environment to the client/server environment a number of years ago. One of the last systems (and the largest application) to be addressed as part of this migration is the Utility Billing System.

The client/server platform utilizes the power of desktop computers (clients), connected through local area networks with a server that is sized to run the billing system efficiently. The migration of the billing system from the mainframe will allow the planned shutdown of the mainframe to occur.

3. Internal Efficiencies

The BPI workshops highlighted many activities that have become inefficient over time, and many other activities that are required only to support the existing Utility Billing System. As noted above, over 40% of the existing activities performed in support of the current system can be eliminated or redesigned with the conversion to a replacement billing system.

Some examples of inefficiencies, as identified through the BPI process include:

- service connection work cannot be started until the day after a request is received
- a customer cannot open a new account for a service address until the old account is closed
- credit history stays with a service address - it does not transfer with a



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- customer
- most processes are very paper intensive
- data is untimely and limited
- many errors are introduced through the rekeying of data
- many exception accounts are maintained manually
- many duplicate systems have been introduced over time due to mistrust and untimeliness
- excessive amounts of staff time is spent to support the business functions

In addition to increasing internal efficiencies, many of these gains also result in increased service levels to our customers.

4. Year 2000 Issue

Many software applications installed a decade or more ago were not developed to accept the year 2000, because most applications written in those years did not assume a system life that would extend to the year 2000. Most processes in the existing Utility Billing System are driven by a 2-digit date (i.e. 96 for 1996, 97 for 1997, etc.). Processing is done sequentially based on this date parameter. The year 2000 would be recognized as 00, but the software will read that date as 1900. As a result, most processing will not work when the year 2000 is referenced.

There is an option to contract with a consultant to reprogram this system, however the cost, estimated at \$210,000, will only provide for existing functionality to continue. This option does not address the other three factors which support the decision to replace the existing billing system.

Request for Information

In April of 1996, the Administration issued a Request for Information (RFI) to about 15 companies, receiving expressions of interest from all but three. The RFI included some background on the City and its utility operation, described the major business processes required in the CIS system as determined through the BPI process, and described the technology direction of the City. An analysis of the responses resulted in four possible options for replacement of the billing system:

- \* SCT Utility Systems, Inc. offered its BANNER Customer Information System
- \* EDS Canada offered its Customer\*STAR II information and billing solution
- \* Sierra Systems Consultants Inc. offered to co-develop a customized CIS system with the City of Saskatoon
- \* 4 Star Group, Inc. offered to co-develop a customized CIS system with the City of Saskatoon

Civic staff visited sites where the two package solutions are currently installed, and invited both developers to make a presentation in Saskatoon. These visits and presentations were

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completed on June 28, 1996. The Task Force then applied their pre-determined ranking criteria to these four options. The criteria included consideration about the companies, cost, business function fit, technology fit, support and maintenance, risks, benefits, and timing.

The result of this final analysis led to a unanimous recommendation from the Task Force, which is supported by the Steering Committee.

**Recommendation**

As a result of the RFI process, the presentation made to civic staff, and the highest ranking against the criteria used to assess all four options, Sierra Systems Consultants, Inc. is recommended to co-develop the replacement application for our existing Utility Billing System. Sierra has been in business in western Canada since 1966, and is an employee-owned company with offices in Vancouver, Victoria, Prince George, Calgary and Edmonton.

This company co-developed with the City of Saskatoon the client/server replacement system for the mainframe tax and assessment system. That application was installed in January of 1996, and has since been sold to the City of Regina as well (with a royalty to the City of Saskatoon).

In addition, as noted earlier in the report, Sierra facilitated the BPI process for the utility billing system last fall, and is currently conducting additional BPI workshops for other City of Saskatoon processes.

**OPTIONS**

Three optional approaches were considered once the BPI process workshops were completed.

**Option 1 - Outsourcing**

The Administration met on a number of occasions with representatives from the Regina offices of ISM, who currently provide some printing and mailing services for the City of Saskatoon. ISM would be able to run our existing billing system (assuming the year 2000 date problem was fixed), but as noted through the BPI workshops, this system no longer meets the business needs of the City or our customers. In addition, with the phase-out of our mainframe computer, the City would not have the option to bring this system back in house in the future.

Finally, the incremental operating cost (fee-for-service to ISM) of approximately \$500,000 annually was deemed prohibitive. This estimated processing fee does not include any modifications, fixes or enhancements the City may require (for example, fixing the year 2000 issue). Programming of this nature would be billed to the City on a fee-for-service basis.

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Option 2 - Package Solution

Two of the vendors short-listed through the RFI process offered package solutions. The SCT Utilities solution (BANNER CIS) offered a very close fit with our functionality requirements (our business needs), but did not fit our technical direction. This package would require the City to build a second technical infrastructure, obtain expertise to maintain this infrastructure, and build a good number of interfaces for this application to communicate with existing applications already in place (including the financial systems and the property tax and assessment system).

The EDS package solution (Customer\*STAR II) was developed using the same technology as the City of Saskatoon, but only met about 50% of the functionality in our CIS design document. In order to meet existing and required business needs, this package would require substantial additional investment.

Based on the factors noted, and the overall ranking and weighting process noted earlier in this report, the package option is not recommended.

Option 3 - Co-development of a Customized City of Saskatoon Solution

Two of the vendors short-listed through the RFI process offered co-development of a customized solution for the City of Saskatoon. Both the Sierra Systems Consultants and 4 Star Group proposals proposed to incorporate all of our business needs in the software, and both offered to develop using technology that fit the City of Saskatoon direction.

The differentiation between these two developers came in the area of cost and financial risk. The Administration recommends, based on both of these considerations, that the City contract with Sierra System Consultants, Inc. for the co-development of a customized CIS application.

**POLICY IMPLICATIONS**

While there are no inherent policy implications based on these recommendations, there will be a number of administration policies (restrictions based on our current system) that can be removed once the application is implemented. For example, many of the customer service requests and efficiency gains, noted in other sections of the report, can be addressed with the migration to this application.

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**FINANCIAL IMPACT**

The utility billing function exists solely to support the civic utilities. While many of the functions are carried out in the Treasurer's Branch (meter reading, billing, collection, and customer service), these operating programs are fully cost-recovered from utility revenues. The prior year's capital budget provision, approved for the design of a replacement CIS system, was funded from the replacement reserves of those utilities, and the Administration will be proposing that the replacement project, once it is fully quantified this fall, also be funded from the reserves of the benefitting utilities.

While many of the financial details still need to be determined (and will be reported as part of the capital budget request), the following information is currently available:

- \* The development fee to Sierra has been proposed as a fixed price of \$1,747,000.
- \* Sierra has offered a number of payment options, including deliverable based payments, payment upon final delivery and acceptance, or long-term financing after final delivery and acceptance. Some of these options would include any actual carrying charges incurred by Sierra, but also leave the potential financial risk with Sierra.
- \* Sierra plans to market this application to other municipalities after successful implementation in Saskatoon, and have offered a royalty of 20% of future license fees to the City. This is a similar arrangement to the one in place for the tax and assessment system implemented earlier this year, for which an additional sale has already been made.
- \* Sierra will offer any enhancements it develops for other purchasers to the City of Saskatoon at no cost."

**3. Communication to Council**

**From: Doug Swan, United Blueline**

**Gerald Adams, Saskatoon Radio Cabs Ltd.**

**Date: July 12, 1996**

**Subject: Requesting a meter rate increase for taxicabs and an amendment to the bylaw regarding taxi licenses**

**(File No. CK. 307-2)**

**RECOMMENDATION:** 1) that Section 49(3) of **License Bylaw No. 6066** be amended to reflect the following increase in taxicab rates, effective November 1, 1996:

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\$2.10 for first 90 meters or portion thereof;  
\$0.10 for each additional 90 meters, and  
Hourly driving - \$30.00 per hour with a 16-kilometer limit  
-extra kilometers at \$1.00 per kilometer;  
18-second clock operating on all trips; and

- 2) that the City Solicitor be requested to prepare the required bylaw amendment for consideration by City Council.

*ADOPTED.*

Attached is a copy of the above-noted communication, which was referred to the Administration for a report.

Your Committee has met with representatives of the two taxicab companies to review their request for a fare increase and a reduction in the ratio of taxi licenses to population, and supports the request for a fare increase, as outlined in the following report of the A/General Manager, Finance Department dated July 12, 1996. Your Committee does not support the request to reduce the ratio of taxi licenses from 1 for every 1,000 people to 1 for every 1,400 people, in that it was determined the current ratio is approximately 1 for every 1,400 people. Changing the policy may have a detrimental effect on a number of existing licenses, which would not be desirable:

**"BACKGROUND**

Taxicab licenses and rates are regulated by City Council's licensing bylaws. This bylaw was last amended, for rate setting purposes, on December 3, 1990, at which time City Council approved an approximate 10% increase since the previous adjustment two years before. In addition, City Council also provided for an amendment which would recognize the need to apply GST to taxicab rates.

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Through its licensing powers, City Council regulates the number of taxicabs which may operate in the City of Saskatoon. On July 19, 1993, City Council resolved that any additional licenses which it might seek to grant would be issued by way of a public tendering process. Prior to this change, a waiting list existed and the normal practice would have been that the person on the top of the list would receive the next available license. Because of the apparent demand for such licenses, that individual could have immediately profited from that license ownership without having had any intention of operating the taxicab. This waiting list was abolished on July 19, 1993.

**JUSTIFICATION**

The managers of Saskatoon's two taxi companies have now requested the approval for an adjustment to their rates which will equal approximately 10%. In our opinion, this increase is reasonable in relation to the rate of inflation since the last increase, as well as the City's experience with transportation servicing costs. The Administration is therefore recommending to the Committee that the requested rate increases be adopted.

The request to reduce the number of taxicabs which are licensed to 1 for every 1400 population compared to the current rate of 1 for every 1000 requires further discussion with the managers of the taxi cab companies. Such discussion would be of benefit to the members of the Committee and it is therefore recommended that the managers of the two taxi companies be invited to meet with the Committee at its next meeting. The issues which will require clarification include:

1. What is the current ratio of active taxi licenses compared to our population of 200,000?
2. What impact will the reduction in licensing have on wait times/customer service?
3. How do the companies propose to implement the reduction in licensing (because of the market value of the licenses, would such a reduction be implemented over time as the population increases rather than withdrawing existing licenses)?
4. How did the companies arrive at the revised ratio?

**OPTIONS**

City Council has the option of denying any application for changes to the licensing bylaw. It would make such a denial based on its need to regulate what is essentially a monopoly. Therefore, Council must take into consideration what alternatives are available to the citizens of Saskatoon and to ensure that adequate service is being provided to both its citizens and visitors.

**POLICY IMPLICATIONS**

The recommendation will require a change to a City bylaw.

**FINANCIAL IMPACT**

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The recommendation has no direct financial impact on the City's budget. However, the increase in fares will directly impact the users of the service.

**ATTACHMENTS**

1. Letter from Doug Swan, United Blueline and Gerald Adams, Saskatoon Radio Cabs Ltd. dated June 12, 1996."

*Moved by Councillor Postlethwaite, Seconded by Councillor McCann,*

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

*CARRIED.*

**UNFINISHED BUSINESS**

- 6a) Environmental Tobacco Smoke -  
A Proposal to Amend *The Smoking Bylaw*  
Saskatoon District Health Board  
Proposed Bylaw No. 7554  
(File No. CK. 185-3)**

*DEALT WITH EARLIER. SEE PAGE NO. 41.*

**ENQUIRIES**

**Councillor Postlethwaite  
Funding - Pedestrian and Bicycle Circulation  
System and Street Furniture  
(Files CK. 5300-5 and 1000-4)**

Would the Administration please report on the possible sources of funding for a study of current pedestrian and bicycle routes with a view of creating an integrated pedestrian and bicycle circulation system, equivalent to the current vehicular transportation system.

Further, could a source of funds for the provision of street furniture, for the use of pedestrians and cyclists, e.g., benches, outside of such areas as BID's, Meewasin, bus stops and other specific locations, currently served by other programs, be identified.

I ask this to 'encourage the use of alternative forms of transportation such as walking, cycling and public transit, and help to promote a balanced transportation system'. (Quote from proposed policy statement, Plan Saskatoon.)

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Currently there is no recognized budget item for such expenditures.

**GIVING NOTICE**

Councillor Postlethwaite gave the following Notice of Motion:

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

"THAT the City Hall Cafeteria be deemed smoke-free as soon as possible to set an example instead of providing sanctuary for smokers whose own places of employment prefer to be smoke-free."

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

*THAT the Notice of Motion be waived.*

*NOT CARRIED UNANIMOUSLY.*

**INTRODUCTION AND CONSIDERATION OF BYLAWS**

**Bylaw No. 7554**

Moved by Councillor Postlethwaite, Seconded by Councillor McCann,

THAT permission be granted to introduce Bylaw No. 7554, being "*Smoking Control Bylaw, 1996*" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Postlethwaite, Seconded by Councillor Langford,

THAT Bylaw No. 7554 be now read a second time.

CARRIED.



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The bylaw was then read a second time.

Moved by Councillor Postlethwaite, Seconded by Councillor Langlois,

THAT Council go into Committee of the Whole to consider Bylaw No. 7554.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 7554 was considered clause by clause and approved.

Moved by Councillor Postlethwaite, Seconded by Councillor Atchison,

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

CARRIED.

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Moved by Councillor Postlethwaite, Seconded by Councillor Birkmaier,

THAT permission be granted to have Bylaw No. 7554 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Postlethwaite, Seconded by Councillor Waygood,

THAT Bylaw No. 7554 be now read a third time, that the bylaw be passed and the Mayor and the City Clerk be authorized to sign same and attach the corporate seal thereto.

CARRIED.

The bylaw was then read a third time and passed.

**Bylaw No. 7567**

Moved by Councillor Postlethwaite, Seconded by Councillor McCann,

THAT permission be granted to introduce Bylaw No. 7567, being "*The Waterworks Bylaw, 1996*" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Postlethwaite, Seconded by Councillor Langford,

THAT Bylaw No. 7567 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Postlethwaite, Seconded by Councillor Langlois,

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THAT Council go into Committee of the Whole to consider Bylaw No. 7567.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 7567 was considered clause by clause and approved.

Moved by Councillor Postlethwaite, Seconded by Councillor Atchison,

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

CARRIED.

Moved by Councillor Postlethwaite, Seconded by Councillor Birkmaier,

THAT permission be granted to have Bylaw No. 7567 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Postlethwaite, Seconded by Councillor Waygood,

THAT Bylaw No. 7567 be now read a third time, that the bylaw be passed and the Mayor and the City Clerk be authorized to sign same and attach the corporate seal thereto.

CARRIED.

The bylaw was then read a third time and passed.

*Moved by Councillor Postlethwaite,*

*THAT the meeting stand adjourned.*

*CARRIED.*

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The meeting adjourned at 11:30 p.m.

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Mayor

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City Clerk