

Council Chamber
City Hall, Saskatoon, Sask.
Monday, November 3, 1997
at 7:00 p.m.

MINUTES OF REGULAR MEETING OF CITY COUNCIL

PRESENT: His Worship Mayor Dayday in the Chair;
Councillors Atchison, Birkmaier, Harding, Heidt, Langford, Maddin,
McCann, Roe, Steernberg and Waygood;
City Commissioner Irwin;
City Solicitor Dust;
City Clerk Mann;
A/City Councillors' Assistant Holmstrom

PRESENTATION: *His Worship the Mayor and Mr. Dave Rumpel, President, Local 80, presented Mr. Darren Kurmey with the joint City of Saskatoon/Saskatoon Professional Fire Fighters Union Local 80 - Budz-Guenter Memorial Scholarship. His Worship the Mayor and Mr. Rumpel expressed their congratulations to Mr. Kurmey.*

Councillor Harding introduced the Grade 5 Class from St. Matthew's School and their teacher, Elizabeth Krizer. They are completing a project on Municipal Government.

His Worship the Mayor introduced the St. Marten's 24th Scout Group and welcomed them to the meeting.

APPOINTMENT OF DEPUTY MAYOR

REPORT OF THE CITY CLERK:

“Pursuant to *The Urban Municipalities Act, 1984*, City Council is required to appoint a Deputy Mayor.

In the past, Council has appointed the Deputy Mayor on a reverse alphabetical basis with a monthly rotation.

Should Council determine that this procedure is acceptable, and in following the rotation pattern to date, it is recommended:

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 2**

That the following be appointed Deputy Mayor for the months indicated:

Councillor Waygood	For the month of November, 1997;
Councillor Steernberg	For the month of December, 1997;
Councillor Roe	For the month of January, 1998;
Councillor McCann	For the month of February, 1998;
Councillor Maddin	For the month of March, 1998;
Councillor Langford	For the month of April, 1998;
Councillor Heidt	For the month of May, 1998;
Councillor Harding	For the month of June, 1998;
Councillor Birkmaier	For the month of July, 1998; and,
Councillor Atchison	For the month of August, 1998.”

Moved by Councillor Heidt, Seconded by Councillor Atchison,

THAT the following be appointed Deputy Mayor for the months indicated:

<i>Councillor Waygood</i>	<i>For the month of November, 1997;</i>
<i>Councillor Heidt</i>	<i>For the month of December, 1997;</i>
<i>Councillor Roe</i>	<i>For the month of January, 1998;</i>
<i>Councillor Steernberg</i>	<i>For the month of February, 1998;</i>
<i>Councillor Maddin</i>	<i>For the month of March, 1998;</i>
<i>Councillor Langford</i>	<i>For the month of April, 1998;</i>
<i>Councillor McCann</i>	<i>For the month of May, 1998;</i>
<i>Councillor Harding</i>	<i>For the month of June, 1998;</i>
<i>Councillor Atchison</i>	<i>For the month of July, 1998; and,</i>
<i>Councillor Birkmaier</i>	<i>For the month of August, 1998.</i>

CARRIED.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 3**

INTERIM APPOINTMENTS TO STANDING COMMITTEES

REPORT OF THE CITY CLERK:

“The following is a letter dated October 29, 1997, from His Worship the Mayor:

‘As a result of the recent civic election, Council vacancies exist on several Committees. The following are my recommendations for appointments for the period of October 27 to December 31, 1997:

Planning and Operations Committee	-	Councillor Howard Harding
Administration and Finance Committee	-	Councillor Jim Maddin
Audit Committee	-	Councillor Jim Maddin
Land Bank Committee	-	Councillor Howard Harding”

Moved by Councillor Atchison, Seconded by Councillor Heidt,

THAT the following interim appointments be made for the period of October 27 to December 31, 1997:

<i>Planning and Operations Committee</i>	<i>-</i>	<i>Councillor Howard Harding</i>
<i>Administration and Finance Committee</i>	<i>-</i>	<i>Councillor Jim Maddin</i>
<i>Audit Committee</i>	<i>-</i>	<i>Councillor Jim Maddin</i>
<i>Land Bank Committee</i>	<i>-</i>	<i>Councillor Howard Harding</i>

CARRIED.

Moved by Councillor Waygood, Seconded by Councillor McCann,

THAT the minutes of the regular meeting held on October 6, 1997 and Induction Ceremony for Mayor and Councillors held on October 27, 1997 be approved.

CARRIED.

COMMUNICATIONS TO COUNCIL

The following communications were submitted and dealt with as stated:

A. REQUESTS TO SPEAK TO COUNCIL

**1) Arla Gustafson, Executive Director
Saskatoon's United Way, dated October 27**

Requesting permission for Mr. Frank Vegessi, President, to address Council regarding Saskatoon's United Way. (File No. CK. 205-1)

RECOMMENDATION: that Mr. Vegessi be heard.

Moved by Councillor Roe, Seconded by Councillor Waygood,

THAT Mr. Vegessi be heard.

CARRIED.

Mr. Vegessi, President, Saskatoon's United Way, briefly profiled the operation of the agency. He requested the continued support of City Council and all City employees.

Moved by Councillor Birkmaier, Seconded by Councillor Langford,

THAT the information be received.

CARRIED.

**2) Julian W. Bodnar,
Barrister & Solicitor, dated October 29**

Requesting permission to address Council regarding Pedestrian Actuated Signals on Russell Road and Goerzen Street. (File No. CK. 6150-3)

RECOMMENDATION: that Mr. Bodnar be heard and that Clause 2, Report No. 22-1997 of the Planning and Operations Committee be brought forward for consideration.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 5**

Moved by Councillor McCann, Seconded by Councillor Atchison,

THAT Mr. Bodnar be heard and that Clause 2, Report No. 22-1997 of the Planning and Operations Committee be brought forward for consideration.

CARRIED.

“REPORT NO. 22-1997 OF THE PLANNING AND OPERATIONS COMMITTEE

**2. Proposed Intersection Improvements
Russell Road and Goerzen Street
(File No. CK. 6150-3)**

- RECOMMENDATION:**
- 1) that a pedestrian-actuated signal be installed on Russell Road at Goerzen Street in 1998; and
 - 2) that funding of \$30,000 be allocated from the 1998 Capital Budget - Project No. 631 (Traffic Safety) for this improvement.

Your Committee has reviewed the report of the General Manager, Transportation Department dated October 8, 1997 and has received a presentation from Mr. Julian Bodnar, on behalf of the St. Angela School Parent Council and the Brownell Home and School Association, asking that consideration be given to installing the pedestrian-actuated signal in 1997 rather than in 1998 as recommended by the Administration. Your Committee was advised by the Administration that there is no funding for installation in 1997, the manpower is not available at this time, and the construction season is fast coming to an end.

Your Committee was further advised that as an interim measure, the Transportation Department is proposing that a temporary pre-cast concrete curbing bulb be installed through the intersection of the parking lane. This will improve safety for pedestrians by preventing northbound vehicles from using the curb lane to pass northbound vehicles stopped for pedestrians and by preventing vehicles from parking in this area which is currently signed as “No Stopping” but is frequently abused. This bulbing will also allow the pedestrian signing to be relocated closer to the driving lanes, thereby improving the visibility of the signing. The bulbing will remain in place until the pedestrian actuated signal can be installed in 1998. The cost of the interim measure is approximately \$1,000.

Upon review of the matter, your Committee supports the recommendations outlined in the following report of the General Manager, Transportation Department dated October 8, 1997:

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 6**

“BACKGROUND

The Transportation Department has received a request from the St. Angela School Parent Council and the Brownell Home and School Association for the installation of a pedestrian-actuated traffic signal at the intersection of Russell Road and Goerzen Street. As a result of this request, a study of the intersection was initiated to review the operation of the intersection.

DISCUSSION

The Silverwood Heights neighbourhood is a double neighbourhood containing four schools on a large, centrally located neighbourhood park. Brownell School and St. Angela School are located on Russell Road. Silverwood School and Sister O'Brien School are located on Silverwood Road. This neighbourhood has a population of approximately 12,000 people. The land use is primarily single family residential; however, there are a considerable number of duplexes concentrated along Russell Road as well as a number of medium density multi-unit dwellings and townhouse style condominium developments. The neighbourhood is bounded by the arterial roadways of Wanuskewin Road to the west and Lenore Drive to the south. The east side of the neighbourhood borders the South Saskatchewan River while the north side is adjacent to Silverwood Golf Course. The collector roadway network within the neighbourhood consists of Russell Road, Goerzen Street, Adilman Drive, Meilicke Road, Silverwood Road, Whiteswan Drive and Rowles Road. Traffic volumes on these roadways are indicated on Attachment 1.

Russell Road is a main access roadway in the neighbourhood and, as such, carries a considerable volume of traffic. Right-of-way has been assigned to Russell Road at intersections with stop and yield signs. Other controls in place include the following and are shown on Attachment 2:

- a signed and painted crosswalk at Thain Crescent / Roborecki Crescent
- a three-way stop and painted crosswalk at Meilicke Road
- a pedestrian-actuated signal at Girgulis Crescent (north intersection) adjacent to Brownell School
- a signed and painted crosswalk at Goerzen Street
- a pedestrian actuated signal at Davies Road adjacent to St. Angela School.

At the intersection of Russell Road and Goerzen Street, a pathway from the park leads to the north crosswalk. A second pathway leads from the park to a point approximately 15 metres south of the south crosswalk.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 7**

Vehicle speeds were not studied as a part of the study as there was no concern expressed by the community about speeding vehicles. During the field counts and inspection, vehicle speeds were not noticed to be exceptionally high for a collector roadway.

There have been eight reported collisions at the intersection of Russell Road and Goerzen Street in the past five years -- four rear-end type collisions, three right-angle type collisions and one left-turn type accident. None of these collisions involved pedestrians. By comparison, the intersection of Russell Road and Girgulis Crescent (north) had five reported collisions and the intersection of Russell Road and Davies Road had four reported collisions (one of which involved a pedestrian).

A pedestrian and vehicle count was undertaken at Goerzen Street/Russell Road on April 17, 1997. This count occurred between the hours of 8:00 to 9:00 AM, 11:30 AM to 1:30 PM, and 3:30 to 5:00 PM. These hours correspond with school arrivals and departures and normally represent the highest pedestrian volume intervals. This count indicated a total of 356 pedestrian crossings consisting of 311 child, 3 high school age, and 42 adult pedestrians. During the same time period, there were 1,860 motor vehicles that travelled through the intersection. This volume of motor vehicles during the study period is comparable to the traffic volumes on other collector roadways in newer subdivisions such as Kingsmere Boulevard in Lakeview. Twice as many pedestrians crossed at the south side crosswalk as did at the north side crosswalk.

Warrant priority points were calculated for both the installation of a pedestrian corridor and for a pedestrian-actuated signal. The intersection was placed on a priority list with other locations where additional facilities have been requested and reviews undertaken. Table 1 (Attachment 4) indicates ranked locations by pedestrian corridor priority points, while Table 2 (Attachment 5) ranks locations by pedestrian actuated signal priority points. In both Tables, this intersection ranks second to Kingsmere Boulevard and Crean Crescent South which has been denied the installation of either facility due to the presence of pedestrian-actuated signals at the next intersections in both directions. Although these intersections seem similar in many respects, the Transportation Department does not support an additional pedestrian-actuated signal on Kingsmere Boulevard at Crean Crescent South for the following two reasons:

1. The catchment area of households that would use this crossing as the most convenient crossing point is significantly lower; and,
2. The intersection is that of a collector roadway (Kingsmere Boulevard) with a local street (Crean Crescent) rather than all collector roadways.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 8**

Warrant points are used to provide guidance in the selection of candidate locations for the installation of facilities. They provide a common ranking system in order that intersections can be compared across the city. Beyond this warrant point system, each location needs to be reviewed considering its unique features and characteristics. As well, an examination of each facility and the benefits each provide to pedestrian safety and convenience needs to be undertaken.

The final task that was undertaken in the review was to determine the potential of this intersection as a required crossing point. Similar reviews have been undertaken in the past and facilities denied based on the two existing pedestrian-actuated signals. The question continues to be raised, however, considering the existence of the other signals, why does this intersection continue to be used as a crossing point given the level of concern expressed by the community? It is clear that this intersection is used out of convenience. There is, however, a need to quantify the number of potential households within the neighbourhood where this crossing point represents a more convenient route for children going to and from the school rather than crossing at the pedestrian-actuated signals provided. In order to do this, each school was viewed as a destination and the shortest walking distance from each residential property was determined. For St. Angela school, there were 170 households where the shortest walking distance represented a crossing at Russell Road and Goerzen Street. Likewise for Brownell School, there were 99 households where the shortest walking distance used this intersection as a crossing point. These households are indicated in Attachment 3.

JUSTIFICATION

Given the high ranking of this intersection on the pedestrian facility priority lists, the potential and measured demand for crossings, and the concern expressed by the community, it is appropriate that some action be taken to improve the safety and convenience of this crossing point.

The amount of traffic using Russell Road and the other collector roadways within the neighbourhood are volumes that would be reasonably expected given the population and land use. There is no indication that traffic volumes will grow due to continued development as the neighbourhood is fully developed. Similarly, development of sites adjacent to the neighbourhood or within the city will not cause an increase in traffic on these collector roadways as these roadways only service the population within the neighbourhood. None of these roadways would be considered a convenient shortcut to any significant volume of traffic; therefore, measures designed to reduce the traffic volume are not acceptable and will serve to force residents to take longer and more circuitous routes to their neighbourhood destinations.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 9**

The number of pedestrians crossing Russell Road at Goerzen Street is also reasonable considering the attractions and facilities presently in place. Expecting these pedestrians to use facilities that have been provided but not on the shortest walking route has obviously not met with total success. Other methods of discouraging pedestrian crossings at this location will not likely be successful and are not desirable.

The Transportation Department is, therefore, proposing that a pedestrian-activated signal be installed at the intersection in order to enhance the ability of pedestrians to cross safely. Reasonable service for motorists using Russell Road will be maintained through the use of this device as signals will be red only when pedestrians are present. Installation of the signal is proposed for the 1998 construction season. Funding does not presently exist to provide this signal at this time, and the current year's workload priorities would prevent installation this year. The Transportation Department supports the Community's efforts to establish school patrols in the interim.

Letters of support for this proposal have been received from the following organizations: Brownell Home and School Association, St. Angela School Parent Council, Brownell School, St. Angela School, and the Silverwood Heights Community Association. Although all of these organizations supported the proposal, they all expressed concern that no action was being proposed for this fall. As an interim measure, the Transportation Department is proposing that a temporary precast concrete curbing bulb be installed through the intersection in the parking lane. This measure will improve safety for pedestrians by preventing northbound vehicles from using the curb lane to pass northbound vehicles stopped for pedestrians and by preventing vehicles from parking in this area which is currently signed as 'No Stopping' but is frequently abused. This bulbing will also allow the pedestrian signing to be relocated closer to the driving lanes, thereby improving the visibility of the signing. The cost of this interim improvement is minimal and will be funded from the Roadway Signing and Marking operating budget.

OPTIONS

Installation of a three way stop at this location was considered as a practical improvement at low cost. It would serve to improve pedestrian safety as all vehicles would have to stop at the intersection before proceeding. It is, however, inefficient as a pedestrian safety device as it requires vehicles to stop even if there are no pedestrians present. A three-way stop can act as a deterrent to use where shortcutting traffic exists. In this case, there is no evidence that the traffic using Russell Road is non-neighbourhood traffic; therefore, installing a deterrent to use imposes a burden for the legitimate traffic using Russell Road. Three-way stops typically warrant balanced traffic flows on all approaches, which do not exist in this case. As well, they are considered an interim device prior to full signal installation. This intersection does not require full traffic signals at the present time and is not expected to in the future. For these reasons, a three-way stop installation was rejected.

The installation of a pedestrian corridor was also considered. This device consists of overhead illuminated signs with down-shining lights (to illuminate the crosswalk), a zebra-style painted crosswalk, side-mounted pedestrian crossing signs and advance signs warning of the crossing and prohibiting the overtaking of stopped vehicles. This is a passive device which relies on raising motorist attention of the presence of pedestrians at a particular crossing point. Typical installation costs are \$12,000 per location. The best application of the pedestrian corridor is on single-lane roadways where good crossing gaps exist but where there is a need to increase the visibility of pedestrians and to alert drivers that the crossing is frequently used. This device has been found to be less effective than geometric improvements in changing motorist behaviour in terms of general speed reduction and driver attention. In this case, this device does not address the pedestrian crossing needs as effectively as the proposed pedestrian-actuated signal.

Geometric improvements were considered in order to improve pedestrian safety while leaving the existing traffic controls in place. Various options consisting of corner bulbing and median islands were discussed within the Department, but no combination of these devices was determined to be suitable in achieving a level of safety improvement that was being requested by the community. As such, geometric improvements at this locations were rejected.

POLICY IMPLICATIONS

This recommendation is consistent with City policy with respect to roadway operation and the provision of pedestrian-actuated signals.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 11**

FINANCIAL IMPACT

The installation of the proposed pedestrian-actuated signal is estimated to cost \$30,000. It is proposed that funding be allocated from the 1998 Capital Budget - Project No. 631 (Traffic Safety) for the implementation of these improvements.

ATTACHMENTS

1. Map indicating traffic volumes on collector roadway network within the neighbourhood.
2. Map indicating other controls in place.
3. Map indicating households using intersection as a crossing point.
4. Table 1: Pedestrian Corridor Priority List
5. Table 2: Pedestrian Actuated Signal Priority List

Mr. Bodnar, on behalf of the residents of the Silverwood Community, thanked the Administration and the Planning and Operations Committee for recommending the installation of a pedestrian-actuated signal on Russell Road at Goerzen Street.

Moved by Councillor Atchison, Seconded by Councillor Heidt,

- 1) *that a pedestrian-actuated signal be installed on Russell Road at Goerzen Street in 1998; and*
- 2) *that funding of \$30,000 be allocated from the 1998 Capital Budget - Project No. 631 (Traffic Safety) for this improvement.*

CARRIED.

**3) Karen J. Planden, General Manager
25th Street Theatre, dated October 28**

Requesting permission to address Council regarding recent developments which have befallen the 25th Street Theatre Company Inc. (File No. CK. 1870-7)

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 12**

RECOMMENDATION: that Ms. Planden be heard.

Moved by Councillor Roe, Seconded by Councillor Langford,

THAT Ms. Planden be heard.

CARRIED.

Ms. Planden, General Manager, 25th Street Theatre, briefly explained the current situation of the theatre. She requested Council's support for past and future funding and to attend theater productions.

Moved by Councillor Atchison, Seconded by Councillor Langford,

THAT the information be received.

CARRIED.

AA. ITEMS WHICH REQUIRE THE DIRECTION OF CITY COUNCIL

**1) Inky Mark, M.P. (Dauphin-Swan River)
Deputy Critic, National Unit – Municipalities, dated October 1**

Submitting comments on Canadian Unity. (File No. CK. 155-1)

RECOMMENDATION: that the direction of Council issue.

Moved by Councillor McCann, Seconded by Councillor Atchison,

THAT the information be received.

CARRIED.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 13**

**2) P. Freimanis, Acting Chair
Saskatoon Environmental Advisory Committee, dated October 8**

Submitting a response to a letter, directed to the Saskatoon Environmental Advisory Committee by Council, from Frances M. Pritchard, Administration, Board of Health for the City of Toronto Health Unit regarding Global Climate Change. (File No. CK. 150-1)

RECOMMENDATION: that the direction of Council issue.

Moved by Councillor Atchison, Seconded by Councillor Heidt,

THAT the information be received.

CARRIED.

**3) Richard Moldenhauer, Interim Director
The Mendel, dated October 15**

Submitting a letter requesting that City Council waive the rental fee or provide additional operating assistance for the rental of the city-owned property at 375 - 1st Avenue North (formerly known as the Homestead Furniture Building). (File No. CK. 600-3)

RECOMMENDATION: that the direction of Council issue.

Moved by Councillor McCann, Seconded by Councillor Roe,

THAT the request from the Mendel Art Gallery be referred to the Administration.

CARRIED.

**4) Russell Mawby, Housing Facilitator
Social Housing Advisory Committee, dated October 17**

Submitting a letter regarding issues, concerns, actions and follow-up of the committee for Housing Initiatives in Saskatoon. (File No. CK. 225-41)

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 14**

RECOMMENDATION: that the information be received.

Moved by Councillor Waygood, Seconded by Councillor Langford,

THAT the information be received and referred to the Budget Committee.

CARRIED.

**5) Donald McCann
46 Hoeschen Crescent, dated October 23**

Submitting a letter regarding the new voting system. Also attached is a response from the City Clerk. (File No. CK. 265-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Heidt, Seconded by Councillor Atchison,

THAT the information be received.

CARRIED.

**6) Marlene Hall, Secretary
Development Appeals Board, dated October 14**

Submitting Notice of Development Appeals Board Hearing regarding property at 227 Avenue W North. (File No. CK. 4352-1)

**7) Marlene Hall, Secretary
Development Appeals Board, dated October 16**

Submitting Notice of Development Appeals Board Hearing regarding property at 517 - 24th Street East. (File No. CK. 4352-1)

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 15**

**8) Marlene Hall, Secretary
Development Appeals Board, dated October 16**

Submitting Notice of Development Appeals Board Hearing regarding property at 1314 - 7th Avenue North. (File No. CK. 4352-1)

**9) Marlene Hall, Secretary
Development Appeals Board, dated October 28**

Submitting Notice of Development Appeals Board Hearing regarding property at 1114 - 33rd Street East. (File No. CK. 4352-1)

**10) Marlene Hall, Secretary
Development Appeals Board, dated October 28**

Submitting Notice of Development Appeals Board Hearing regarding property at 205 Avenue E South. (File No. CK. 4352-1)

**11) Marlene Hall, Secretary
Development Appeals Board, dated October 28**

Submitting Notice of Development Appeals Board Hearing regarding property at 339 Avenue J North. (File No. CK. 4352-1)

**12) Marlene Hall, Secretary
Development Appeals Board, dated October 29**

Submitting Notice of Development Appeals Board Hearing regarding property at 2312 - 7th Street East. (File No. CK. 4352-1)

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 16**

RECOMMENDATION: that the information be received.

Moved by Councillor Steernberg, Seconded by Councillor Langford,

THAT the information be received.

CARRIED.

B. ITEMS WHICH HAVE BEEN REFERRED FOR APPROPRIATE ACTION

**1) Nicky Jones
402 Braeburn Crescent, dated October 8**

Submitting comments regarding a walkway along Boychuk Drive south of 8th Street. **Referred to the Planning and Operations Committee.** (File No. CK. 6000-1)

**2) Menno E. Dirks
Circle Drive Place Residents' Council, dated September 27**

Submitting comments regarding the intersection at Circle Drive and Preston Avenue South. **Referred to the Planning and Operations Committee.** (File No. CK. 6001-1)

**3) Preston and Barbara McDaniel
1209 Avenue D North, dated October 5**

Submitting comments regarding the enforcement of Animal Control Bylaw #5996. **Referred to the Administration and Finance Committee.** (File No. CK. 151-2)

**4) Saskatchewan Urban Municipalities Association
200 - 1819 Cornwall Street, undated**

Submitting a call for 1998 Annual Convention Resolutions. **Referred to the Administration and Finance Committee and to the Planning and Operations Committee.** (File No. CK. 155-3-1)

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 17**

**5) Ken Danger, Interim Secretary
North Central Area Transportation Planning Committee, dated October 22**

Submitting a letter regarding the establishment of an Area Transportation Planning Committee. **Referred to the Administration and Finance Committee.** (File No. CK. 155-1)

**6) Susan and Gary Entwistle
215 Brightsand Way, dated October 1**

Submitting comments regarding the Saskatoon Police Service's Safety Patrol Program. A similar letter was received from another parent. **Referred to the Board of Police Commissioners.** (File No. CK. 1704)

RECOMMENDATION: that the information be received.

Moved by Councillor Heidt, Seconded by Councillor Atchison,

THAT the information be received.

CARRIED.

C. PROCLAMATIONS

**1) Jack Layton, Co-Chair
The White Ribbon Campaign, dated September 24**

Requesting Council to proclaim November 28 to December 6, 1997 as a White Ribbon Week in Saskatoon. (File No. CK. 205-5)

**2) Liz Shoofey Stabler, Executive Director
Saskatoon Society for Autism, Inc., dated October 6**

Requesting Council to proclaim November 10 to 16, 1997 as Autism Week in Saskatoon. (File No. CK. 205-5)

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 18**

**3) John Peters, President
Nutana Br. #362, Royal Canadian Legion, dated October 9**

Requesting Council to proclaim November 5 to 11, 1997 as Veterans Week in Saskatoon. (File No. CK. 205-5)

**4) Rick Steffen, Chair
Festival of Trees, dated October 14**

Requesting Council to proclaim November 23 to 29, 1997 as Festival of Trees Week in Saskatoon. (File No. CK. 205-5)

**5) Gerald H. Dafoe, Executive Director
Canadian Public Health Association, dated October 17**

Requesting Council to proclaim December 1, 1997 as World AIDS Day in Saskatoon. (File No. CK. 205-5)

**6) Arla Gustafson, Executive Director
Saskatoon's United Way, dated October 20**

Requesting Council to proclaim November, 1997 as United Way Month in Saskatoon. (File No. CK. 205-5)

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

Moved by Councillor Maddin, Seconded by Councillor Harding,

- 1) *that City Council approve all proclamations as set out in Section C; and*

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 19**

- 2) *that the City Clerk be authorized to sign the proclamations on behalf of City Council.*

CARRIED.

REPORTS

Ms. Louise Gurry, Member, presented Report No. 2-1997 of the Leisure Services Advisory Board;

Mr. G. Grismer, Chair, presented Report No. 17-1997 of the Municipal Planning Commission;

City Commissioner Irwin presented Report No. 19-1997 of the City Commissioner;

Councillor Atchison, Chair, presented Report No. 22-1997 of the Planning and Operations Committee;

Councillor Atchison, Chair, presented Report No. 23-1997 of the Planning and Operations Committee;

Councillor Waygood, Chair, presented Report No. 16-1997 the Administration and Finance Committee;

Councillor Birkmaier, Chair, presented Report No. 4-1997 of the Audit Committee;

Councillor Heidt, Member, presented Report No. 1-1997 of the Board of Trustees - General Superannuation Plan;

His Worship the Mayor, Member, presented Report No. 3-1997 of the Firefighters' Pension Fund Trustees; and

Councillor McCann, Member, presented Report No. 1-1997 of the Pension Benefits Committee - General Superannuation Plan.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 20**

Moved by Councillor Waygood, Seconded by Councillor Atchison,

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

- a) Report No. 2-1997 of the Leisure Services Advisory Board;*
- b) Report No. 17-1997 of the Municipal Planning Commission;*
- c) Report No. 19-1997 of the City Commissioner;*
- d) Report No. 22-1997 of the Planning and Operations Committee;*
- e) Report No. 23-1997 of the Planning and Operations Committee;*
- f) Report No. 16-1997 of the Administration and Finance Committee;*
- g) Report No. 4-1997 of the Audit Committee;*
- h) Report No. 1-1997 of the Board of Trustees - General Superannuation Plan;*
- i) Report No. 3-1997 of the Firefighters' Pension Fund Trustees; and*
- j) Report No. 1-1997 of the Pension Benefits Committee - General Superannuation Plan.*

CARRIED.

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

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

Committee arose.

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

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

“REPORT NO. 2-1997 OF THE LEISURE SERVICES ADVISORY BOARD

Composition of Committee

Ms. M. Powell, Chair
Ms. L. Gurry
Ms. D. Scissons
Mr. B. Gallagher
Ms. M. Dickson
Ms. M. Kinakin
Mr. L. Stewart
Mr. D. Taylor
Mr. K. Bowers
Mr. F. Kreiser
Mr. P. Rogal
Ms. S. Moffatt-Thomas
Ms. N. Scott
Ms. V. Avinashi

**1. Membership - Leisure Services Advisory Board
(File No. CK. 175-4)**

- RECOMMENDATION:**
- 1) that the composition of the Leisure Services Advisory Board be amended by:
 - a) deleting representation by the “Cultural Advisory Subcommittee” and adding a “Cultural Representative”;
 - b) deleting representation by the Saskatoon Access to Leisure Committee and adding two representatives - one to represent seniors and one to represent people with disabilities;
 - c) changing “Suburban Program Advisory Boards” to “Suburban Program Advisory Committees”;

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 22**

- d) changing “Downtown Core Suburban Program Advisory Board” to “City Centre Suburban Program Advisory Committee”;
 - e) including representation by the Saskatoon Field House Program Advisory Committee;
 - f) increasing the membership from 17 members to 19 members; and
- 2) that the City Solicitor be requested to prepare the necessary amendments to Bylaw No. 7067.

ADOPTED.

Over the past few months, your Board has been reviewing the composition of the Leisure Services Advisory Board. Several changes have occurred which make it necessary to consider revisions to the membership on your Board.

City Council, at its meeting held on August 11, 1997, approved the deletion of the Cultural Advisory Subcommittee. Membership on the Leisure Services Advisory Board includes representation by the Cultural Advisory Subcommittee. Your Board is of the opinion that it is important to continue to have a cultural representative on the Board. The Leisure Services Department has suggested that the Saskatchewan Arts Alliance would be one option to consider for a cultural representative. Your Board has attempted to contact this organization to determine whether would be interested in having representation on your Board if approved by City Council; however, a response has not been received to date. Your Board is, therefore, recommending that the composition of the Leisure Services Advisory Board be amended to include a cultural representative, rather than a specific organization.

Membership on the Leisure Services Advisory Board also includes representation by the Saskatoon Access to Leisure Committee. Your Board has been advised that the Saskatoon Access to Leisure Committee is no longer in existence as noted in the attached copy of a memo dated June 19, 1997, from Ms. Dianne Wright, Target Population Consultant, Leisure Services Department. This Committee represented seniors and people with disabilities. Your Board discussed the importance of continuing to have these groups represented on the Leisure Services Advisory Board. It was determined that there should be two separate representatives - one for seniors and one for people with disabilities. Your Board noted that people with disabilities are under represented and with the growing population of seniors, it would be important to have this group represented as well.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 23**

The Leisure Services Department was contacted to determine whether the Saskatoon Council on Aging Inc. would be the appropriate agency to represent seniors and whether the North Saskatchewan Independent Living Centre Inc. would be the appropriate agency to represent people with disabilities. Upon confirmation of the above, these agencies were contacted to determine their interest in having a representative on your Board if these changes were approved by City Council. Attached are copies of communications from Ms. Peggy Miller, Executive Director, North Saskatchewan Independent Living Centre Inc. dated October 6, 1997 and from Ms. June Gawdun, Office/Resource Manager, Saskatoon Council on Aging Inc. dated October 16, 1997, expressing interest in having representation on the Leisure Services Advisory Board.

In the interim, your Board has requested that Ms. Powell, representative of the former Saskatoon Access to Leisure Committee, remain on the Board as a member at large until the end of her term to provide continuity to the Leisure Services Advisory Board. In addition, your Board was of the opinion that the groups that were represented by the Saskatoon Access to Leisure Committee could continue to be represented by Ms. Powell even if the Committee is no longer in existence. Ms. Powell's term expires at the end of 1997.

Composition of the Leisure Services Advisory Board also includes representation by the various Suburban Program Advisory Committees. City Council had previously resolved that the names of program advisory boards be changed from "boards" to "committees"; however, Bylaw No. 7067 has not been amended as such. Your Board is recommending that the necessary bylaw amendment be prepared to make the revision to "Suburban Program Advisory Committees". In addition, the "Downtown Core Suburban Program Advisory Board" has changed its name to the "City Centre Suburban Program Advisory Committee" and this should also be reflected in Bylaw No. 7067.

Your Board has discussed representation by the Saskatoon Field House Program Advisory Committee on several occasions and has met with Mr. Bob Cameron, Chair, Saskatoon Field House Program Advisory Committee. A copy of a letter dated March 20, 1997 from Mr. Bob Cameron regarding this matter is attached. Your Board is of the opinion that membership should include representation from the Saskatoon Field House Program Advisory Committee. Since there are enough similarities between the Field House and other facilities that have representation on the Board from their Suburban Program Advisory Committee, it would make sense to include the Saskatoon Field House Program Advisory Committee as well. The Field House is not represented by any other Suburban Program Advisory Committee. It was noted that it is the only facility that does not have a representation on the Board. With the broad base of programming offered at the Field House, your Board has determined that it would be valuable to have input from this group. In addition, it is a city-wide facility and your Board looks at city-wide issues; therefore, it would be important to have this group represented on your Board.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 24**

In conclusion, if the above changes are approved, it will be necessary to make a further bylaw amendment to increase membership from 17 members to 19 members. A copy of Bylaw 7067, which provides for the establishment of the Leisure Services Advisory Board, is attached for City Council's information.

**2. General Admission Rates and Fees
Fitcard Facility Pass
(File No. CK. 1720-7)**

RECOMMENDATION: that if the Fitcard facility pass is to be eliminated, there should be something for that niche market, e.g. runners using the Field House at a minimal cost to the facility.

City Council, at its meeting held on November 18, 1996, considered Clause 1, Report No. 21-1996 of the Planning and Operations Committee, regarding the above matter, and resolved:

- 1) that the financial objective for general admission programs provided by the Leisure Services Department at all five indoor leisure centres (Cosmo, Lakewood, and Lawson Civic Centres, Harry Bailey Aquatic Centre, and the Saskatoon Field House) be revised to recover 65% of the total cost of providing the service, for the period ending 2001, however, the long-term goal remains to recover 75% of the total cost of providing the service;
- 2) that the above financial objective be achieved by increasing the base rate for adults by \$0.35 on January 1, 1997 and thereafter by \$0.40 annually for a four-year period commencing on January 1, 1998;
- 3) that the following facility pass structures for the indoor leisure centres be approved:
 - a) Leisurecard multi-facility 12-month pass rates (GST included) to be effective January 1, 1997 each year as follows:

	<u>1997</u>	<u>1998</u>	<u>1999</u>
Adult	\$254	\$254	\$275
Youth	\$152	\$152	\$165
Family	\$508	\$508	\$550

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 25**

- b) Fitcard single facility 12-month pass rates (GST included) to be effective January 1, 1997:

Adult	\$230
Youth	\$138
Family	\$460;

- 4) that the matter of the Fitcard facility pass be referred to the Leisure Services Advisory Board; and
- 5) that 25 percent of the reduction in taxpayer subsidy realized from the implementation of rate increases for the four years beginning on January 1, 1998, be re-allocated towards providing additional funding for either the Leisure Services Department's accessibility programs or its basic service programs.

As noted above, the matter of the Fitcard facility pass was referred to the Leisure Services Advisory Board. Your Board had a presentation from the Administration, outlining the rationale behind the recommendation for the elimination of the Fitcard facility pass, as well as from the Mr. Bob Cameron, Chair, Saskatoon Field House Program Advisory Committee. Mr. Cameron indicated that there are significant number of people who use the Field House almost as a change room. They run outside and simply use the facility to change and shower. He advised the Board that he would like to see a fitcard which would allow less access to the facility but would provide a greater difference in price to address the needs of those that wish to use the Field House in this manner.

In reviewing the issues brought forward, your Board determined that it is important to be aware of the needs of the people that are purchasing services at the facilities. While your Board is aware that having one card does simplify the administration of the program, it was felt that some type of special arrangement should be looked into to address the needs of the runners who just use the Field House to change and shower so that this niche group will continue to use this facility. It was felt that they draw very little on the resources of the facility and that there are special programs and special arrangements, such as those relating to programs at the Cosmo Civic Centre. Your Board believes that it is important to be able to be responsive to the unique demands of the various populations at the various centres.

IT WAS RESOLVED: That the matter of the Fitcard facility pass be referred to the Planning and Operations Committee.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 26**

REPORT NO. 17-1997 OF THE MUNICIPAL PLANNING COMMISSION

Composition of Commission

Mr. Glen Grismer, Chair
Ms. Ann March, Vice-Chair
Ms. Anne Campbell
Councillor Jill Postlethwaite
Mr. Ken Rauch
Ms. Leslie Belloc-Pinder
Mr. Gregory Kitz
Ms. Georgia Bell Woodard
Ms. Lina Eidem
Mr. Paul Kawcuniak
Ms. Sheila Denysiuk
Mr. Nelson Wagner
Mr. Ken McDonough

- 1. Proposed Rezoning
Parcel A, Block 259, Plan G849
1700 Main Street
R.4 District to RM.4 District
Applicant: Remail Construction
(File No. CK. 4351-1)**

- RECOMMENDATION:**
- 1) that City Council approve the advertising respecting the proposal to rezone Parcel A, Block 259, Plan G849 (1700 Main Street) from an R.4 District to an RM.4 District;
 - 2) that the General Manager, Planning and Building Department be requested to prepare the required notice for advertising the proposed amendments;
 - 3) that the City Solicitor be requested to prepare the required Bylaw; and

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 27**

- 4) that at the time of the public hearing, City Council consider the Commission's recommendation that the rezoning be approved.

ADOPTED.

A summary page, including a location plan for the above application for rezoning in the Grosvenor Park Neighbourhood, is attached.

Your Commission has reviewed and supports the following report of the Planning and Building Department dated October 16, 1997:

"B. PROPOSAL

An application has been submitted by Remail Construction (1981) Inc. requesting that Parcel A, Block 259, Plan G849 (1700 Main Street) be rezoned from R.4 District to RM.4 District. The applicants propose to construct a three storey multiple unit dwelling with underground parking. Refer to the location plan.

C. REASON FOR PROPOSAL (BY APPLICANT)

The RM.4 District is the appropriate zoning district for the intended use of this property as it provides a credit for underground parking.

D. JUSTIFICATION

1. Comments by Others

Public Works Department

The above application for rezoning is acceptable to the Public Works Department subject to the following:

- a) The property is serviced by water and sanitary sewer connections which may be reused. If the new development does not reuse these connections, the developer will be responsible for disconnection costs and the cost of providing new connections.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 28**

- b) Sidewalk and curb crossings are subject to approval by the Transportation Department and any approvals will be subject to the developer being responsible to restore all existing unused crossings to standard sidewalk and curb.
- c) If a storm sewer connection is required it will be the developers responsibility to provide it.

These issues will be addressed as part of the building permit process.

Transportation Department

The Transportation Department has no objections or concerns with this proposal.

2. Planning and Building Department Comments

The Development Proposal

The RM.4 District differs from the R.4 District in the following respects:

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
 MONDAY, NOVEMBER 3, 1997
 PAGE 29**

Zoning Bylaw Requirement	R.4 District	RM.4 District
1. Building Height	Not greater than 14 metres and not more than 4 storeys.	Not greater than 11 metres and not more than 3 storeys.
2. Site Coverage	Not more than 50% or in the case of a corner lot not more than 60%.	Not more than 40% or where more than 50% of required parking is underground or enclosed the site coverage may be increased to 50%.
3. Floor Space Ratio	Not greater than 1:1.	Not greater than 1.5:1.
4. Off Street Parking	1.25 spaces per dwelling unit.	1 space for bachelor suites. 1.25 spaces for one bedroom units. 1.50 spaces for two bedroom units. 1.75 spaces for three bedroom units. plus 0.25 spaces per unit for visitor parking.

The requirements contained in the RM.4 District encourages a higher standard of site development and a more efficient use of the property.

Development Plan Policy

This property is designated Residential in the Development Plan.

Compatibility with Adjacent Land Uses

It is the opinion within the Planning and Building Department that the proposed rezoning should have no effect upon neighbouring properties. The zoning of the property in the vicinity of the subject site is residential and arterial commercial. The land uses in the vicinity of the site include one unit dwellings, multiple unit dwellings, and a restaurant. A multiple unit dwelling was previously located on this site. It was demolished in 1995 and the site is now vacant.

Environmental Impact

None

Policy Implications

The rezoning of this property to an RM.4 District is consistent with existing Development Plan Policy.

CONCLUSION

It is the opinion within the Planning and Building Department that this proposal is consistent with the policies contained in the City of Saskatoon Development Plan. A rezoning from R.4 to RM.4 District will permit a more efficient utilization of the site and will have no effect upon neighbouring properties. On this basis, the Planning and Building Department has no objection to this application advancing to the public hearing stage.

E. COMMUNICATION PLAN

The President of the Varsity View Grosvenor Park Community Association was advised of the receipt of this application by letter dated September 9, 1997. If this application is approved for advertising by City Council, a notice will also be placed on the site.

F. ATTACHMENTS

1. Fact Summary Sheet.”

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 31**

REPORT NO. 19-1997 OF THE CITY COMMISSIONER

Section A - Administration and Finance

A1) Routine Reports Submitted to City Council

RECOMMENDATION: that the following information be received.

ADOPTED.

<u>SUBJECT</u>	<u>FROM</u>	<u>TO</u>
Schedule of Accounts Paid \$12,288,969.23	September 5, 1997	September 26, 1997
Schedule of Accounts Paid \$2,100,765.64	September 25, 1997	September 30, 1997
Schedule of Accounts Paid \$2,691,212.85	September 30, 1997	October 6, 1997
Schedule of Accounts Paid \$1,421,149.39	October 6, 1997	October 8, 1997
Schedule of Accounts Paid \$2,960,815.51	October 7, 1997	October 15, 1997
Schedule of Accounts Paid \$7,814,739.16	September 30, 1997	October 10, 1997
Schedule of Accounts Paid \$6,644,813.54	October 10, 1997	October 20, 1997
Schedule of Accounts Paid \$865,916.68	October 16, 1997	October 21, 1997
Schedule of Accounts Paid \$4,565,419.02	October 22, 1997	October 30, 1997
Schedule of Accounts Paid \$833,919.71 (File No. 1530-2)	October 24, 1997	October 29, 1997

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 32**

**A2) Investments
(File No. 1790-3)**

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

ADOPTED.

Report of the General Manager, Finance Department, October 23, 1997:

“With the approval of the Investment Committee, the attached lists indicate purchases and sales for the City’s various funds.”

ATTACHMENTS

1. Schedule of Securities Transactions (September 16 - 30, 1997)
2. Schedule of Securities Transactions (October 1 - 17, 1997)

**A3) City of Saskatoon Debenture
Lost Certificate
(File No. 1750-1)**

- RECOMMENDATION:**
- 1) that City Council request the City Solicitor to prepare the appropriate Indemnification Agreement for execution by the Canadian Imperial Bank of Commerce (CIBC) so as to indemnify and save the City harmless from any subsequent presentation of the lost certificate; and,
 - 2) that the City Solicitor be requested to prepare the required Bylaw so as to authorize the issuance of a replacement certificate.

ADOPTED.

Report of the General Manager, Finance Department, October 7, 1997:

“The City Treasurer's Branch routinely receives requests from debenture holders to re-register debentures and/or to split debentures. The splitting of debenture certificates involves issuing new debenture certificates for the requested denominations, replacing the original certificate received. Subsequent to approval by the Saskatchewan Municipal Board, the new certificates are delivered to

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 33**

the debenture holder by security registered mail, courier, or picked up at the City Treasurer's Branch. The original debenture is cancelled and held in a vault for safekeeping and audit purposes.

On July 17, 1997, the CIBC requested that City of Saskatoon Debenture Certificate #70155, principal value: \$100,000, interest rate: 8.25%, maturity date: June 15, 2001, be split and replaced with two certificates featuring principal denominations of \$20,000 (#70216) and \$80,000 (#70217), respectively. The new Debenture Certificates would retain the same interest rate and maturity date as the original Debenture Certificate #70155. Following approval by the Saskatchewan Municipal Board, Debenture Certificates #70216, and #70217 were picked up at the City Treasurer's Branch by a CIBC-designated courier.

In early September, the City Treasurer's Branch was informed by the CIBC that Debenture Certificate #70216 had been lost. On advice from the City Solicitor, the City Treasurer's Branch requested and obtained an affidavit from the CIBC outlining the circumstances surrounding the loss of the debenture certificate in question. Therefore, we request City Council to authorize the issuance of a replacement certificate.”

**A4) Civic Vehicles and Equipment Replacement Reserve
(File No. 1390-1)**

- RECOMMENDATION:**
- 1) that City Council approve the amendment to Capital Reserve Bylaw No. 6774 as follows:
 - ‘19. Purpose
 - (1) The purpose of the Civic Vehicles and Equipment Replacement Reserve is to finance the cost of replacing fleet units or major components, or performing a major overhaul of vehicles and equipment which are under the control of the Vehicles and Equipment Services Branch.
 - Expenditures
 - (4) Funds in this reserve shall be used only for capital expenditures for the replacement of fleet units or major components, or for performing a major overhaul ‘of vehicles and equipment which are under the control of the

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 34**

- Vehicles and Equipment Services Branch';
and,
- 2) that the City Solicitor be directed to prepare the necessary amendment to Capital Reserve Bylaw No. 6774 to reflect this change.

ADOPTED.

Report of the General Manager, Asset Management Department, October 8, 1997:

“The Vehicle and Equipment Service Branch of the Asset Management Department is responsible for managing the City’s vehicles and equipment fleet. A large component of the Branch’s operating budget is allocated to preventative maintenance of fleet units. Over the past several years, the Branch has implemented a sophisticated Fleet Management System which provides for a more proactive approach to equipment maintenance. The system allows for a far more effective monitoring of fleet condition, and a smoother scheduling of preventative maintenance. The result has been an ability to extend the life of many fleet units.

There are other factors which have influenced the decision to extend the life of some of the fleet units. Two major reasons are the ever rising replacement costs, and the economic pressure to keep the mill rate from rising. In addition, the ongoing improvements to manufactured equipment have also played a part in being able to extend equipment life.

Extending the life of fleet units is not without its problems and can create situations where some units are in need of a major component replacement or a major overhaul. Presently, the Vehicle and Equipment Replacement Reserve does not provide for the funding of these types of expenditures to be made from the reserve. Accordingly, they are expensed as routine maintenance repairs and charged to the Department’s annual operating budget. This has an unfavorable impact on the annual operating budget. This in turn impacts on the Vehicle and Equipment Stabilization Reserve where budget surpluses or deficits are credited or charged.

Sound accounting principles dictate that these costs should be capitalized to the unit and not treated as operating expenditures. Thus, an amendment to Capital Reserve Bylaw No. 6774 is required. The bylaw currently reads:

‘19. Purpose

- (1) The purpose of the Civic Vehicles and Equipment Replacement Reserve is to finance the cost of replacing civic vehicles and equipment which are under the control of the Vehicles and Equipment Services Department.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 35**

Expenditures

- (4) Funds in this reserve shall be used only for capital expenditures for the replacement of vehicles and equipment which are under the control of the Vehicles and Equipment Services Department.’

With respect to reserve balances, the implementation of this policy change will not adversely affect the Civic Vehicles and Equipment Replacement Reserve. The fund is in good financial condition and has the ability to properly absorb these types of expenditures. A line item will be included in the annual Capital Budget showing a withdrawal of funds from the reserve for these expenditures. The budgeted amount will be based on previous years experiences, as well as any anticipated major overhaul costs for specific units in the upcoming year. Only those cumulative unit overhaul costs or component replacement costs of \$10,000 or more will be funded from the reserve.

In terms of the Operating Budget, this policy change will have a positive impact. The required replacement reserve provision will be reduced as a result of being able to extend the useful life of some units.”

**A5) Application for Business Incentive
Bridon Pacific Limited
(File No. 3500-1)**

RECOMMENDATION: that City Council consider Bylaw No. 7701.

ADOPTED.

Report of the City Solicitor, October 15, 1997:

“City Council, at its meeting on May 12, 1997, instructed this Office to prepare the necessary Bylaw and Agreement to provide a business incentive to Bridon Pacific Limited. Bylaw No. 7701 and the attached Incentive Agreement provide for a five-year abatement, in part, of property taxes owing with respect to the property located at 601 - 45th Street East, Saskatoon, Saskatchewan. In accordance with City Policy No. C09-014 on Business Development Incentives, the Agreement provides that the abatement is subject to the following conditions:

- (a) the Applicant must be a legally incorporated corporation registered to carry on business in the Province of Saskatchewan;

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 36**

- (b) the Applicant must create a minimum of 15 new, long-term, skilled or semi-skilled jobs within three years of receiving the City's approval for the incentive. In this Agreement, "long-term jobs" refer to jobs which are expected to remain in existence for at least three years;
- (c) the Applicant must make a minimum investment of \$100,000.00 in land, buildings or equipment;
- (d) the Applicant must demonstrate an equity level of at least 20% throughout the entire term of this Agreement;
- (e) the Applicant must derive a minimum of 40% of its revenue from sales outside of the City of Saskatoon throughout the entire term of this Agreement; and
- (f) the Applicant must carry on a manufacturing business throughout the entire term of this Agreement.

The proposed Agreement has been reviewed by Bridon Pacific Limited and is acceptable as drafted."

ATTACHMENT

1. Proposed Bylaw No. 7701 with Incentive Agreement attached as Schedule "A".

**A6) Capital Reserves
(File No. 1815-1)**

RECOMMENDATION: that City Council consider Bylaw No. 7700.

ADOPTED.

Report of the City Solicitor, October 15, 1997:

"The recommendation of the Planning and Operations Committee was passed by City Council at its September 8, 1997 meeting. The recommendation stated:

- '1) that the Capital Reserve Bylaw No. 6774, Sewage Treatment Capital Reserve, be amended to include a supplemental provision that will

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 37**

contribute to funding a projected Reserve shortfall through a smooth transition in sewage rates;

- 2) that the Capital Reserve Bylaw No. 6774, Water Capital Project Reserve, be amended to include a supplemental provision that will contribute to funding a projected Reserve shortfall through a smooth transition in water rates;
- 3) that the Capital Reserve Bylaw No. 6774, Weigh Scale Replacement Reserve, be amended to limit that reserve's use to the replacement of weigh scale equipment in Public Works Department;
- 4) that a new Landfill Buildings/Equipment Replacement Reserve be established to finance the cost of replacing buildings and equipment (except that provided by the V & E Branch of Asset Management) at the landfill, with initial funding coming from a redistribution of the existing Weigh Scale Reserve; and
- 5) that the City Solicitor be instructed to make the necessary Bylaw changes.'

We have prepared and enclose Bylaw No. 7700 which reflects the required amendments to The Capital Reserves Bylaw."

ATTACHMENT

1. Proposed Bylaw No. 7700.

**A7) Withdrawal From the Property Realized Reserve
(File No. 1815-3)**

RECOMMENDATION: that the withdrawal of \$723,092.39 from the Property Realized Reserve be approved.

ADOPTED.

Report of the General Manager, Finance Department, October 21, 1997:

"On an annual basis, the Administration prepares a report informing City Council of the withdrawals which have been made during the past year from the Property Realized Reserve as a

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 38**

normal course of the City's involvement in the land development business. The following is a summary of such expenditures which now require City Council's formal approval:

Show Home Rebates		\$16,418.54
Land Titles and Other Fees		9,195.25
Surveys		54,336.41
Property preparation/maintenance		3,565.75
Valuations		13,781.33
Sales Commissions		16,763.11
Advertising - rezoning, etc.		5,448.19
Silverspring:		
Show Home Rebates	\$157,662.70	
Volume Rebates	62,628.97	
Property preparation/maintenance	(2,151.05)	
Land Titles and Other Fees	10,815.00	
Surveys	111,632.85	
Replots	34,093.79	
Advertising	<u>1,162.82</u>	375,845.08
Replots (City Share):		
Briarwood	\$ 55,319.79	
University Heights	11,035.82	
Arbor Creek	36,133.37	
Lakeridge	<u>13,411.21</u>	115,900.19
Land Acquisition		<u>111,838.54</u>
Total		<u>\$723,092.39</u>

The land acquisition, from the Saskatchewan Property Management Corporation, was approved by City Council on May 21, 1996. However, at that date, the withdrawal from the Property Realized Reserve was not identified as the ultimate source of funding for the purchase which was completed in December, 1996. Expenditures pertaining to Silverspring are subject to cost-sharing formulas contained within a joint development agreement with the University of Saskatchewan, with such recoveries ultimately settled upon the sale of lots.”

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 39**

**A8) 1997 Local Government Election
Returning Officer's Declaration of Results
(File No. CK. 265-7)**

RECOMMENDATION: that the information be received.

ADOPTED.

Report of the Returning Officer, October 27, 1997:

“Pursuant to Sections 109(2) of *The Local Government Election Act*, attached is a copy of the Returning Officer's Declaration of Results for the Offices of Mayor and Councillor.”

ATTACHMENT

1. Returning Officer's Declaration of Results

**A9) Council Meeting Schedule - 1998
(File No. CK 255-1)**

RECOMMENDATION: that City Council meet on the following dates in 1998:

Monday, January 5
Monday, January 19
Monday, February 9
Monday, February 23
Monday, March 9
Monday, March 23
Monday, April 6
Monday, April 20
Monday, May 4
Tuesday, May 19
Monday, June 1
Monday, June 15
Monday, June 29
Monday, July 13
Monday, August 10
Tuesday, September 8
Monday, September 21

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 40**

Monday, October 5
Monday, October 19
Monday, November 2
Monday, November 16
Monday, November 30
Monday, December 14

ADOPTED.

Report of the City Clerk, October 27, 1997:

“Attached is a schedule of recommended Council Meeting dates for 1998.

The 1998 SUMA Convention will be held in Regina from Sunday, February 1 to Wednesday, February 4, 1998.

In the past, City Council has not held a meeting during the SUMA Convention. It is therefore recommended that the meeting of Monday, February 2, 1998 be moved to Monday, February 9, 1998. The next meeting will be on Monday, February 23, 1998 and regular meetings every two weeks thereafter.”

ATTACHMENT

1. Schedule - Council Meeting Dates for 1998

Section B - Planning and Operations

**B1) Easement Requirement
SaskEnergy
Parcel B, Plan 80-S-31338
Holiday Park Golf Course
733.2002
(File No. PL 4090-3)**

RECOMMENDATION:

- 1) that City Council grant an easement to SaskEnergy as outlined in the attached Easement Agreement; and,
- 2) that His Worship the Mayor and the City Clerk be authorized to execute an Easement Agreement in the form which is

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 41**

satisfactory to the City Solicitor on behalf of the City of Saskatoon through the application of their respective signatures and the Corporate Seal to such agreement.

ADOPTED.

Report of the General Manager, Planning and Building Department, October 7, 1997:

“Glenda M. Fidek, on behalf of SaskEnergy’s Land Services Department, has submitted a request for approval from the City of Saskatoon for an easement over Parcel B, Plan 80-S-31338. (See attached plan.)

Holiday Park Industrial Replot was approved by City Council during its June 9, 1980, meeting. Approval included the granting of any necessary easements. The proposed easement is an extension of an existing 90 metre easement which was shown on the proposed utility easement plan, and registered as Utility Plan 80-S-39414. The proposed easement is to provide a gas line service to Holiday Park Golf Course Clubhouse located in Parcel A.

The Planning and Building Department has no objection to the granting of the proposed easement.”

ATTACHMENT

1. Easement Agreement and Plan

**B2) Subdivision Application #41/97
Perehudoff Crescent
(File No. PL 4300-41/97)**

RECOMMENDATION:

- 1) that City Council resolve, in connection with the approval of Subdivision Application #41/97, that it would be impractical and undesirable to require full compliance with Section 14(10) and Section 15(1) of Subdivision Bylaw No. 6537;
- 2) that Subdivision Application #41/97 be approved, subject to:
 - a) the payment of \$2000.00 being the required approval fee; and,
 - b) a servicing plan for water and sewer being submitted and approved by the General Manager, Public Works Department;

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 42**

- 3) that City Council authorize the issuance of the certificate required under Section 10(1)(b) of *The Condominium Property Act, 1993* to J-Rob Housing and Land (18 Gray Avenue, Saskatoon, S7N 3Y6) for the bareland condominium development on Perehudoff Crescent in the Erindale neighbourhood; 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, October 2, 1997:

“The following subdivision application has been submitted for approval:

Subdivision Application: #41/97
Applicant: Webster Surveys Ltd. for J-Rob Housing and Land Co. Ltd
Legal Description: Lot Z, Block 303, Plan 94-S-22021
Location: Perehudoff Crescent.”

ATTACHMENT

1. September 24, 1997 Subdivision Report.

**B3) Subdivision Application #47/97
110 Keevil Crescent
(File No. 4300-47/97)**

RECOMMENDATION:

- 1) that City Council resolve, in connection with the approval of Subdivision Application #47/97, that it would be impractical and undesirable to require full compliance with Section 14(10) and Section 15(1) and (3) of the Subdivision Bylaw No. 6537;
- 2) that Subdivision Application #47/97 be approved, subject to:
 - a) payment of \$2000.00 being the required approval fee;
 - b) a servicing plan for water and sewer being submitted and approved by the General Manager of Public Works; and,
 - c) the owner agreeing in writing to the granting of easements in favour of the City of Saskatoon for electrical distribution purposes;

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 43**

- 3) that City Council authorize the issuance of the certificate required under Section 10(1) of *The Condominium Property Act, 1993* to Jastek Management Inc.(Box 40, Site 600, RR #6 / Saskatoon, SK S7K 3J9) for the bareland condominium development on 110 Keevil Crescent; 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, October 2, 1997:

“The following subdivision application has been submitted for approval:

Subdivision Application: #47/97
Applicant: Jastek Management Inc. for City of Saskatoon
Legal Description: Parcel H, Plan 96-S-55464
Location: 110 Keevil Crescent.”

ATTACHMENT

1. September 23, 1997 Subdivision Report.

**B4) Proposed Parking Prohibition
110 Faithfull Crescent
(File No. 6120-3)**

RECOMMENDATION: that two 15 metre “No Parking” restrictions be installed on Faithfull Avenue on the south side of the two driveways of the ESSO Bulk Fuel Service Station located at 110 Faithfull Crescent.

ADOPTED.

Report of the General Manager, Transportation Department, October 15, 1997:

“The Transportation Department has received a request to review the sight distances at the driveways of the ESSO Bulk Fuel Station located at 110 Faithfull Crescent. The ESSO Bulk Fuel Station is used primarily by heavy trucks which require a greater turning radius when entering or exiting these driveways. Customers are experiencing difficulties accessing and egressing the lot due to vehicles parked close to the driveways.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 44**

A sight inspection revealed that vehicles parked within 15 metres of the driveway prevent trucks from accessing the property. It is proposed that 'No Parking' signs be installed 15 metres to the south of each of the driveways that access Faithfull Avenue."

**B5) Award of Tender
Blanket Purchase Order for the Supply of Hydrants for Inventory
(File No: 7821-1)**

- RECOMMENDATION:**
- 1) that City Council reject the low tender submitted by Crane Supply Ltd., Saskatoon, Saskatchewan;
 - 2) that City Council accept the tender submitted by Westburne Electric Supply, Saskatoon, Saskatchewan, for the supply of hydrants at a total estimated cost of \$100,240.00 (taxes extra); and,
 - 3) that a blanket purchase order be issued for the above tender.

ADOPTED.

Report of the General Manager, Public Works Department, October 22, 1997:

"The Inventory Management and Disposal Services Branch of the Asset Management Department regularly tenders for the supply of materials to maintain an inventory for disbursement throughout the year. A tender for the purchase of this material is called on a regular basis and a blanket purchase order issued for the supply to ensure an inventory for emergencies and capital work.

Tenders were received and publicly opened on July 22, 1997, for the supply of 80 hydrants. Bids were received from the following suppliers:

Supplier	Qty	Unit price	Extended Price
Crane Supply Ltd. (Saskatoon)	80	\$1,250.00	\$100,000.00
Westburne (Saskatoon)	80	\$1,253.00	\$100,240.00
Grinnel Supply Ltd. (Saskatoon)	80	\$1,253.50	\$100,280.00
Western Westlund (Saskatoon)	80	\$1,269.49	\$101,559.20

G.S.T and P.S.T are in addition to the above.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 45**

The low bidder would be supplying the AVK hydrant. This hydrant is new to the City of Saskatoon and has not been approved for use in Saskatoon.

In evaluating the product, other municipalities were contacted to obtain their experience with the AVK hydrant. The product has been approved for use in a number of Ontario water districts, but less than 100 hydrants have been installed in any one of these jurisdictions. Western Canadian cities with similar climates and therefore, similar depth of bury of the water main system, were also contacted with the following results:

City of Winnipeg- Not Approved
City of Regina - Not Approved
City of Edmonton - Approved 1994
City of Calgary - Approved January, 1997

Discussions with the Western Canadian Municipalities who have installed the product have indicated that there have been numerous manufacturing and operational problems with this hydrant over the past four years. This information coupled with limited use of the hydrant in the Western Canada climate, raises concerns about the acceptability of the AVK hydrant at this time.

A hydrant is an essential component in fire suppression and the Water and Sewer Branch is not prepared to accept the AVK hydrant for use in the City of Saskatoon, at this time.

The Public Works Department is recommending rejection of the low tender submitted by Crane Supply Ltd. Saskatoon, Saskatchewan and acceptance of the second low tender, Westburne, Saskatoon, Saskatchewan, who bid on a Mueller hydrant. The Mueller hydrant has been used in the City of Saskatoon for a number of years with a positive maintenance record.”

**B6) Request For Encroachment Agreement
341 Avenue P South
Lots 28 & 29, Block 3, Plan FF
(File No. 4090-2)**

RECOMMENDATION:

- 1) that City Council recognize the encroachment at 341 Avenue P South (Lots 28 & 29, Block 3, Plan FF);
- 2) that the City Solicitor be instructed to prepare the appropriate encroachment agreement making provision to collect the applicable fees; and,

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 46**

- 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, October 9, 1997:

“The administrators for the estate of the previous owner of the property, on behalf of the purchaser, have 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 detached garage encroaches onto the City's property (i.e. a lane). The encroachment has likely existed since 1947 when the garage was constructed.

The total area of encroachment is approximately 1.426 square metres (15.34 square feet). The garage encroaches by a maximum of 0.21 metres (0.69 feet) onto the lane.

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 341 Avenue P South
2. Letter: Linda Holash, to the Planning and Building Department

**B7) Request For Encroachment Agreement
306 - 26th Street East
Lots 1, 2 & 3, Block 184, Plan Q13
(File No. 4090-2)**

- RECOMMENDATION:**
- 1) that City Council recognize the encroachment at 306 - 26th Street East (Lots 1, 2 & 3, Block 184, Plan Q13);
 - 2) that the City Solicitor be instructed to prepare the appropriate encroachment agreement making provision to collect the applicable fees; and,

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 47**

- 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, October 23, 1997:

“Q. D. Agnew of Agnew and Company, Barristers and Solicitors, on behalf of the owners of the property, has requested to enter into an encroachment agreement with the City of Saskatoon for the above-noted property.

As shown on the attached Real Property Report, part of the fascia on the south side of the building encroaches onto the City’s property along 26th Street (i.e. a boulevard). Also, part of the fascia on the east side of the building encroaches onto the City-owned lane. The encroachments have likely existed since 1928, when the building was constructed.

The total area of encroachment is approximately 0.265 square metres (2.86 square feet). The fascia encroaches by a maximum of 0.02 metres (0.07 feet) onto 26th Street and by a maximum of 0.14 metres (0.46 feet) onto the lane.

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 306 - 26th Street East
2. Letter from Agnew and Company to the Planning and Building Department

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 48**

**B8) Proposed Two Hour Parking Restriction
West side of the 100 Block of Avenue D North
(File No. 6120-3)**

RECOMMENDATION: that a two hour, 0900 - 1800, Monday to Saturday parking restriction be installed in front of 127 Avenue D North.

ADOPTED.

Report of the General Manager, Transportation Department, October 27, 1997:

“The Transportation Department has received a request from the owner and occupants of 127 Avenue D North, to install a two hour, 0900 - 1800, Monday to Saturday parking restriction in front of their strip mall.

Presently, there is no parking restriction on this portion of Avenue D North and, as a result, some employees and patrons from surrounding businesses are parking long term in front of the strip mall. There is no off-street parking for strip mall customers; therefore, any long-term parking on Avenue D North significantly affects available parking spaces within an adequate distance of the strip mall. The occupants of the strip mall have stated that the lack of available parking has adversely affected their businesses.

The Transportation Department has reviewed the request and recommends that a ‘Two Hour, 0900 - 1800, Monday to Saturday’ parking restriction be installed in front of 127 Avenue D North. The parking restriction should have little or no effect on surrounding businesses as most have off-street parking lots. The manager of the Bingo Hall across the street was contacted and stated that he would not oppose the parking restriction.”

**B9) Land-Use Applications Received by the Planning and Building Department
For the Period Between September 26 and October 23, 1997
(For Information Only)
(File Nos. PL 4355, 4350, 4132, 4300)**

RECOMMENDATION: that the following report be received as information.

ADOPTED.

Report of the General Manager, Planning and Building Department, October 24, 1997:

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 49**

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

Discretionary Use

- Application D8/97: 119 - 3302 - 33rd Street West
Applicant: Dundonald Community Association
Legal Description: Lot A, Block 962, Plan 79-S-16566
Current Zoning: R.4
Proposed Use: Community Association Sign
Neighbourhood: Dundonald
Date Received: September 23, 1997

- Application D9/97: 15 - 23rd Street East
Applicant: Imperial Parking Limited
Legal Description: Lots 1 - 6, Block 2, Plan Q12
Current Zoning: B.4A
Proposed Use: Commercial Parking Lot
Neighbourhood: Central Business District
Date Received: September 30, 1997

- Application D10/97: 106/128 Wall Street
Applicant: Imperial Parking Limited
Legal Description: Lots 37 - 39, Block 2, Plan Q12
Current Zoning: B.4A
Proposed Use: Commercial Parking Lot
Neighbourhood: Central Business District
Date Received: September 30, 1997

- Application D11/97: 111/117 23rd Street West
Applicant: Imperial Parking Limited
Legal Description: Lots 38 - 40, Block 1, Plan DJ
Current Zoning: B.4A
Proposed Use: Commercial Parking Lot
Neighbourhood: Central Business District
Date Received: September 30, 1997

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 50**

Rezoning

- Application Z19/97: 105 Avenue E South
Applicant: City Carpet Cleaning Co. - Tom Dawes
Legal Description: Lots 4, 5, and Part of 6, Block 5, Plan CE
Current Zoning: B.2A
Proposed Zoning: ID.2
Neighbourhood: Riversdale
Date Received: October 14, 1997
- Application Z20/97: Between 23rd and 24th Streets
Applicant: Canadian National Railway Company
Legal Description: CNR Plan CS2640
Current Zoning: I.D1 and B.6
Proposed Zoning: B.6
Neighbourhood: Central Business District
Date Received: October 20, 1997

Condominiums

- Application #9/97: 435 Main Street
Applicant: Remai Construction (1981) Inc.
Legal Description: Lots Pt of 14, 15 to 20, Block 60, Plan Q1
Neighbourhood: Nutana
Date Received: October 15, 1997

Subdivisions

- Application #51/97: 3108 Louise Place
Applicant: Wolfe Management Ltd. for St. Volodymyr Villa Corp.
Legal Description: Lot Y, Block 632, Plan 86-S-34927
Current Zoning: M.3A
Neighbourhood: Nutana Suburban Centre
Date Received: October 21, 1997

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 51**

- Application #52/97: 124 - 108th Street
Applicant: Al Lozinski for Character Homes Ltd.
Legal Description: Lot 15, Block 1, Plan Ha I 5611
Current Zoning: R.2
Neighbourhood: Sutherland
Date Received: October 22, 1997
- Application #53/97: 903 - 913 9th Street East (Map attached)
Applicant: Larson Surveys
Legal Description: Lots B, C and D, Block 136, Plan 96-S-04590
Current Zoning: RM.1
Neighbourhood: Nutana
Date Received: October 14, 1997.”

ATTACHMENT

1. Plan of Proposed Subdivision #53/97

ADDENDUM TO REPORT NO. 19-1997 OF THE CITY COMMISSIONER

**A10) Dutch Elm Disease
(File No. 4200-4)**

RECOMMENDATION: that the following resolution be approved and submitted to the Saskatchewan Urban Municipalities Association for consideration at its 1998 Annual Convention.

ADOPTED.

Report of the General Manager, Public Works Department, November 3, 1997:

“During its October 20, 1997 meeting, the Administration and Finance Committee resolved, in part:

‘that the Administration formulate a SUMA Resolution for submission direct to City Council on November 3, 1997, requesting Provincial assistance/initiatives for municipalities to control the spread of Dutch Elm Disease.’

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 52**

1. RESOLUTION - CONTROL OF DUTCH ELM DISEASE

WHEREAS Saskatchewan has 300,000 American Elm trees in municipalities province-wide, valued at over one billion dollars; and

WHEREAS Dutch Elm Disease is well-established in Saskatchewan, and if left uncontrolled can decimate our elm trees within just 10 years; and

WHEREAS the loss of these trees would impact on property values, tourism, heating and cooling costs, and the quality of life; and

WHEREAS it has been shown to be cost-effective to establish a comprehensive, Dutch Elm Disease management program; and

WHEREAS the high costs can not be born by municipalities alone;

THEREFORE BE IT RESOLVED that SUMA urge the Saskatchewan Government to increase its Provincial Dutch Elm Disease program budget to \$1.12 million and establish a province-wide cost-share program to allow municipalities to manage Dutch Elm Disease, thereby preserving a valuable natural resource.

2. BACKGROUND INFORMATION:

Dutch Elm Disease (DED) is a fatal fungus that can kill an elm tree in as little as three weeks. Since appearing in Regina in 1981, the disease has become well-established in rural areas and communities in eastern and southern Saskatchewan. The disease is continuing to spread further north and west toward Saskatoon.

Without a comprehensive, province-wide DED program, Saskatchewan will lose most of the 300,000 urban American Elms throughout the province, a lost asset of over one billion dollars. Two-thirds of these trees are located in Saskatoon and Regina. An ecological disaster of this magnitude will also mean lost property values, tourism, heating and cooling costs, and quality of life.

If nothing is done to control the spread of DED, the cost of tree removal and replacement in such a short time period will be horrendous. Applying various existing cost-benefit analysis on Dutch Elm Disease to Saskatchewan's situation, it is nine times more cost-effective to put a comprehensive Dutch Elm Disease management program in place than do nothing. With a comprehensive program in place, 90% of Saskatchewan's elms can be preserved; otherwise, 90% or more elms will be dead in 10 years.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 53**

There are two basic reasons why municipalities can not face this dreaded disease alone. First, the disease spreads so quickly that control in one municipality ultimately effects control in the adjacent municipality. In other words, a strong control program in an infected municipality will reduce the likelihood that the adjacent municipality contracts the disease.

Secondly, although the municipality may be able to effectively control DED on public property, the disease can spread readily among trees on private property. Usually, private landowners do not have the financial resources or technical expertise to deal with this disease on their own. The Province needs to play a leading role in the removal of infected and hazardous elms on private property.

In order to effectively control this disease, the Saskatchewan Dutch Elm Disease Management Advisory Committee has recommended that Saskatchewan Environment and Resource Management (SERM) substantially increase their current budget of \$300,000 to \$1.12 million in 1998.

Within SERM's existing \$300,000 budget, six communities currently have cost-sharing agreements for DED control. Activities that are cost-shared with the Province include pruning dead and dying branches from elm trees, inventory, public awareness, tree replanting, basal spraying, and surveillance.

With an approved budget of \$1.12 million in 1998, these cost-shared agreements could be established in many other municipalities including Saskatoon. With adequate cost-sharing agreements in place, this valuable natural resource can be preserved for future generations."

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 54**

REPORT NO. 22-1997 OF THE PLANNING AND OPERATIONS COMMITTEE

Composition of Committee

Councillor D. Atchison, Chair
Councillor P. McCann
Councillor J. Postlethwaite
Councillor R. Sternberg
Councillor P. Roe

**1. Exhibition Area Residential Parking Permit
Pilot Program Summary Report
(File No. CK. 6120-6-1)**

RECOMMENDATION: that the summary report on the Exhibition Area Residential Parking Pilot Program be received as information

ADOPTED.

Your Committee has considered and is submitting the following report of the General Manager, Transportation Department dated September 24, 1997 to City Council as information:

“BACKGROUND

On May 26, 1997, City Council approved a special residential parking permit pilot program for the residents of the Exhibition area during the staging of the Prairieland Exhibition event. This program was initiated in response to concerns from Exhibition area residents regarding traffic conditions, noise, littering, increased vandalism and lack of parking during staging of the Prairieland Exhibition.

The pilot program involved restricting on-street parking to residents only within the area bound by Ruth Street in the south, Hilliard Street in the north, St. Henry Avenue in the west and the Idylwyld Freeway in the east during Exhibition week. Each dwelling unit was issued two parking permits along with a notice which explained the program. The permits were to be hung from vehicle rear-view mirrors. Any vehicles not displaying a parking permit and parked within the residential parking permit zone were ticketed. Enforcement was done on a regular and continuous basis during the program by parking enforcement Commissionaires.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
 MONDAY, NOVEMBER 3, 1997
 PAGE 55**

One of the key challenges affecting the success of the program was to inform the general public about the program so that non-residents did not park in the parking permit zone. This was accomplished through advertisements in the StarPhoenix's City Page feature, numerous radio spots on radio stations (which were cost-shared with the Prairieland Exhibition Corporation), and through a public service announcement which received extensive coverage in print, radio and television media.

In addition, signage in the program area was extensive. Large signs notifying people about the program were placed at all possible entrances into the area and smaller 'Parking by Permit Only' signs were placed generously on all roads within the area.

DISCUSSION

Upon completion of the program, a survey was sent out to the residents in the program area. One hundred fifty-five (155) households responded to the survey. This corresponds to approximately 42 percent of the Exhibition area households returning the survey. Ten questions were asked and a comment section was provided. The following table shows the results of the survey:

Question	Yes	No	% Yes
Would you support the implementation of the program in future years?	142	11	93
Was the number of parking permits supplied sufficient?	135	17	89
Did you understand the program?	148	3	98
Was there adequate signage?	147	4	97
Did you see a reduction in noise as a result of the program?	122	21	85
Did you see a reduction in littering as a result of the program?	135	16	89
Did you see a reduction in vandalism as a result of the program?	109	16	87
Did you see a reduction in traffic congestion as a result of the program?	140	15	90
Did you see an increase in the availability of parking spaces as a result of the program?	138	12	92
Would you pay \$5 per household to have this program?	62	79	44

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 56**

As shown by the survey results, the program was an overwhelming success. Ninety-three percent of residents who responded would like to see the program implemented on an annual basis. In addition, most of the comments on the surveys were complimentary. The vast majority of respondents agreed that the neighbourhood looked as it would on a typical day when the Exhibition was not taking place.

The only spot of contention from the survey is the results of the question asking whether residents would be willing to pay \$5 per household for the program. Forty-four percent of respondents said they would be willing to pay a \$5 fee for the program, while 66 percent of respondents were opposed to this idea.

In addition to the survey, a follow-up meeting was held with the Exhibition Community Association's Executive. The Executive was very supportive of the program and would be in favour of its continuance on an annual basis.

Transit revenue resulting from shuttle buses running to and from the Exhibition increased \$1,255 in 1997. This increase may have been partially attributed to the pilot parking program, as more citizens may have decided to ride the bus as opposed to driving and trying to find a parking spot.

This year the Prairieland Exhibition Corporation had a special parking promotion where all vehicles with five or more people could park for free on the Exhibition grounds. According to an official with the Prairieland Exhibition Corporation, this program was a huge success. The official also conceded that part of the success of the program was a result of the pilot residential parking permit program that the City implemented for Exhibition area residents. The Prairieland Exhibition Corporation's parking revenue increased 9.5 percent in 1997, while the cost to park a vehicle remained the same. This indicates that the number of vehicles parked on the Exhibition grounds increased.

An indication of whether or not the general public was aware of the pilot program is the number of violations issued. Only 57 violations were issued to vehicles parked in the pilot residential parking area over the eight day Exhibition period. This amounts to less than eight tickets per day and proves how well the public adapted to the program.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 57**

The initial budget for this program was \$3,000; however, the actual cost to implement this program was as follows:

Sign Printing	\$ 339
Photocopying	\$ 159
Sign Shop Labour	\$ 758
Sign Rentals	\$2,687
Advertising Radio	\$1,500*
Advertising Print	\$1,355
Enforcement Overtime	\$ 116
Permits	\$ 250
Postage	<u>\$ 208</u>
Total	\$7,372

*The total amount spent on radio advertising was \$3,000, half of which was paid by the Prairieland Exhibition Corporation.

The revenue generated by parking violations in the pilot parking area was \$1,300. The revenue generated is \$6,072 short of the actual cost to implement this program. Additional funding would have to be provided if the program were to be continued next year. There is, however, an approximate \$1,000 saving from initial project implementation costs, in relation to the manufacturing of signs, that would not be incurred in future years.

The program was \$4,372 over budget. The extra costs incurred were a result of the extensive advertising and signage. Additional funds were spent in these two areas so that the public was well informed of the program.

CONCLUSION

The residential parking permit pilot program has been deemed a success by the Transportation Department, the Prairieland Exhibition Corporation and most importantly the residents of the Exhibition area. This program should be continued and implemented on an annual basis during Exhibition week. In addition, consideration should be given to extending the program to include the residential neighbourhood to the east of the Idylwyld Freeway. Residents in this area have experienced similar problems to the pilot program area residents.

With regard to the issue of charging residents for the costs of the program on an annual basis, approximately half of the residents in the area, when surveyed, responded favourably to this idea. Nevertheless, it would not be a prudent decision to charge for this program as

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 58**

the administrative cost and logistics of such a task would make it unfeasible. This program should be funded by the revenue generated from tickets issued during the program and by other operating budget funding.

POLICY IMPLICATION

Bylaw No. 7200, the Traffic Bylaw will need to be amended if the program is to be implemented on an annual basis.

FINANCIAL IMPACT

Funding of \$6,500 per year would have to be obtained for the program's continuance if implemented in the same area. If the program were expanded to include the residential neighbourhood to the east of the Idylwyld Freeway, an additional \$3,500 would be required. The majority of the \$3,500 would be for the rental and manufacture of additional signs. Other costs, such as enforcement and advertising, would remain the same if the program were expanded."

**2. Proposed Intersection Improvements
Russell Road and Goerzen Street
(File No. CK. 6150-3)**

DEALT WITH EARLIER. SEE PAGE NO. 4.

**3. Solid Waste Management
Waste Minimization Reserve
(File No. CK. 7830-1)**

RECOMMENDATION: that City Council Policy C03-003, Reserves for Future Expenditures, be amended, effective with the 1997 fiscal year, to include a Waste Minimization Reserve described as attached.

ADOPTED.

Your Committee has considered the report of the General Manager, Environmental Services Department dated September 18, 1997, and supports the recommendation to amend City Council Policy C03-003, Reserves for Future Expenditures, effective with the 1997 Fiscal Year, to include a Waste Minimization Reserve as described in this report.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 59**

For Council's information, your Committee has asked that a figure representative of the cost of simply dumping at the landfill be added as part of the Operating Budget to provide stable funding for recycling projects and that this be referred to the Budget Committee for consideration.

The following is the report of the General Manager, Environmental Services Department dated September 18, 1997:

“BACKGROUND

The implementation of waste minimization initiatives continues to be a challenge due to limited funding, limited market development, and volatile market-driven recycling revenues. Attempts to meet these challenges are underway and have been identified through the recent waste minimization strategic planning process and through the ongoing development of the City's Solid Waste Master Plan. The establishment of a Waste Minimization Reserve, funded from recycling revenues, is considered as one step towards meeting these challenges. The reserve concept aligns with the Environmental Services Department's Ends Directives which states that 'Waste minimization projects are carried out when revenues are greater than anticipated'. Also, the creation of a Waste Minimization reserve is one of the action items in the Solid Waste Minimization Strategic Plan which was adopted by City Council on September 8, 1997.

DISCUSSION

The following table outlines the budget vs. actual recycling revenue amounts over the last few years.

Recycling Revenues		
Year	Budget	Actual
1994	\$18,000	\$27,700
1995	\$38,000	\$135,700
1996	\$215,000	\$53,900
1997	0	??

Proceeds from the sale of old newspapers (ONP) constitute the major portion of the City's recycling revenues. This revenue hinges on the market price of paper and is paid to the City by Cosmopolitan Industries in accordance with the ONP Agreement. The price has dropped

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 60**

significantly in the last couple of years (and continues to remain low) and as a result, no revenue was budgeted for 1997.

Concerning expenditures, in 1996 the Department's original budget submission included \$72,000 for additional and/or enhanced waste minimization initiatives (e.g. tree chipping, Household Hazardous Waste [HHW], Master Composter program, plastic/metal recycling efforts). However, the entire amount was subsequently deleted in order to meet budget guidelines. In 1997, approximately \$44,000 was approved to fund some minimal program enhancements related to HHW, paint exchange, and the operation of a tub grinder for the reduction of wood wastes. These and other waste minimization initiatives, including market development, and assisting community-based initiatives, can be implemented and/or enhanced through the establishment and use of a Reserve. The reserve may also provide a source of capital project funding (e.g. Hazardous Waste Facility).

The reserve would be funded from recycling revenues. In spite of the fact that these revenues are unstable from year to year, the establishment of a reserve could eventually provide a significant source of funding. If the last three years actual revenues are averaged as an indication of a potential transfer to the Reserve, approximately \$70,000 may be realized in the medium term.

A cap of \$100,000 is recommended. Any excess over the cap would be transferred to the Landfill Replacement Reserve. This approach will retain the funds within the solid waste function, enhance the positive impact that waste minimization initiatives have on extending the life of the landfill, and possibly provide an additional source of landfill replacement/decommissioning capital funding.

JUSTIFICATION

Creation of a Waste Minimization Reserve will remove the recycling revenue instability issue from the operating budget process, while at the same time provide a source of funding to develop and enhance waste minimization initiatives. The market volatility of recycling revenues and its impact on the mill rate was recognized in the 1997 operating budget with the loss of \$215,000 in previously budgeted revenue. However, waste minimization initiatives should not be solely dependent on the reserve because market price fluctuations could devastate the program. Continued progress in establishing an adequate base operating budget supplemented by the establishment of a Waste Minimization Reserve as described above and in the attached policy amendment is proposed as a prudent funding approach to managing the City's waste minimization program.

OPTIONS

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 61**

One option would be to continue budgeting recycling revenues in the operating budget despite their instability and the difficulty in preparing accurate estimates. This approach will continue to cause fluctuating impacts on the mill rate.

The possibility of earmarking a portion of the landfill tipping fee for the Waste Minimization Reserve will be examined once accurate landfill decommissioning/replacement costs and the sufficiency of the Landfill Replacement Reserve are determined. This could enhance the source of funds for the Waste Minimization Reserve and provide a more consistent and stable revenue source.

POLICY IMPLICATIONS

Policy 03-003, Reserves for Future Expenditures, requires amendment to include the new Waste Minimization Reserve described as attached.

FINANCIAL IMPACT

The unstable revenue source from the sale of recyclables is removed from the operating budget process, thereby removing the resulting mill rate fluctuations. A source of funds to develop and enhance minimization initiatives will eventually become available.

ATTACHMENT

1. Waste Minimization Reserve Policy C03-003”

 4. **Saskatchewan Lotteries Trust Fund for Sport, Culture, and Recreation
Community Grant Program
(File No. CK. 1860-1)**
-

RECOMMENDATION: that the information be received.

ADOPTED.

Your Committee has reviewed and is submitting the following report of the General Manager, Leisure Services Department dated October 2, 1997, to City Council as information:

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 62**

“BACKGROUND

The City of Saskatoon receives funds annually from the Saskatchewan Lotteries Trust Fund for Sport, Culture, and Recreation for the purpose of providing funding under the Saskatchewan Lotteries Community Grant Program for the development and maintenance of sport, culture, and recreation programs delivered at the municipal level by non-profit, volunteer community organizations.

In December 1994, City Council agreed that the Leisure Services Department be authorized to administer, distribute (through a ranking process), and undertake the evaluation and follow-up activities for the Saskatchewan Lotteries Trust Fund Community Grant Program, in accordance with guidelines set out by the Saskatchewan Lotteries Trust Fund for Sport, Culture, and Recreation, and the City's approved local priorities.

City Council further delegated the responsibility for approving the annual local priorities for projects and the minimum and maximum amount granted to each project each year for the Community Grant Program to the Planning and Operations Committee. These amounts were \$500 minimum and \$5,000 maximum in 1995, 1996, and 1997.

In November 1996, the Planning and Operations Committee approved the following priorities for the 1997 Saskatchewan Lotteries Trust Fund Community Grant year (April 1, 1997 to March 31, 1998):

Overall, projects were geared to the following target groups and barriers to participation:

1. Target Populations
 - a) Adults and/or seniors who are not presently participating in Active Living programs;
 - b) Programs for youth (10-19 years), with encouragement and some involvement from adults and/or families; and,
2. Barriers to Participation
 - a) Programs which break down barriers (cost, transportation, disability) to participation in sport, culture, and recreation programs.

In 1997, the City of Saskatoon was allocated \$175,000 from the Saskatchewan Lotteries Trust Fund for the Community Grant Program. We received 70 project requests for funding for a total grant request of \$270,636. The City was able to recommend 55 of those projects.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 63**

In August 1997, City Council approved that the Cultural Component of the Assistance to Community Groups Cash Grant Program be deleted, including the deletion of the Cultural Advisory Subcommittee, and that the Cultural Grant Program be established under the management of the Leisure Services Department. It also approved that the management of the Cultural Participation Grant be integrated with the Saskatchewan Lotteries Community Grant Program and that the priorities for allocation would be the same as those of the Saskatchewan Lotteries Community Grant Program.

JUSTIFICATION

The City of Saskatoon has not yet received its allotted amount of funding from the Saskatchewan Lotteries Trust Fund under the Community Grant Program for the 1998 grant year (April 1, 1998 to March 31, 1999); however, we anticipate that the amount will be the same or less than in 1997. As well, we have not received the allotted funding from City Council for the Cultural Participation Grant; which will be determined by the Budget Committee in early 1998 (25 percent of the Cultural Grant Program allotment).

However, in order for the Leisure Services Department to begin to advise community groups on the 1998 program, we need to set the program priorities now. The overall purpose of the Saskatchewan Lotteries Community Grant Program is to increase participation in sport, culture, and recreation programs. The City of Saskatoon wishes to base its 1998 priorities on increasing participation in the identified needs categories of sport, culture, and recreation among the certain demographic groups based on the 1997 Needs Assessment and expressed needs.

Therefore, the following priorities are recommended for 1998:

1. First priority should be given to projects which focus on increasing participation in the top activity areas and breaking down the barriers to participation of demographic groups as identified in the City of Saskatoon Needs Assessment as follows:
 - i) Children (0 - 9 years):
Activity Area: Sports, Performing Arts, Visual Arts
Barriers: Cost, Disability, Not Aware of Activity
 - ii) Youth (10 - 19 years):
Activity Area: Sports, Nature Appreciation, Physical Fitness
Barriers: Cost, Disability, Not Aware of Activity

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 64**

- iii) Adults (20 - 54 years):
Activity Area: Sports, Physical Fitness, Visual Arts
Barriers: Cost, Disability, Not Aware of Activity, No One to Go With
- iv) Older Adults (55 years and over):
Activity Area: Physical Fitness, Sports, Visual Arts
Barriers: Health Problems, Disability, Don't Have the Necessary Skills
- v) Aboriginals:
Activity Area: Sports, Physical Fitness, Visual Arts
Barriers: Cost, Disability, Not Aware of Activity

2. The second priority should be given to projects which focus on increasing participation in any other activity area and breaking down barriers to participation.

OPTIONS

1. The first option is to keep the target populations and priorities the same as they were in 1997.
2. The second option as outlined in the report and the Administrative guidelines attached.

POLICY IMPLICATIONS

There are no policy implications. This grant is dealt with through guidelines set out by the Saskatchewan Lotteries Trust Fund.

FINANCIAL IMPACT

Funding is received from the Saskatchewan Lotteries Trust Fund on an annual basis based on population. We have not yet been told what our allocation of funds will be for the 1998 grant year. After we have received all of our project applications, adjudicated them, sent in our formal application with the projects to the Trust, and sent in our follow-up reports with receipts from the 1997 grant year, we will receive our 1998 allotment of funds. This process usually takes until June of each year.

Funding allotment for the Cultural Participation Grant of the Cultural Grant Program will be set in early 1998 by the Budget Committee. Twenty-five percent of the Cultural Grant Program will be allocated to the Cultural Participation Grant.

COMMUNICATIONS PLAN

Once the local priorities have been established by the Planning and Operations Committee, staff of the Leisure Services Department will publicize the grant information in the local newspaper to make organizations aware of the priorities and application process for the 1998 Saskatchewan Lotteries Community Grant Program and Cultural Participation Grant. In addition, your staff will make the grant information available to the community groups affiliated with the Department and will further consult them in their effort to apply for funding for projects under the grant program.

ATTACHMENTS

1. Community Grant Administrative Guidelines Package”

REPORT NO. 23-1997 OF THE PLANNING AND OPERATIONS COMMITTEE

Composition of Committee

Councillor D. Atchison, Chair
Councillor P. McCann
Councillor H. Harding
Councillor R. Steernberg
Councillor P. Roe

1. **Communications to Council**
From: June Hourie
Clinkskill Manor Tenants Association
Date: May 15, 1997
Subject: Traffic Signals - 19th Street and First Avenue
AND
Communications to Council
From: Stan McKnight, President
Clinkskill Manor Tenants Association
Date: July 17, 1997
Subject: Pedestrian Crossing at 19th Street and First Avenue
(File No. CK. 6250-1)

RECOMMENDATION: that the following information be received.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 66**

ADOPTED.

Your Committee has reviewed and is submitting the following report of the General Manager, Transportation Department dated October 15, 1997, to City Council for its information:

“BACKGROUND

At its meeting held on May 26, 1997, City Council referred the letter from Ms. Hourie to the Administration for a report. Subsequently, at its meeting held on September 16, 1997, the Planning and Operations Committee, when dealing with the communication from Mr. McKnight, the Committee resolved that:

‘the matter be referred to the Administration for a report, to include the implications of not having a pedestrian crosswalk at this intersection at all.’

REPORT

The intersection of 19th Street and 1st Avenue is a T-intersection with 1st Avenue beginning at 19th Street and proceeding north. 19th Street has two travelled lanes in each direction and a parking lane along the north curb face to the east of 1st Avenue. To the west of 1st Avenue, the roadway elevation drops and curves as 19th Street passes beneath an abandoned railway overpass structure. There is an eastbound turn bay on 19th Street to allow left turns to 1st Avenue. 1st Avenue is a single-lane, one-way street (northbound only) with a parking lane adjacent to the east curb. In 1996, a median end was installed to define the travelled lanes and the turn bay. This construction also served to improve pedestrian-crossing safety and comfort by providing a refuge area in the centre of the roadway, thereby allowing pedestrians to cross one direction of traffic at a time. A signed and painted crosswalk exists at this location. Plan No. 203-0101-022 (Attachment 1) illustrates this intersection.

A pedestrian crossing study was undertaken in 1993 in order to evaluate the priority of installation of additional pedestrian safety devices. This study determined that there was no warrant for either a pedestrian corridor or a pedestrian-actuated signal. In terms of priority, this crossing location follows 50 other locations where pedestrian-actuated signals have been requested.

The intersection was again studied in September, 1997. This study also determined that there was no warrant for either a pedestrian corridor or a pedestrian-actuated signal. The current priority lists for pedestrian corridors (Attachment 2) and pedestrian-actuated signals (Attachment 3) are attached and indicate a low prioritization for installation of these facilities.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 67**

There have been ten reported collisions at 19th Street and 1st Avenue in the past five years. None of these accidents involved pedestrians.

Visibility of pedestrians waiting to cross 19th Street at this location, although not ideal, is adequate to allow for a safe stopping distance for vehicles. The Public Works Department is currently investigating options for the repair of the existing retaining walls on 19th Street to the east of 1st Avenue. This structure is deteriorating and work is required in order for it to remain safe for the public. One option calls for the demolition of the existing railway overpass structure. This would allow for the grades of the roadway to be raised and for the removal of the structural pier in the centre of the road. If this is to proceed, the sightlines to the pedestrian crossing would also be improved.

It should also be noted that under the current South Downtown redevelopment scheme, 1st Avenue is planned to be closed between 19th and 20th Streets with the land being incorporated into the development. When this occurs, there may be limited access to the public either by vehicle or by foot at the existing 1st Avenue. If this occurs, there will be little demand for pedestrian crossings at this location.

A fully signalized intersection with pedestrian signals exists one block to the east at 19th Street and 2nd Avenue. Although this location is not as convenient to Clinkskill Manor residents, it still provides a reasonable crossing location with a high level of pedestrian safety.

Given that any additional features that could be designed or constructed at this location could become redundant or unnecessary within a few years, that the current crossing configuration is adequate, and that facilities providing a higher level of safety exist in close proximity, no additional crossing safety features are being considered at this time.

ATTACHMENTS

1. Plan No. 203-0101-022
2. Table 1: Pedestrian Corridor Priority List
3. Table 2: Pedestrian Actuated Signal Priority List"

**2. Blockage of Lanes - Fisher Crescent
(File No. CK. 6295-1)**

RECOMMENDATION: 1) that City Council approve the blockage of the east and west

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 68**

north/south lanes;

- 2) that the estimated \$2,000 installation cost be funded by Capital Project No. 631-1997 Traffic Safety Program; and
- 3) that the City Solicitor be instructed to prepare the necessary Bylaw in order for the blockage to be enacted.

ADOPTED.

Your Committee has considered and supports the following report of the General Manager, Transportation Department dated October 10, 1997:

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 69**

“BACKGROUND

The Transportation Department received a letter in June, 1997, from a resident of Fisher Crescent, expressing concern about traffic using the lane as a through road and shortcut to a confectionery and to an apartment complex located behind the confectionery.

DISCUSSION

The lane is located in the Confederation Park Subdivision, between Diefenbaker Drive and Fisher Crescent. Due to the commercial and high density residential land use adjacent to this lane, traffic in the neighbourhood is using the lane as a shortcut to and from these establishments.

JUSTIFICATION

The intent of a lane is to provide access for those residents whose property backs onto that lane. The legal speed limit in a lane is 20 km/h. As such, resulting traffic volume and speed should be reasonably low. The Transportation Department undertook a traffic volume count of the lane over a seven day period in order to determine traffic volume. The results of that count indicated a volume of 200 to 350 vehicles per day, which is significantly more than would be expected for the access needs of adjacent residents. These results suggest the lane is being used as a through route, which is not the intended purpose.

In addition to the traffic volume count, an initial survey was distributed to 29 residences on Fisher Crescent which are directly served by this lane. The survey asked, “Do you support closing the north entrance of the north-south lane, south of Fisher Crescent as shown on the attached Plan.” The residents were asked to respond “Yes” or “No”.

As of August 15, the Transportation Department had received 18 responses (62%). Of those 18 responses, 14 (78%) indicated they are in favour of closure and 4 (22%) indicated they are not in favour of closure. A number of those who responded to the survey indicated they would prefer to have the north entrances to both the east and the west lane closed to traffic.

As a result of these responses, a second survey was distributed in September to the same 29 residences. The second survey asked residents if they were in favour of closing the north entrances of both the east and west lanes. As of September 15, the Transportation Department had received 14 responses (48%). Of those 14 responses, 12 (86%) indicated they are in favour of both closures, and 2 (14%) indicated they are not in favour of the closure of both entrances.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 70**

The Transportation Department is recommending that permanent barriers be installed in the north entrances to the east and west lane as noted on Plan No. AA6-1H (TP). These barriers would restrict vehicular access, but would permit the passage of pedestrians and cyclists.

FINANCIAL IMPACT

It is proposed that the cost of this installation be funded by Capital Project No. 631, - 1997 Traffic Safety Program. The estimated cost of the permanent barriers is \$2,000.

ATTACHMENTS

1. Plan No. AA6-1H (TP)”

**3. Enquiry - Councillor Heidt (December 16, 1996)
Family Transit Pass
(File No. CK. 1905-4)**

- RECOMMENDATION:**
- 1) that the use of the Saskatoon Transit Services DayPass be expanded to allow the use of the pass for families of up to two adults and up to three children under the age of 15 on either a Saturday or Sunday;
 - 2) that this program be approved as a permanent part of Saskatoon Transit Services fare structure; and
 - 3) that the City Solicitor be requested to bring forward the appropriate bylaw amendment.

ADOPTED.

Your Committee has reviewed and concurs with the following report of the General Manager, Transportation Department dated October 22, 1997:

“BACKGROUND

The following enquiry was made by Councillor Heidt at the meeting of City Council held on December 16, 1996:

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 71**

‘Would the Administration report on:

- 1) implementing a family pass which would be cost effective to families; and,
- 2) also provide a cost for implementing this system.’

DISCUSSION

Transit Services continuously investigates methods to encourage increased utilization of its service. Of particular interest is increasing ridership during periods when the service is under utilized. By so doing, revenues would be increased with no increase in cost. Transit Services reviewed the above enquiry with this objective, and the objective of offering a low-cost transportation alternative to families, in mind.

To achieve these objectives, Transit proposed the use of its existing DayPass be expanded to allow the pass to be used by families of up to two adults and up to three children under the age of 15 to travel on Transit buses on either a Saturday or Sunday. This proposal was tested during the summer of 1997. The test was implemented on July 5, 1997 and ended on August 31, 1997. It allowed families to travel at a reduced rate during the weekend period when the service is generally under utilized. The use of an existing fare medium, the DayPass, meant that no new passes or distribution outlets needed to be established.

The success of the test was measured by assessing the utilization of the program on two sample periods. Counts were conducted on two weekends during the test period, July 27 - 28, and August 9 - 10. The results of these counts follow:

	Saturdays	Sundays	Total	Average Per Day
Total Day Passes Used	82	6	88	22
Total Customers Served	153	20	173	43

The above shows moderate use of the DayPass by groups of more than one person. The average utilization was close to two persons per pass. Under normal use of the DayPass, this would have been only one person per pass. It should be noted that with any new program, customer knowledge and actual use requires time to develop; however, the results of the program and the Operator feedback regarding the program indicate that this program was successful in attracting users to the system and generating positive public relations for Transit Services.

It is quite unlikely that these additional riders would have used the service in the absence of this program. A return fare for two adults and three children would have been anywhere

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 72**

from \$6 to \$12 depending upon the ages of the children. With the DayPass, the family could make unlimited use of the Transit bus on either a Saturday or Sunday for a price of \$4.

FINANCIAL IMPACT

The results of the pilot program indicate a program that benefits both the public and Transit. Based on an average use of 40 DayPasses per weekend, incremental revenue to Transit is in the order of \$8,000 per year. Some additional expense would be incurred for marketing the program.

A secondary benefit of this program would be to introduce and familiarize the service offered by Transit to new users who may begin to utilize the service for reasons other than 'family' travel. This would have an incremental positive financial impact on Transit.

It is the opinion of Transit Services that there is a positive net benefit to Transit Services and the community, and that, as a permanent program, this market will be developed further.

SUMMARY

Transit recommends that this program be implemented on a permanent basis as a part of the service fare structure."

**4. Transportation System Performance Indicators (Part One)
Travel Times
(File No. CK. 6330-1)**

RECOMMENDATION: that the following information be received.

ADOPTED.

Your Committee has considered and submits the following report of the General Manager, Transportation Department dated October 15, 1997 to City Council as information:

“BACKGROUND

The Transportation Department was formed in August, 1995, with the mandate 'to coordinate outputs for the effective and efficient flow of people, traffic and commerce

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 73**

within and through the City of Saskatoon.’ This mandate was reaffirmed on December 16, 1996, when City Council approved the Transportation Department Ends Directives. In the Ends Directives document, the following were sighted, in part, as the guiding principles related to the movement of vehicles:

1. Operate the roadway system at Level of Service (LOS) C, recognizing that at certain locations and times this may not be feasible.
2. That 95% of vehicle trips made in the City during peak hour not exceed 30 minutes in length (based on today’s geographic area).

As part of the fulfillment of this mandate, the Department regularly monitors the operation, efficiency and performance of the transportation network. In June, 1997, an area-wide travel time study was conducted as part of a strategic monitoring of the transportation system. The purpose of the study was to observe travel times and identify traffic congestion of ‘typical trips’ from the Central Business District (CBD) to various destinations. Travel times to and from the CBD provide reliable indicators of a transportation system’s performance and are fundamentally useful in the definition and measurement of traffic congestion.

The intent of this report is to keep City Council abreast of efforts undertaken by the Department while working towards the fulfillment of its mandate.

DISCUSSION

Travel times represent the time it takes to travel from a fixed origin to a known destination. For the majority of the transportation system users, the time required to travel from home to work and vice-versa may be the only relevant indicator. The Transportation Department, however, deals with a range of indicators to describe the performance of the system. Traffic congestion, though closely tied to travel times, is not easily quantified. As an indicator, congestion needs to be expressed in a form that is easily understood by the general public.

One way of quantifying traffic congestion is in the form of vehicle delay rate. This consists of determining observed travel time in minutes per kilometre and comparing this value to a theoretical (or policy) travel time. Another method of defining congestion is to calculate what is known as Delay Rate Index (DRI). In general, DRI is a normalized ratio of peak travel times to base, or theoretical travel times between an origin and a destination. DRI combines travel times, speed, roadway classification and other mobility information to arrive at a number between 0 and 10 which relates to the severity of congestion on the corridor being evaluated. A DRI value of 0 represents the least congestion, while a value of

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 74**

10 represents severe congestion. In this exercise, DRI was chosen as the most suitable description of traffic congestion. This report will firstly discuss observed travel times for each route. Following this, the observed travel times will be related to their corresponding DRI's and the traditional A to F letter grade LOS (LOS A being the best and LOS F the worst).

Travel Times

The purpose of the travel time study is to evaluate the quality of traffic movement along selected main routes and to determine the locations and extent of traffic delays. In this study, the efficiency of flow was measured by total travel times. Travel times in this context imply the total time taken by a vehicle to complete a designated trip from a specified origin to a specified destination. No attempt was made to separate intersection delays from the actual traveling times.

1. Routes: To provide some meaningful data, routes chosen were comprised of major roadways which carry a relatively large amount of traffic and which are connected to and from the Central Business District. City Hall was the origin of each travel time run. Attachment 1 shows the ten routes used in the study. In future, monitored routes will be expanded to include some "cross-City" trips.
2. Time of Study: To reflect actual travel conditions during the peak hour, it was necessary to carry out initial trial runs to determine when the peak period occurred, in the direction of the heaviest traffic. The peak period was determined to occur between 4:45 p.m. and 5:45 p.m. All travel time runs started at 4:45 p.m. on weekdays (other than Mondays and Fridays) to ensure consistency of data.
3. Study Vehicle: A study vehicle method was used to collect travel times and distances. A driver used a recorder to record where the vehicle was at any given time along the route. At no time was the study vehicle allowed to drive above the posted speed limit for the route. This method was chosen because of its relative simplicity and the fact that it could be carried out by one person.

Observations

The results of the study are presented graphically in the form of a travel time contour map as shown in Attachment 2. The contour map summarizes the general efficiency, in terms of travel times, of the ten major routes within the City. The following are noteworthy observations:

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 75**

1. Generally, motorists experience some degree of delay in the 8th Street, 22nd Street and 33rd Street corridors in the afternoon peak period. These corridors are relatively less efficient. To illustrate the efficiency of one route over another, consider eastbound Routes 6 and 8. The contours show that if an eastbound motorist, who has chosen the 8th Street route (Route 8), departed from City Hall in the peak period, that motorist would be somewhere near the intersection of 8th Street and Preston Avenue after traveling for ten minutes. Had that same motorist chosen the relatively efficient Idylwyld Freeway (Route 6), he/she would have been at the eastern City limits after ten minutes.
2. Except for the 8th Street, 33rd Street and 22nd Street corridors, most afternoon peak-hour vehicle trips from the Central Business District, radiating in any direction, are less than ten minutes in duration. This is consistent with the guiding principle that 95% of all trips in the peak hour be less than 30 minutes.
3. It should be noted that no 'cross-City' trips have been studied, particularly along Circle Drive. Previous work on the 1992 Transportation Study has shown that trips of this nature range in time from 20 to 28 minutes. While this is still below our policy level of 30 minutes, it is edging close to that limit. Our future work in this area will include these trips and give a better representation of the state of congestion over our roadway network.

Traffic Congestion and the Delay Rate Index (DRI) Concept

Traffic congestion is defined as an increase in travel time or delay beyond what is normally acceptable to motorists, and usually occurs when the road system is unable to accommodate traffic at a speed accustomed to by motorists. Congestion manifests itself over both time and space. It may occur for a few minutes (time) or it can occur over a short or long sections of the roadway (space).

In order to provide more information on the magnitude and ranges of congestion, an index form of analysis is needed. DRI is a dimensionless number and measures the relative congestion on each route. The index takes into account the classification of roadway, the anticipated free-flow speed and the actual travel time. The basis is the number of minutes lost per kilometre as a result of congestion. DRI provides a continuous range of values to describe congestion conditions, and remedies some of the problems associated with the discrete letter grades of the LOS concept. Actual travel times form the framework for quantifying congestion on the selected corridors. Delay rate is the difference between the rate of travel in free-flow conditions and the condition being evaluated. Free-flow

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 76**

conditions represent a theoretical speed of traffic as traffic density on the roadway decreases. Speed limits also dictate free-flow conditions.

A DRI value of 5 on an arterial roadway represents a loss of 1.2 minutes/km in total delay and is normally regarded to be an equivalent to an LOS F.

Shown in Table 1 below are DRI's for the ten routes. For comparison purposes, a letter grade LOS for each route is listed against each DRI value. The advantage of DRI over the letter grade is that DRI values are continuous, eliminating some problems associated with letter grades, whereas small changes in volume can change the LOS designation when they occur near the boundary.

The findings of the DRI confirm what was observed in travel times, that being that, although there are some delays on three corridors (Routes 3, 4 and 8), none are considered severe, in a global sense, at this time. The delays and their resulting DRI values are above the minimum acceptable standards. The observed levels of service for the tested routes fall within the Department's guiding principle to operate roadway systems at a level of service at least equal to C during an average peak-hour flow.

Two additional points should also be made. First, the above analysis does not consider the safety aspects of the routes, only their travel time. Secondly, the bulk of delay encountered along the routes occurs at intersections and, while the route as a whole may operate satisfactorily, individual intersections along the route may operate at unexceptionable levels with respect to localized delay and safety. This is particularly true along Routes 4 and 8 where the intersections of Circle Drive/22nd Street and Circle Drive/8th Street (respectively) both pose high delays and have significant collision occurrences.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 77**

Table 1: DRI Values For Selected Routes

Route	HCM* Class	Length (km)	Free-Flow Travel Time (min)	Actual Travel Time (min)	Delay (min)	Delay Rate (min/km)	Mod. Delay Rate (min/km)*1.61	DRI **	LOS ***
1	I	9.0	9.00	11.08	2.08	0.23	0.40	0.90	B+
2	III	6.2	8.27	11.30	3.03	0.49	0.80	1.40	B
3	II	6.2	7.44	13.37	5.93	0.96	1.54	2.20	C
4	II	8.0	9.60	15.00	5.40	0.68	1.09	1.90	C
5	II	7.2	8.64	11.06	2.42	0.34	0.54	1.20	B+
6	F-way (80)	10.8	8.10	10.05	1.98	0.18	0.30	1.40	B+
7	III	8.9	11.84	15.54	3.70	0.40	0.67	1.38	B
8	III	8.8	11.70	18.41	6.70	0.76	1.23	1.65	C
9	I	5.8	5.80	9.00	3.20	0.55	0.88	2.00	C+
10	II	8.9	10.70	12.00	1.30	0.15	0.24	0.30	B+

- * HCM - Highway Capacity Manual
- ** DRI - Delay Rate Index
- *** LOS - Level of Service

Application

Both travel times and DRI can play an important role in the identification and quantification of bottlenecks on major routes. When carried out on an annual basis, the analysis can be used to observe trends of the system indicators. Once indicators begin to approach minimum acceptable levels, operational improvements to the traffic signal system, roadway widening, or grade separation construction need to be considered. Also, by comparing the ‘before and after’ values, it is easy to evaluate the effectiveness of traffic improvements.

Travel times, DRI and LOS are just some of the urban transportation indicators which serve as a basis for continuous monitoring of the system. The Transportation Department plans to monitor these and other indicators on an annual basis. The goal is to detect (and remedy) any routes that do not meet the minimum acceptable level of service and provide City residents with a long-term, sustainable transportation network.

For the Committee’s information, two intersections mentioned in the report along Routes 4 and 8, and a third that was not studied, are going to be the subject of a further report from the Department. The report will deal with the current operation of the intersections of Circle Drive/22nd Street, Circle Drive/8th Street and Circle Drive/Attridge Drive. All three

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 78**

intersections are currently at, or extremely close to, operational capacity at peak times and remedial action is required. The report will propose what action is required and the timing for it. The report will be available prior to the 1998 Capital Budget debate.

POLICY IMPLICATION

There are no policy implications.

FINANCIAL IMPACT

There is no financial implication.

ATTACHMENTS

1. Map indicating ten selected routes.
2. Map indicating travel times during PM peak hour along selected routes originating from City Hall.”

REPORT NO. 16-1997 OF THE ADMINISTRATION AND FINANCE COMMITTEE

Composition of Committee

Councillor K. Waygood, Chair
Councillor M. Heidt
Councillor A. Langford
Councillor J. Maddin
Councillor D.L. Birkmaier

1. **VLT Revenues**
(File No. CK. 1870-2-3)

RECOMMENDATION: that the balance of uncommitted funds pertaining to VLT revenues be directed for use in the 1998 Capital Budget.

ADOPTED.

Your Committee has considered the following report of the General Manager, Finance Department dated October 9, 1997 and supports the recommendation that the VLT funds be directed for use in

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 79**

the 1998 Capital Budget, in that the current distribution is arbitrary, on a first-come, first-served basis, which is neither fair nor equitable:

“BACKGROUND

In 1995, the Province of Saskatchewan provided the City of Saskatoon with a share of revenues from VLT's. The amount provided was identified as a "reimbursement" of costs which the City had incurred doing aerial mapping (a project which had previously been funded internally through the capital budget process). This one-time payment totalled \$149,000.

While it would have been our normal practice to reflect these funds as an additional source of capital (since the receipt of the funds was directly tied to a capital project), the unusual source of the funding did not lend itself to that practice without Council input. The funds were, therefore, left in a temporary reserve awaiting further Council direction. Since that time, these funds have been used as follows:

1.	Loan to the Shakespeare on the Saskatchewan (to be repaid in two installments - December 15/97 and December 15, 1998)	\$ 25,000
2.	Grant - Quint Development Corp. - social housing initiative	22,500
	Payment on loan guarantee - BMX	37,415
	Grant - North Sask. Independent Living Centre	<u>10,000</u>
	Balance committed or spent	\$ <u>94,915</u>

The uncommitted balance to date totals \$54,085. A further \$25,000 would be available upon the repayment of funds from the Shakespeare on the Saskatchewan.

DISCUSSION

The fact that the funds have not been identified, either through policy or City Council direction, for any specific purpose, appears to be causing problems. The primary problem is that each time the funds appear as a possible financing source for projects or initiatives, a decision must be made on its use in isolation of other beneficial projects which may exist. This results in a first-come, first-served approach which is not the practice Council normally adopts.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 80**

Because the source of these funds was a one-time grant, it should be used to fund one time expenditures. It might be the most practical, therefore, to identify the balance of the funds as a source for financing projects which would be included in the 1998 Capital Budget. The projects selected would become part of the normal Council approval process during consideration of that budget.

OPTIONS

As these are uncommitted funds, any number of options exist - all at the discretion of City Council. The funds could be transferred to other reserves, the expenditures from which are subject to Council Policy or Bylaw, or remain as a discretionary reserve subject to future Council direction.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPACT

The financial impact pertains to a decision to use an existing asset (cash) for a purpose which meets Council's needs. There is no direct operating budget impact other than the loss of interest on the funds which are being converted to non-cash assets."

2. Communications to Council

**From: Gerry Adams, Manager
Saskatoon Radio Cabs Ltd.
Tony Rosina, Manager
United Blueline Taxi**
Date: September 26, 1997
**Subject: Requesting a Meter Rate Increase for Taxicabs and
an Amendment to the Bylaw Regarding Taxi Ratio**
(File No. CK. 307-2)

RECOMMENDATION: that taxicab rates be increased as outlined in the letter dated September 26, 1997 from Saskatoon's two taxicab companies, as follows:

1 km	-	\$ 3.40
2 km	-	4.50

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 81**

3 km	-	5.60
4 km	-	6.70
5 km	-	7.80
6 km	-	8.70
7 km	-	10.00
8 km	-	11.10
9 km	-	12.30
10 km	-	13.40

ADOPTED.

Attached is a copy of the above-noted communication, which your Committee has reviewed with the writers, and supports the proposed increase in taxicab fares. Your Committee has referred the matter of licensing and a change in ratio of taxicabs/population to the Administration for a report, and will provide a separate report to Council on these issues.

**3. Tourism Saskatoon
Fee for Service Agreement
(File No. CK. 1870-10)**

- RECOMMENDATION:**
- 1) that a funding formula for Tourism Saskatoon, based on the previous year's commercial tax assessment, be approved;
 - 2) that the existing Fee-for-Service Agreement with Tourism Saskatoon be updated to reflect the revised funding formula; and
 - 3) that His Worship the Mayor and the City Clerk be authorized to sign the revised Agreement as prepared by the City Solicitor.

ADOPTED.

Attached is a copy of a letter dated June 23, 1997 from Tourism Saskatoon requesting an increase in their Fee-for-Service Agreement. Your Committee met with representatives of Tourism Saskatoon, and supports the proposal outlined in the following report of the General Manager, Finance Department dated September 23, 1997 in this regard:

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 82**

“BACKGROUND

On July 14, 1997, the Administration and Finance Committee approved, in principle, a service agreement with Tourism Saskatoon based on the commercial tax assessment. Accordingly, the following formula would apply:

$$AF = CA \times .02124\%$$

Where: **AF** means annual fee

CA means commercial taxable assessment for the immediately preceding year

Applying this formula for 1997 translates into a grant equivalent to the 1997 approved funding for Tourism Saskatoon, or \$280,000 (which covers both operating and capital funding requirements). Under this formula, Tourism Saskatoon's 1998 grant would be \$284,900, reflecting growth in the 1997 commercial taxable assessment over 1996.

DISCUSSION

Tourism Saskatoon currently has a Fee-for-Service Agreement which includes two sections on funding as follows:

- ‘2. The City shall pay to the Bureau for the provision of the services as herein contained a yearly fee in an amount which is to be negotiated annually during City Council's budget review. If the amount is approved by City Council, then the amount shall be payable at the beginning of each quarter. The negotiated fee shall be used only to provide the services contained in this Agreement.

5. In addition to the yearly fee payable under clause 2, the City shall pay an annual sum in an amount to be determined by City Council to the Bureau to be deposited in a capital account and to be used by the Bureau solely for capital purposes based upon the Bureau's five year capital plan.’

It is proposed that the clauses be revised to reflect the above-noted formula.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 83**

FINANCIAL IMPACT

It is assumed that any impact on the City's operating budget is offset by the growth in commercial taxable assessment.

ATTACHMENT

1. Agreement between the City of Saskatoon and the Saskatoon Visitor and Convention Bureau, dated April 26, 1996."

REPORT 4-1997 OF THE AUDIT COMMITTEE

Composition of Committee

Councillor D.L. Birkmaier, Chair
Councillor D. Atchison
Councillor H. Langlois
Councillor P. McCann
Councillor R. Steernberg
His Worship the Mayor

1. **Snow and Ice Management Audit - Control Self-Assessment (Pilot)**
(File No. CK. 1600-9)

RECOMMENDATION: that the Snow and Ice Management Audit - Control Self-Assessment and Audit Opinion be received as information.

ADOPTED.

Your Committee has reviewed the following report of the Auditor General dated September 30, 1997 with representatives of the Public Works Department (Roadways Branch), and has requested an update report on the Implementation Plan in one year's time:

"BACKGROUND

The Snow and Ice Management Audit Report - Control Self Assessment was received by the Audit Committee, without scheduled implementation dates in the Implementation Plan, on June 3, 1997. The Audit Committee requested that the Administration add targeted

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 84**

implementation dates to the Implementation Plan and table a copy of the Plan with the Audit Committee. The attached report now incorporates the scheduled implementation dates as requested by the Audit Committee.

AUDIT OPINION

The 1997 Corporate Audit Plan included provision to conduct an audit of the Snow and Ice Management Program. Program management agreed to participate in a Control Self Assessment (CSA) pilot as an alternative to the traditional audit approach. The primary purpose of the audit was to review and report on the adequacy of management systems, practices and controls as an indication of the extent to which due regard is given to the economical, efficient and effective use of resources.

Snow clearing, snow removal, and sanding and salting are the most significant activities of the Snow and Ice Management Program in terms of resources. The terms of reference for the project limited the scope of the review, for each of these activities, to assessing whether appropriate controls are in place to ensure that:

- Service levels are set appropriately (in terms of timeliness and quality)
- Service levels are met
- Service levels are met at the lowest cost per unit of output

Management is responsible for identifying risks and for establishing and maintaining internal controls. The attached audit report, prepared by management, identifies the key risks to achieving the above objectives and the actions proposed to mitigate those risks. The role of Audit is to evaluate the sufficiency of the completed CSA and to comment on the appropriateness of the controls currently in place and proposed by management.

CSA Sufficiency

The purpose and scope of the CSA, as identified in the terms of reference, were covered during the workshops. In addition, control improvements were identified in the areas of snow fencing, snow disposal sites, and public safety. Guidelines were set to ensure that contributions by individuals were respected and that there was no directing of the proceedings by management. There was full participation during the workshops. The significant risks to achievement of the program objectives were identified and the impact of the risks appropriately described in the report.

It is the opinion of the Auditor General's Office that the quality of the completed CSA was sufficient.

Control Appropriateness

The most significant control system currently being established in the Snow and Ice Management Program (and throughout the Roadways Branch) is the development of a Maintenance Management System (MMS). Management has indicated that the expected benefits include provision of information relating to equipment utilization and crew efficiency, improved planning and scheduling of work, and the accurate costing of activities and service levels.

Our verification of this key control included review of reports documenting development progress and review of a handbook prepared for use by Operators describing the procedures to be followed to ensure that the information collected is complete and accurate. The type and format of performance reports to be generated from the MMS have not yet been determined; therefore, it is not possible for Audit to comment on their appropriateness. However, based on the planned integration of the MMS system with financial reporting systems (i.e. work order and general ledger systems), we are confident that this system has significant potential for use as a tool to monitor and improve operations.

Our assessment as to the appropriateness of controls currently in place and proposed by management was made using *Guidance on Control*, a control framework issued by the Canadian Institute of Chartered Accountants (CICA). This framework was published in 1995 for use by organizations to develop, assess and change control. The components of control are considered to be **purpose**, **commitment**, **capability**, and **monitoring and learning**. In order to appropriately perform a task, a person must have an understanding of its **purpose** (the objective to be achieved), a sense of **commitment** to perform the task well over time, and **capability** (information, resources, supplies and skills). Also, performance should be **monitored** to **learn** about how to do the task better and about changes that may be required to be made. The CICA framework consists of a definition of control and twenty (20) specific 'Criteria of Control' grouped according to these four components. Our conclusion with regard to control appropriateness was based on these control criteria.

It is the opinion of the Auditor General's Office that the current and planned controls will provide reasonable assurance that the risks identified will be mitigated and that program objectives relating to setting and meeting service levels will be met.

It should be emphasized that our review consisted of evaluating control design and not an evaluation as to whether identified controls were operating effectively. Also, only 'reasonable', not absolute, assurance is possible due to inherent limitations of any system of internal control. Limitations include the necessity to assess the expected benefits against the

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 86**

costs of control, the risk of unintentional errors, faulty judgments, or deliberate circumvention of controls, and the fact that procedures may become inadequate if conditions change in the future.

ATTACHMENT

Snow and Ice Management Audit Report - Control Self Assessment”

**2. Sanitary Sewer System - Comprehensive Audit Implementation Plan
(File No. CK. 1600-1)**

RECOMMENDATION: that the Implementation Plan and the Sanitary Sewer System Comprehensive Audit Report be received as information.

ADOPTED.

Your Committee has reviewed the following report of the Auditor General dated September 15, 1997 with representatives of the Environmental Services Department and the Public Works Department (Water and Sewer Branch), and supports the report as presented:

“BACKGROUND

The corporate Audit Plan included provision to audit the Sanitary Sewer System, administered jointly by the Public Works Department and the Environmental Services Department. The Audit Report without the scheduled implementation dates in the Implementation Plan was received by the Audit Committee on March 24, 1997. The Audit Committee requested that the Administration add targeted implementation dates to the Implementation Plan and table a copy of the Plan with the Audit Committee on or before the end of May, 1997.

REPORT

The attached report incorporates the Implementation Plan which includes the scheduled implementation dates as requested by the Audit Committee. Management agrees with all recommendations contained in the Audit Report as restated in the Implementation Plan.

ATTACHMENTS

1. Comprehensive Audit Report - Sanitary Sewer Systems”

REPORT NO. 1-1997 OF BOARD OF TRUSTEES -GENERAL SUPERANNUATION PLAN

Composition of the Board

Councillor H. Langlois, Chair
Councillor M. Heidt
Mr. Phil Richards
Mr. Fred Smith
Mr. William Wallace
Mr. Len Thiessen
Mr. Tom Graham
Mr. Willy Furrer
Mr. Matt Baraniecki

**1. Portability Provisions
General Superannuation Plan
(File No. CK. 175-14)**

RECOMMENDATION: that Council consider passage of Bylaw No. 7703 at this meeting.

ADOPTED.

In December, 1996 the Trustees of the Defined Contribution Plan for Seasonal and Non-Permanent Part-time Employees requested that the Trustees of the General Superannuation Plan enter into a Reciprocal Transfer Agreement (RTA) so that employees who were covered by the Defined Contribution Plan, and subsequently became eligible to join the General Plan, could transfer their pensionable service to the General Plan. As a result of that request, the Trustees of the General Superannuation Plan considered the question of portability of pension funds generally. The Trustees concluded that, rather than entering into a new RTA every time an employee covered by a different plan wished to transfer to the General Plan, it would be appropriate to have a “universal” portability provision in the Plan with a standard provision for the calculation of the pension and other benefits to be provided by the General Plan in respect of the service being transferred.

In view of the foregoing at a meeting held on February 4 , 1997, the Trustees instructed that a draft Bylaw amendment be prepared incorporating a portability provision in Bylaw No. 6321 which specifies that the actuarial reserve be used to determine the granting of service credits. Proposed Bylaw No. 7703 incorporates this provision. The proposed Bylaw was approved by the Trustees at a meeting held on October 7, 1997.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 88**

The amendment incorporated in proposed Bylaw No. 7703 repeals Section 3 of the Plan and substitutes a new Section 3. The portability provision is contained in Subsection 3(3) which provides for a portability agreement to be entered into between the Member and the Plan. A standard form agreement has been developed for this purpose. The balance of the Section is simply a re-write of the existing provisions of Section 3. The reason for proceeding in this manner is that the wording of Section 3 had become quite convoluted due to several amendments passed over the years, and the opportunity has been taken to “clean up” the wording of the balance of the Section.

REPORT NO. 3-1997 OF THE FIREFIGHTERS’ PENSION FUND TRUSTEES

Composition of Committee

Mr. Jim Wood, Chair
His Worship the Mayor
Mr. Tim Leier
Mr. Owen Mann
Mr. Dave Rumpel
Mr. Bruce Richards

**1. Bylaw Amendments
Firefighters’ Pension Plan
(File No. CK. 1798-1)**

RECOMMENDATION: that City Council consider passage of Bylaw No. 7704.

ADOPTED.

The Trustees of the Saskatoon Firefighters’ Pension Plan at their meetings of August 27, 1997 and September 9, 1997 approved amendments to the Plan.

In the first instance, the Trustees approved an amendment to the Plan Bylaw to provide that Members on Workers’ Compensation are treated similar to Members receiving Long-Term Disability Benefits, with respect to earnings.

In the second instance, the Trustees approved an amendment to the Plan to provide for the establishment of a Contingency Reserve funded by 50% of any future Plan surplus, to the maximum allowed by Revenue Canada.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 89**

In the third instance, the Trustees approved an amendment to the Plan to delete the provision allowing Members who terminate employment before retirement to leave funds in the Plan.

Proposed Bylaw No. 7704 implements the amendments approved by the Trustees. With respect to the first amendment, the definition of "Contributory Service" in Section 2.1 is amended to include in a Member's pensionable service to be any periods during which the Member is in receipt of benefits under *The Workers' Compensation Act*. The definition of "earnings" in Section 3 of the Plan is revised to specify that "earnings" includes any amounts that are deemed to be received by a Member who is receiving benefits from the Long-Term Disability Plan or pursuant to *The Workers' Compensation Act*.

With respect to the second amendment Section 7 of the proposed Bylaw adds a new Subsection 11.6 to the Plan to establish the Contingency Reserve.

Lastly, Section 4 of the proposed Bylaw removes clause 9.2(a)(iv) from the Plan. This is the Plan provision which allows a terminated Member to leave funds in the Plan. Sections 5 and 6 of the proposed Bylaw are consequential amendments which remove wording which refers to situations where Members are allowed to leave funds in the Plan.

Proposed Bylaw No. 7704 was approved by the Trustees at a meeting held on October 21, 1997.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 90**

REPORT NO. 1-1997 OF THE PENSION BENEFITS COMMITTEE

Composition of the Board

Mr. M. Totland, Chair
Councillor D. Atchison
Councillor P. McCann
Mr. P. Jaspar
Dr. K. Lal
Mr. B. Veltkamp
Mr. J. Cowan
Mr. W. Furrer
Ms. C. Drever
Mr. M. Baraniecki
Mr. G. Bauman/Mr. V. Keindel
Mr. L. Thiessen
Mr. K. Johnston
Mr. G. Mearns

**1. IBEW, Local #319
Request for Plan Amendment
Lineman Contribution Rate and Mandatory Retirement Date**

RECOMMENDATION: that Council consider Bylaw No. 7685 at this meeting.

ADOPTED.

The Pension Benefits Committee, at its meeting held on May 20, 1997, considered a request from The International Brotherhood of Electrical Workers, Local #319 to amend the contribution rate and mandatory retirement dates for Lineman employed in the Electrical Branch of the Public Works Department. A copy of a letter dated May 6, 1997 from Mr. Pat Hyde, President of Local #319, containing the request is attached.

On consideration of the request, the Pension Benefits Committee passed a resolution that the General Superannuation Plan be amended to allow for the reduction of the matching Linemen contribution rates to the Superannuation Plan from the current rate to that of all other members of the Plan and that the mandatory retirement age of 60 years for Linemen be increased to 65 years of age. It was further resolved that both changes be retroactive to January 1, 1997.

The City Solicitor was requested to draft a Bylaw incorporating the Committee's resolution. Proposed Bylaw No. 7685 incorporates the changes requested by the Committee. The proposed Bylaw amends Section 4 of the Plan to eliminate any difference in contributions between Linemen

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 91**

and other Plan members. Similarly, Section 5 of the Plan is amended to eliminate any difference in retirement dates between Linemen and other Members. Section 6 is amended to eliminate any difference in retirement benefits and Section 8 is amended to eliminate any difference in termination benefits.

The proposed Bylaw also adds an Appendix A to the Plan. The purpose of this Appendix is to ensure that service up to the effective date of the change (January 1, 1997) is treated in accordance with the early retirement provisions in effect immediately prior to the change in contribution rates.”

Moved by Councillor Waygood, Seconded by Councillor Maddin,

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

CARRIED.

ENQUIRIES

**Councillor Heidt
Snow Removal Policy
(File No. CK. 6290-1)**

Would the Administration please report to the Planning and Operations Committee on the snow removal policy and the priorities with respect to snow removal in the city.

**Councillor Steernberg
Public Input
Budget Committee
(File No. CK. 6290-1)**

Would the Budget Committee please report on the following:

In 1995 - 1996, the Budget Committee held several public meetings around the City.

The subsequent public input resulted in the increased service level for snow removal from the drop-off and pickup zones around the schools.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 92**

The 1996-1997 Budget Committee was unable to hold the public forums due to the budget being delayed as a result of reassessment.

Will the Budget Committee consider continuing these meetings for the 1997-1998 Budget Deliberations.

INTRODUCTION AND CONSIDERATION OF BYLAWS

Bylaw No. 7685

Moved by Councillor Waygood, Seconded by Councillor Maddin,

THAT permission be granted to introduce Bylaw No. 7685, being "*A bylaw of The City of Saskatoon to amend Bylaw No. 6321, entitled 'A bylaw of The City of Saskatoon to amend Bylaw No. 4324, entitled "A bylaw of The City of Saskatoon to provide for a superannuation plan for City employees not covered by the Police and Fire Departments' superannuation plans"'"*" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Waygood, Seconded by Councillor McCann,

THAT Bylaw No. 7685 be now read a second time.

CARRIED.

The bylaw was then read a second time.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 93**

Moved by Councillor Waygood, Seconded by Councillor Roe,

THAT Council go into Committee of the Whole to consider Bylaw No. 7685.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 7685 was considered clause by clause and approved.

Moved by Councillor Waygood, Seconded by Councillor Langford,

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

CARRIED.

Moved by Councillor Waygood, Seconded by Councillor Heidt,

THAT permission be granted to have Bylaw No. 7685 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Waygood, Seconded by Councillor Harding,

THAT Bylaw No. 7685 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.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 94**

Bylaw No. 7700

Moved by Councillor Waygood, Seconded by Councillor Maddin,

THAT permission be granted to introduce Bylaw No. 7700, being "*The Capital Reserves Amendment Bylaw, 1997*" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Waygood, Seconded by Councillor McCann,

THAT Bylaw No. 7700 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Waygood, Seconded by Councillor Roe,

THAT Council go into Committee of the Whole to consider Bylaw No. 7700.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 7700 was considered clause by clause and approved.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 95**

Moved by Councillor Waygood, Seconded by Councillor Langford,

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

CARRIED.

Moved by Councillor Waygood, Seconded by Councillor Heidt,

THAT permission be granted to have Bylaw No. 7700 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Waygood, Seconded by Councillor Harding,

THAT Bylaw No. 7700 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. 7701

Moved by Councillor Waygood, Seconded by Councillor Maddin,

THAT permission be granted to introduce Bylaw No. 7701, being "*The Bridon Pacific Limited Incentives Bylaw, 1997*" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 96**

Moved by Councillor Waygood, Seconded by Councillor McCann,
THAT Bylaw No. 7701 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Waygood, Seconded by Councillor Roe,
THAT Council go into Committee of the Whole to consider Bylaw No. 7701.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 7701 was considered clause by clause and approved.

Moved by Councillor Waygood, Seconded by Councillor Langford,

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

CARRIED.

Moved by Councillor Waygood, Seconded by Councillor Heidt,

THAT permission be granted to have Bylaw No. 7701 read a third time at this meeting.

CARRIED UNANIMOUSLY.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 97**

Moved by Councillor Waygood, Seconded by Councillor Harding,

THAT Bylaw No. 7701 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. 7703

Moved by Councillor Waygood, Seconded by Councillor Maddin,

THAT permission be granted to introduce Bylaw No. 7703, being "*A bylaw of The City of Saskatoon to amend Bylaw No. 6321, entitled 'A bylaw of The City of Saskatoon to amend Bylaw No. 4324, entitled 'A bylaw of The City of Saskatoon to provide for a superannuation plan for City employees not covered by the Police and Fire Departments' superannuation plans''''*" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Waygood, Seconded by Councillor McCann,

THAT Bylaw No. 7703 be now read a second time.

CARRIED.

The bylaw was then read a second time.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 98**

Moved by Councillor Waygood, Seconded by Councillor Roe,

THAT Council go into Committee of the Whole to consider Bylaw No. 7703.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 7703 was considered clause by clause and approved.

Moved by Councillor Waygood, Seconded by Councillor Langford,

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

CARRIED.

Moved by Councillor Waygood, Seconded by Councillor Heidt,

THAT permission be granted to have Bylaw No. 7703 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Waygood, Seconded by Councillor Harding,

THAT Bylaw No. 7703 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.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 99**

Bylaw No. 7704

Moved by Councillor Waygood, Seconded by Councillor Maddin,

THAT permission be granted to introduce Bylaw No. 7704, being "*A bylaw of The City of Saskatoon to amend Bylaw No. 5585, entitled 'A bylaw of The City of Saskatoon to provide for superannuation of the employees of the Fire Department'*" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Waygood, Seconded by Councillor McCann,

THAT Bylaw No. 7704 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Waygood, Seconded by Councillor Roe,

THAT Council go into Committee of the Whole to consider Bylaw No. 7704.

CARRIED.

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

Committee arose.

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

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 100**

That while in Committee of the Whole, Bylaw No. 7704 was considered clause by clause and approved.

Moved by Councillor Waygood, Seconded by Councillor Langford,

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

CARRIED.

Moved by Councillor Waygood, Seconded by Councillor Heidt,

THAT permission be granted to have Bylaw No. 7704 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Waygood, Seconded by Councillor Harding,

THAT Bylaw No. 7704 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.

**MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, NOVEMBER 3, 1997
PAGE 101**

Moved by Councillor Waygood,

THAT the meeting stand adjourned.

CARRIED.

The meeting adjourned at 8:40 p.m.

Mayor

City Clerk