

Council Chamber
City Hall, Saskatoon, Sask.
Monday, September 8, 1997
at 7:00 p.m.

MINUTES OF REGULAR MEETING OF CITY COUNCIL

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

Moved by Councillor Langford, Seconded by Councillor Atchison,

THAT the minutes of the regular meeting of City Council held on August 11, 1997 be approved.

CARRIED.

COMMUNICATIONS TO COUNCIL

The following communications were submitted and dealt with as stated:

Moved by Councillor Atchison, Seconded by Councillor Heidt,

THAT Communications C.1 to C.11 be brought forward and considered.

CARRIED.

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“C. PROCLAMATIONS

**1) W. J. Hewitt, General Manager & Fire Chief
Fire and Protective Services, dated August 7**

Requesting Council to proclaim October 5 to 12, 1997 as Fire Prevention Week in Saskatoon. (File No. CK. 205-5)

**2) Roxanne Hanline, Shinerama Director
Saskatoon Business College Ltd., dated August 15**

Requesting permission to shine the shoes of Council members and requesting Council to proclaim September 18, 1997 as Shinerama Day in Saskatoon. (File No. CK. 205-5)

**3) Ingrid Larsen, Chair
Co-operative Network of Saskatoon, dated August 18**

Requesting Council to proclaim October 12 to 18, 1997 as Co-op Week in Saskatoon. (File No. CK. 205-5)

**4) Terry Fenton, Director
The Mendel, dated August 20**

Requesting Council to proclaim October, 1997 as Gallery Month in Saskatoon. (File No. CK. 205-5)

**5) Sigrid-Ann Thors, General Manager
Saskatoon Symphony, dated August 25**

Requesting Council to proclaim September 21 to 27, 1997 as Symphony Week in Saskatoon instead of September 15 to 21, 1997 as previously requested. (File No. CK. 205-5)

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**6) Marguerite Wolfe, Chairperson – Child Abuse Prevention
IOF Foresters, undated**

Requesting Council to proclaim October, 1997 as Child Abuse Prevention Month in Saskatoon. (File No. CK. 205-5)

**7) Bruce Hoggard
Hoggard & Associates, dated August 12**

Requesting Council to proclaim September 14 to 20, 1997 as Saskatoon's International Business and Export Week in Saskatoon. (File No. CK. 205-5)

**8) Darryl Millar, General Manager
Flowers by Murray Millar Ltd., dated August 26**

Requesting Council to proclaim September 10, 1997 as Good Neighbor Day in Saskatoon. (File No. CK. 205-5)

**9) Lana Delaney, VT
Saskatchewan Association of Veterinary Technologist Inc., dated August 11**

Requesting Council to proclaim October 12 to 18, 1997 as Veterinary Technologist Week in Saskatoon. (File No. CK. 205-5)

**10) Catherine Laratte, President
Association of Translators and Interpreters of Saskatchewan, dated August 29**

Requesting Council to proclaim September 30, 1997 as World Translation Day in Saskatoon. (File No. CK. 205-5)

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**11) Barbara Patenaude, Branch Coordinator
Saskatoon and District, Canadian Diabetes Association, dated August 27**

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

- RECOMMENDATION:**
- 1) that participants of Shinerama Saskatoon be given permission to shine the shoes of Council members;
 - 2) that City Council approve all proclamations as set out in Section C; and
 - 3) that the City Clerk be authorized to sign the proclamations on behalf of City Council.”

Moved by Councillor Atchison, Seconded by Councillor Heidt,

- 1) that participants of Shinerama Saskatoon be given permission to shine the shoes of Council members;*
- 2) that City Council approve all proclamations as set out in Section C; and*
- 3) that the City Clerk be authorized to sign the proclamations on behalf of City Council.*

CARRIED.

Members of Shinerama Saskatoon shone the shoes of Council Members.

COMMUNICATIONS - CONTINUED

A. **REQUESTS TO SPEAK TO COUNCIL**

1) **Dave Taylor, President**
C.U.P.E. Local 59, dated September 2

Requesting permission to address Council regarding the proposed restructuring of the Asset Management Department. (File No. CK. 115-1)

RECOMMENDATION: that Mr. Taylor be heard.

Moved by Councillor Heidt, Seconded by Councillor Langlois,

THAT Mr. Taylor be heard.

CARRIED.

Mr. Dave Taylor, President, C.U.P.E. Local 59, raised some concerns regarding a current administrative proposal to place five new positions in the Asset Management Department into a management bargaining unit, and requested that the hearing scheduled before the Labour Relations Board on September 15, 1997, be postponed until a full cost analysis has been undertaken by the Administration with respect to this program.

Moved by Councillor Heidt, Seconded by Councillor Langlois,

THAT the matter be referred to the Executive Committee.

CARRIED.

2) **Murray Osborn**
310 Mendel Cove, undated

Requesting permission to address Council regarding the Avalon Park Design Concept. (File No. CK. 4206-1)

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RECOMMENDATION: that Mr. Osborn be heard.

Moved by Councillor Roe, Seconded by Councillor Atchison,

THAT Mr. Osborn be heard.

CARRIED.

Mr. Murray Osborn, representing lot and home owners in the new area of Avalon, requested that the new neighbourhood park design be reviewed.

Moved by Councillor Roe, Seconded by Councillor Atchison,

THAT park development continue and that the matter be referred to the Administration.

IN AMENDMENT

Moved by Councillor Atchison, Seconded by Councillor Roe,

AND THAT the Administration report to the Planning and Operations Committee on September 16, 1997.

THE AMENDMENT WAS PUT AND CARRIED.

THE MOTION AS AMENDED WAS PUT AND CARRIED.

**3) Dave Taylor, President
C.U.P.E. Local 59, dated September 2**

Requesting permission to address Council regarding Employment Insurance. (File No. CK. 4500-1)

RECOMMENDATION: that Mr. Taylor be heard.

Moved by Councillor Heidt, Seconded by Councillor Atchison,

THAT Mr. Taylor be heard.

CARRIED.

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Mr. Dan Bichel, representing C.U.P.E. Local 59, C.U.P.E. Local 47, C.U.P.E. Local 859, I.B.E.W. Local 319, A.T.U. Local 615 and the Saskatoon City Police Association, raised concerns regarding the Employment Insurance Premium Reduction Program.

Moved by Councillor Heidt, Seconded by Councillor Postlethwaite,

THAT the matter be referred to the Executive Committee for a report.

THE MOTION WAS PUT AND LOST.

Moved by Councillor Langlois, Seconded by Councillor Roe,

THAT the matter be referred to the Administration and Finance Committee (In-Camera).

CARRIED.

AA. ITEMS WHICH REQUIRE THE DIRECTION OF CITY COUNCIL

**1) Don Adams, President & Eugene Paquin, General Manager
Saskatoon Services for Seniors, dated August 7**

Submitting a letter of appreciation to Council for the continued support through the Cash Grant Program - Social Services Division. (File No. CK. 1871-3)

RECOMMENDATION: that the information be received.

Moved by Councillor Birkmaier, Seconded by Councillor Atchison,

THAT the information be received.

CARRIED.

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**2) Marcella Reilly
240 - 140 Wall Street, dated August 7**

Submitting a letter regarding concerns about the Boathouse. Also attached is a copy of a response from the Leisure Services Department. (File No. CK. 610-4)

RECOMMENDATION: that the information be received.

Moved by Councillor Atchison, Seconded by Councillor Steernberg,

THAT the information be received.

CARRIED.

**3) Ken Wood, General Manager
Saskatchewan Place, August 13**

Requesting Council for permission to withdraw \$43,750 from the Capital Replacement Reserve for a floor scrubber. (File No. CK. 1711-9)

RECOMMENDATION: that the direction of Council issue.

Moved by Councillor Heidt, Seconded by Councillor Birkmaier,

THAT permission be granted to Saskatchewan Place to remove \$43,750 from the Capital Replacement Reserve for the purchase of a floor scrubber.

CARRIED.

**4) Cindy McCallum, National Director,
Prairie Region, Canadian Union of Postal Workers, August 8**

Submitting comments regarding the current negotiations with Canada Post. (File No. 155-1)

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RECOMMENDATION: that the information be received.

Moved by Councillor Atchison, Seconded by Councillor Heidt,

THAT the information be received.

CARRIED.

**5) Gwen Charman, Acting Executive Director
Meewasin Valley Authority, dated August 19**

Requesting Council to approve the Amending Agreement to provide for the development and maintenance of the Rotary Park Peace Plaza. (File No. CK. 291-2-89/95)

RECOMMENDATION: that the direction of Council issue.

Moved by Councillor Langlois, Seconded by Councillor Atchison,

THAT that the request be approved subject to Administrative conditions.

CARRIED.

**6) Dermod Travis
PIRA Communications, dated August 26**

Submitting comments regarding Canadian unity resolutions for Quebec. (File No. CK. 155-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Atchison, Seconded by Councillor McCann,

THAT the information be received.

CARRIED.

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**7) Paul J. M. Szabo, M.P.
House of Commons, dated August 12**

Submitting comments and literature on the Drink Smart Canada campaign. (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.

**8) Marie-Anne and David Morrison, and Betty Welker
1006 Boychuk Drive, dated August 26**

Submitting concerns regarding a company called Photo Info. Digital Photography Inc. taking pictures of private residences. (File No. CK. 150-1)

RECOMMENDATION: that the direction of Council issue.

Moved by Councillor Langlois, Seconded by Councillor Atchison,

THAT the City Clerk advise Marie-Anne and David Morrison, and Betty Welker that City Council, the Administration, the Board of Police Commissioners and the Saskatoon Police Service did not provide Photo Info. Digital Photography Inc. with an approval to take any pictures of properties in the City.

CARRIED.

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

Submitting Notice of Development Appeals Board Hearing regarding property at 1413 - 7th Avenue North. (File No. CK. 4352-1)

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RECOMMENDATION: that the information be received.

Moved by Councillor Atchison, Seconded by Councillor Steernberg,

THAT the information be received.

CARRIED.

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

Submitting Notice of Development Appeals Board Hearing regarding property at 210 Clarence Avenue North. (File No. CK. 4352-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Atchison, Seconded by Councillor Steernberg,

THAT the information be received.

CARRIED.

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

Submitting Notice of Development Appeals Board Hearing regarding property at 512 Avenue F South. (File No. CK. 4352-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Atchison, Seconded by Councillor Steernberg,

THAT the information be received.

CARRIED.

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**12) Dan Jones, President
Briarwood Community Association, dated September 3**

Submitting a letter in support of a walkway along Boychuk Drive south of 8th Street. (File No. CK. 6001-1)

RECOMMENDATION: that the information be received and considered with Clause B17, Report 16-1997 of the City Commissioner.

Moved by Councillor Birkmaier, Seconded by Councillor Postlethwaite,

THAT the information be received and considered with Clause B17, Report 16-1997 of the City Commissioner.

CARRIED.

**13) Jan Williams-Russell, President
Lakeridge Community Association, dated September 8**

Submitting a letter in support of a walkway along Boychuk Drive south of 8th Street. (File No. CK. 6001-1)

RECOMMENDATION: that the information be received and considered with Clause B17, Report 16-1997 of the City Commissioner.

Moved by Councillor Birkmaier, Seconded by Councillor Postlethwaite,

THAT the information be received and considered with Clause B17, Report 16-1997 of the City Commissioner.

CARRIED.

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**14) Dallas Kessler, President
East College Park Community Association, dated September 8**

Submitting a letter in support of a walkway along Boychuk Drive south of 8th Street. (File No. CK. 6001-1)

RECOMMENDATION: that the information be received and considered with Clause B17, Report 16-1997 of the City Commissioner.

Moved by Councillor Birkmaier, Seconded by Councillor Postlethwaite,

THAT the information be received and considered with Clause B17, Report 16-1997 of the City Commissioner.

CARRIED.

B. ITEMS WHICH HAVE BEEN REFERRED FOR APPROPRIATE ACTION

**1) Stan McKnight, President
Clinkskill Manor Tenants Association, dated July 17**

Submitting concerns regarding a potentially dangerous pedestrian crossing at 19th Street and First Avenue. **Referred to the Planning and Operations Committee for a report.** (File No. CK. 6150-1)

**2) Odette Nicholson
502 Main Street, dated August 12**

Submitting concerns regarding the Fringe Festival held from August 1-10, 1997. **Referred to the Planning and Operations Committee.** (File No. CK. 205-25)

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- 3) **Dianne Grosso**
Concerned Lakeridge School Parent, dated August

Submitting a letter regarding the Safety Patrol Program of the Saskatoon Police Service. **Referred to the Board of Police Commissioners.** (File No. CK. 1704)

- 4) **Charmaine Panko**
Cliff Wright "Parent Talk", dated July 17

Requesting that Council waive the rental fee for the use of a meeting room in Cliff Wright Library for Parent Talk weekly meetings. **Referred to the Administration and Finance Committee.** (File No. CK. 1871-1)

- 5) **John P. LeRoux**
1105 - 11th Street West, dated August 21

Submitting concerns regarding inefficiencies and wastages of the Public Works Department. **Referred to the Administration.** (File No. CK. 150-1)

- 6) **Michael Brockbank**
1609 Bradwell Avenue, dated August 21

Submitting comments regarding the 4-way stop signs at Egbert Avenue and 111th Street. **Referred to the Administration.** (File No. CK. 6280-2)

- 7) **Tim Spelliscy, Executive Director**
Saskatchewan Provincial Council, Scouts Canada, dated August 20

Requesting consideration of a rebate of general taxes of building at 508 - 12th Street East. **Referred to the Administration.** (File No. CK. 1965-1)

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- 8) **Daniel Kishchuk**
2125 Pembina Avenue, dated August 21

Submitting notice of resignation from the Board of the Saskatoon Public Library. **Referred to the Executive Committee.** (File No. CK. 175-19)

- 9) **Kelly Harrington**
59 Howell Avenue, dated August 27

Submitting concerns regarding the earth berm on Howell Avenue. **Referred to the Planning and Operations Committee.** (File No. CK. 6320-1)

- 10) **Edward M. Wesolowski**
11 Brown Crescent, dated September 2

Submitting comments regarding the Turf Maintenance Contract No. 7-0032. **Referred to the Administration for a report.** (File No. CK. 4206-1)

- 11) **Rob Jones, Executive Director**
Centennial Auditorium 7 Convention Centre, dated August 13

Requesting Council to approve funding for a shortfall of \$195,000 for the theatre Renovations. **Referred to the Administration for a report.** (File No. CK. 620-3)

RECOMMENDATION: that the information be received.

Moved by Councillor Heidt, Seconded by Councillor Atchison,

THAT the information be received.

CARRIED.

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C. PROCLAMATIONS

- 1) **W. J. Hewitt, General Manager & Fire Chief**
Fire and Protective Services, dated August 7

DEALT WITH EARLIER. SEE PAGE NO. 1.

- 2) **Roxanne Hanline, Shinerama Director**
Saskatoon Business College Ltd., dated August 15

DEALT WITH EARLIER. SEE PAGE NO. 1.

- 3) **Ingrid Larsen, Chair**
Co-operative Network of Saskatoon, dated August 18

DEALT WITH EARLIER. SEE PAGE NO. 1.

- 4) **Terry Fenton, Director**
The Mendel, dated August 20

DEALT WITH EARLIER. SEE PAGE NO. 1

- 5) **Sigrid-Ann Thors, General Manager**
Saskatoon Symphony, dated August 25

DEALT WITH EARLIER. SEE PAGE NO. 1.

- 6) **Marguerite Wolfe, Chairperson – Child Abuse Prevention**
IOF Foresters, undated

DEALT WITH EARLIER. SEE PAGE NO. 1.

- 7) **Bruce Hoggard**
Hoggard & Associates, dated August 12

DEALT WITH EARLIER. SEE PAGE NO. 1.

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- 8) **Darryl Millar, General Manager**
Flowers by Murray Millar Ltd., dated August 26

DEALT WITH EARLIER. SEE PAGE NO. 1

- 9) **Lana Delaney, VT**
Saskatchewan Association of Veterinary Technologist Inc., dated August 11

DEALT WITH EARLIER. SEE PAGE NO. 1.

- 10) **Catherine Laratte, President**
Association of Translators and Interpreters of Saskatchewan, dated August 29

DEALT WITH EARLIER. SEE PAGE NO. 1.

- 11) **Barbara Patenaude, Branch Coordinator**
Saskatoon and District, Canadian Diabetes Association, dated August 27

DEALT WITH EARLIER. SEE PAGE NO. 1.

REPORTS

City Commissioner Irwin presented Report No. 16-1997 of the City Commissioner;

Councillor Steernberg, Chair, presented Report No. 17-1997 of the Planning and Operations Committee;

Councillor Atchison, Chair, presented Report No. 18-1997 of the Planning and Operations Committee;

Councillor Birkmaier, Chair, presented Report No. 13-1997 the Administration and Finance Committee;

Councillor Birkmaier, Chair, presented Report No. 3-1997 of the Audit Committee; and

Ms. Lyn Jeffery, Chair, submitted, Report No. 2-1997 of the Visual Arts Placement Jury.

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Moved by Councillor Langford, Seconded by Councillor Steernberg,

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

- a) Report No. 16-1997 of the City Commissioner;*
- b) Report No. 17-1997 of the Planning and Operations Committee;*
- c) Report No. 18-1997 of the Planning and Operations Committee;*
- d) Report No. 13-1997 of the Administration and Finance Committee;*
- e) Report No. 3-1997 of the Audit Committee; and*
- f) Report No. 2-1997 of the Visual Arts Placement Jury.*

CARRIED.

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

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

Committee arose.

Councillor Langford, 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:

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“REPORT NO. 16-1997 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 \$7,287,310.05	July 10, 1997	July 30, 1997
Schedule of Accounts Paid \$11,227,781.55	July 30, 1997	August 11, 1997
Schedule of Accounts Paid \$761,751.87	August 1, 1997	August 11, 1997
Schedule of Accounts Paid \$432,276.54	August 8, 1997	August 13, 1997
Schedule of Accounts Paid \$6,421,160.69	August 13, 1997	August 18, 1997
Schedule of Accounts Paid \$618,409.43	August 15, 1997	August 20, 1997
Schedule of Accounts Paid \$1,436,379.12	August 19, 1997	August 25, 1997
Schedule of Accounts Paid \$2,535,334.66	August 22, 1997	August 27, 1997
Schedule of Accounts Paid \$1,308,206.05 (File No. 1530-2)	August 27, 1997	September 3, 1997

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

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

ADOPTED.

Report of the General Manager, Finance Department, August 20, 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 (July 19-31, 1997)
2. Schedule of Securities Transactions (August 1-15, 1997)

**A3) Advance Polls
1997 Local Government Elections
(File No. CK. 265-1)**

RECOMMENDATION: that City Council authorize the establishment of the following Advance Polls for the 1997 Local Government Elections:

On	Wednesday, October 15	6:00 - 9:00 p.m.
	Thursday, October 16	6:00 - 9:00 p.m.
	Saturday, October 18	12:00 noon - 5:00 p.m.

At	Lakewood Civic Centre
	Holliston School
	Lawson Heights School
	Cosmo Civic Centre
	Indian & Metis Friendship Centre

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AND

On Wednesday, October 15 1:00 - 6:00 p.m.
Thursday, October 16 1:00 - 6:00 p.m.
Friday, October 17 1:00 - 6:00 p.m.

At Committee Room E
City Hall.

ADOPTED.

Report of the City Clerk, September 3, 1997:

“City Council considered the matter of the establishment of Advance Polls for the 1997 Local Government Elections, at its meeting held on August 11, 1997. At that time it was suggested that alternate locations to College Park and Howard Coad Schools be found, in order to improve accessibility to voters.”

**A4) Establishment of Ballot Return Parameters
Computerized Vote Counting System
1997 Local Government Elections
(File No. CK. 265-1)**

- RECOMMENDATION:**
- 1) that the accu-vote units to be used in the October 22, 1997 Local Government Elections be programmed to return ballots which are completely blank and ballots which contain an over-voted race; and,
 - 2) that the City Solicitor be requested to prepare the appropriate Bylaw amendment.

ADOPTED.

Report of the City Clerk, September 3, 1997:

“As Council is aware, one of the features of the accu-vote units which will be used in the upcoming local government elections is that they can be programmed to return (or, in other words, to not accept) ballots which are blank, under-voted or over-voted. This would give the voter an

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opportunity to correct an inadvertent mistake. City Council, during preliminary discussions of this issue, decided that it did not wish to provide for the return of ballots - that it wanted the accu-vote unit to accept all ballots. Council did not want to give voters a second chance, which was not available under the old system of counting ballots.

Your staff has now reviewed the operation of the accu-vote units in detail with the vendor, and is of the opinion that there should be two cases where the units should return ballots -- ballots which are completely blank, and ballots which have an over-voted race (e.g. the machine reads eight votes for a race for which seven votes are allowed).

When ballots are counted manually, the Deputy Returning Officer (DRO) is able to use common sense in cases where the voter has not voted in complete accordance with the instructions, but where the votes are still valid. The accu-vote unit cannot make this type of judgment call.

The following are situations which will likely arise:

- A voter may mark the ballot outside of the proper voting space (e.g. circle the candidate's name). None of the votes would be counted by the accu-vote unit.
- A voter may rest her pen in a voting space while perusing the list of candidates. The machine may read the small mark left as a vote, when none was intended, thereby causing an over-voted race.
- A voter may change his mind, cross out a vote and make a new vote. The accu-vote unit would register both votes and determine the race to be over-voted.
- A ballot may be cut slightly off balance so that the timing marks cannot be read by the accu-vote unit. None of the votes would be counted.

In all of the above cases, the votes would be counted by DROs doing a manual count, as voter intention is clear.

It is recommended that the accu-vote units be programmed to return ballots which are over-voted and which are completely blank. The DRO would explain to the voter the possible reasons for the ballot being returned, review the proper voting procedures, and ask the voter if he or she wishes to be issued a new ballot. The voter can choose whether to mark a different ballot, or whether to have the ballot re-inserted into the accu-vote unit, knowing that the ballot will not be counted.

By implementing the above, Council can be assured that no voters will lose their vote because of the elimination of manual counting (i.e. the determination of voter intent) or because of a ballot printing error.”

A5) Polling Areas and Polling Places

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**1997 Civic Election
(File No. CK. 265-1)**

RECOMMENDATION: that the information be received.

Report of the City Clerk, September 3, 1997:

“City Council, at its meeting held on June 23, 1997, approved the division of the City into 46 polling areas, named the polling places, and instructed the City Solicitor to prepare the necessary bylaw. On August 11, 1997, Council passed Bylaw No. 7691. Council also requested the Returning Officer to report back regarding the polling places in Ward 9. It is understood that the referral related specifically to the lack of a polling place in Briarwood.

Due to efficiencies resulting from the purchase of computerized vote counting equipment, the number of polling places has decreased, and the size of polling areas has increased. For example, in 1994 there were eight polling places in Ward Five, and in 1997 there will be four polling places. Care has been taken to ensure that the polling place for each poll is accessible and is large enough to accommodate the increased number of voters. All wards except Ward 9 have a minimum of four polling places.

Ward 9 has been divided into three polling areas: Lakewood Civic Centre to accommodate voters from the Wildwood and Briarwood neighbourhoods; Lakeview School to accommodate voters from Lakeview; and Lakeridge School to accommodate voters from Lakeridge. The voter population of the Lakewood Civic Centre poll is similar to that of a number of others, such as Lawson Heights School, Brownell School, and Nutana Collegiate. Although the geographical size of the poll is large, the polling place is central and easily accessible. The residents of Briarwood are in the habit of traveling outside of their neighbourhood in order to attend school and church. Similarly, Wildwood residents regularly attend the Lakewood Civic Centre in order to use the library and recreational facilities.

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Voters who are unable to attend their normal polling place or any of the Advance Polls may utilize a Mobile Poll and vote at their homes.”

Moved by Councillor Langlois,

THAT the information be received.

*YEAS: His Worship Mayor Dayday, Councillors Postlethwaite,
Langlois Atchison, Waygood, McCann, Langford, Steernberg,
Heidt, Roe 10*

NAYS: Councillor Birkmaier 1

Moved by Councillor Birkmaier,

THAT an additional polling station be placed in Ward 9.

THE MOTION WAS PUT AND LOST.

**A6) Publications
1997 Local Elections
(File No. CK. 265-1)**

RECOMMENDATION: that the information be received.

ADOPTED.

Report of the City Clerk, September 3, 1997:

“Attached are copies of the following documents relating to the upcoming Local Elections:

- ‘How to Vote’. This brochure is designed for people who have not voted before, and attempts to explain the importance of voting together with the election process. It will be available at all public libraries, civic facilities, and City Hall. It will also be distributed throughout the City by the Aboriginal Sub-committee of the Race Relations Committee.
- Bill Stuffer. This brochure will be distributed with utility bills to all homes in Saskatoon. Its purpose is to remind voters of the upcoming elections (including the Health District),

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introduce the new vote counting system, and advise of the detailed information which will be available in the Voters Guide, which is to be distributed to all houses in October.”

Section B - Planning and Operations

**B1) Enquiry - Councillor Heidt (May 26, 1997)
Cost to Provide Free Transit
1997 Local Government Elections
(File No. 7300-1)**

RECOMMENDATION: that the following report be received as information.

ADOPTED.

The following enquiry was made by Councillor Heidt at the meeting of City Council held on May 26, 1997:

“Re: Computerized Voting

Since there will be a reduction in polling stations in each ward this election, I would ask the Administration to report on the cost to provide free transit during voting hours this election.”

Report of the General Manager, Transportation Department, August 20, 1997:

“The total cost of providing free transit during the voting hours in the 1997 civic election will be a combination of the resultant loss of fare box revenue (i.e. cash and tickets), plus other related costs such as advertising, etc.

It is difficult to accurately estimate the actual loss in revenues for any one particular day, particularly at this time of year (late October) when ridership and revenues are very sensitive to weather conditions; however, the average cash revenue since 1993 for the last Monday in October has been approximately \$8,250. Based on the 1997 approved Operating Budget, where ticket sales are approximately equal to 45% of cash revenue, it is estimated that there would be a ticket revenue loss of approximately \$3,750. The estimated total revenue loss for the one day would, therefore, be approximately \$12,000. Other possible related costs (e.g. advertising, other unforeseen expenditures, additional revenue losses which would be weather dependent, etc.) could amount to another \$2,000 to \$3,000.

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It is, therefore, estimated that the cost to provide free transit service for the full day on election day would be approximately \$15,000.

Should consideration be given to providing free service for only part of the day (i.e. from approximately 10:00 until 20:00, the hours during which the polls are open), it is estimated that the revenue loss would be approximately \$9,000. Accordingly, the cost for this option would be approximately \$12,000.

Saskatoon Transit Services has no provision for either of these revenue losses in its 1997 Operating Budget. Should free transit be offered on Local Government Election Day, 1997, Saskatoon Transit Services would require a grant, or a post budget increase, of \$15,000 to provide this service to the community for the entire day, or \$12,000 for election hours only.”

B2) Communication to Council

**From: Walter Katelnikoff
Holiday Park Community Association**
Date: July 21, 1997
**Subject: Restriction of Vehicle Traffic into the Former San Site
(File No. 6295-1)**

RECOMMENDATION: that the information be received.

ADOPTED.

At the August 12, 1997 meeting of the Planning and Operations Committee, when considering the above-noted communication, it was resolved:

“that the matter be referred to the Administration for a report directly to City Council at its next meeting on what remedial action can be taken.”

Report of the General Manager, Transportation Department, August 18, 1997:

“The Holiday Park Community Association has requested that the City of Saskatoon restrict vehicular access from Avenue K South into the former San site. Details for the request are found in the attached letter from Walter Katelnikoff (Attachment 1).

The Transportation Department has been in contact with the property owner, Saskatchewan Property Management Corporation (SPMC), the Meewasin Valley Authority (MVA), and the Fire and Protective Services Department regarding the proposed blockage.

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SPMC has indicated they are in favour of the proposed blockage and have made only one request of the Transportation Department, that being the access requirements of the company contracted for lawn maintenance on the former San site.

The MVA has also indicated they are in favour of the proposed blockage. The MVA owns the Bowerman residence, at the entrance to the San, and has tenants living in the home. Access to the Bowerman house will not be affected by the proposed blockage. At some point in the future, the MVA intends to permanently block access to the San site as indicated in a letter dated August 18, 1997, from the MVA to Walter Katelnikoff (Attachment 2). The MVA plan has been approved in principle by SPMC and the Holiday Park Community Association.

The Fire and Protective Services Department has requested that access into the site be maintained in order to permit fire vehicles onto the property. They have indicated that they are called to the site frequently to extinguish fires set in the park.

As noted on Plan No. E10-1A (SP) (Attachment 3), the Transportation Department has started work on blocking vehicle access to the site, and anticipates the work will be completed by mid-September. The work to be completed at the site includes blocking access to the site with a gate across Avenue K South, just south of the Bowerman residence, as well as placing large boulders along the west curb, from the tree line, north of the Bowerman residence, to the gate. This will prevent any vehicles from accessing the site. Access for fire vehicles will be provided at the gate with a lock-box mounted on the gatepost. Keys for the gate will be held by Fire and Protective Services and the Transportation Department. Access for the lawn maintenance contractor will be provided east of the gate along the boulevard. This access will not require the gate to be opened.

The cost of this installation will be funded by the Sign and Paint Shop Operating Budget. The estimated cost of the closure is \$2,000.”

ATTACHMENT

1. July 21, 1997, letter from Walter Katelnikoff
2. August 18, 1997, letter from John Gerstmar
3. Map

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- B3) Easement Requirement
SaskPower
Saskatoon URD - Arbor Creek
Municipal Buffer Strips MB20A and MB21
Block 334, Plan 97S31535
Project: E73-575-33; Sub. Project: E733-15-914; and
Municipal Buffer Strip MB21A
Block 334, Plan 97S30393
Project: E73-275-33; Sub. Project: E733-15-916
(File No. PL4090-3)**
-

- RECOMMENDATION:**
- 1) that City Council grant an easement to SaskPower as outlined in the attached plan; and,
 - 2) that His Worship the Mayor and the City Clerk be authorized to execute, under the corporate seal and in a form that is satisfactory to the City Solicitor, the formal agreements with respect to this easement.

ADOPTED.

Report of the General Manager, Planning and Building Department, August 26, 1997:

“C.A. Moore, on behalf of SaskPower's Land Department, has requested the City's approval for an easement over Municipal Buffer Strips: MB20A and MB21, Block 334, Plan 97S31535 and MB21A, Block 334, Plan 97S30393 as shown outlined on the attached plan.

The purpose of this easement is to provide underground servicing to the new residential properties on Morrison Court and Stodola Court.

Subdivision Applications #54/96 and #21/97 were approved by City Council on November 4, 1996, and May 12, 1997. The proposed easements were not required at the time of the approval. The Planning and Building Department has no objections to the granting of the easement to SaskPower.”

ATTACHMENT

1. Municipal Buffer Strips: MB20A and MB21, Block 334, Plan 97S31535 and MB21A, Block 334, Plan 97S30393.

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**B4) 1997 Capital Budget
Project 825: Street Lights - New - City Area
(File No. 6300 -1)**

RECOMMENDATION: that City Council approve additional funding of \$25,000 from the Electrical Distribution Extension Reserve to provide for upgrades in various locations.

ADOPTED.

Report of the General Manager, Public Works Department, August 25, 1997:

“At its meeting of August 11, 1997, City Council approved additional funding for Project 1016. This project is intended to improve street lighting in older areas of the City which do not meet present day standards and consists of replacing existing mercury vapor street light fixtures with more efficient high pressure sodium fixtures. This project was not intended to provide new or additional lighting because of specific complaints from the public.

Project 825 was to fund these projects addressing specific concerns, however, the approved 1997 Capital Budget/1998-01 Capital Plan did not allow for any funding of this project in 1997; but, allowed for \$50,000 for 1998, and \$25,000 for the following years. Generally, this project has been funded with \$25,000 annually.

The additional funding will allow us to respond to legitimate requests from the public to provide improved lighting in specific locations to reduce incidents of vandalism and/or to improve safety.

The funding for this project in the 1998 Budget will be reduced to \$25,000. At present, there are several requests from the public for improved street lighting that we are considering, and the additional funding will allow us to proceed with them.

This request will not change the total approved funding for this project, but it advances \$25,000 to 1997 from 1998. The present Electrical Distribution Extension Reserve has adequate resources to provide the advanced funding as outlined above.”

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**B5) Subdivision Application #45/97
250 Laycoe Crescent - Silverspring
(File No. PL 4300 - 45/97)**

RECOMMENDATION: that Subdivision Application #45/97 be approved.

ADOPTED.

Report of the General Manager, Planning and Building Department, August 21, 1997:

“The following subdivision application has been submitted for approval:

Subdivision Application: #45/97
Applicant: Webb Surveys Ltd. for Sterling Homes Ltd.
Legal Description: Lot 33, Block 405, Plan 95-S-26266
Lot B, Block 405, Plan 97-S-01891
Location: 250 Laycoe Crescent, Silverspring.”

ATTACHMENT

1. August 12, 1997 Subdivision Report.

**B6) Request For Encroachment Agreement
1602 - 11th Street West
Lots 15,16,17 & Pt.18, Block 1, Plan DK
(File No. 4090-2)**

RECOMMENDATION:

- 1) that City Council recognize the encroachment at 1602 - 11th Street West (Lots 15, 16, 17 and Pt.18, Block 1, Plan DK);
- 2) that the City Solicitor be instructed to prepare the appropriate encroachment agreement making provision to collect the applicable fees; and,

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- 3) that His Worship the Mayor and the City Clerk be authorized to execute the agreement on behalf of the City of Saskatoon under the Corporate Seal.

ADOPTED.

Report of the General Manager, Planning and Building Department, August 25, 1997:

“Brent D. Barilla of McDougall, Ready, 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 roof at the east end of the building encroaches onto the City’s property along Avenue P South (i.e. a boulevard). Also, part of the roof at the west end of the building encroaches onto the City-owned lane. The encroachments have likely existed since 1969 when the building was constructed.

The total area of encroachment is approximately 2.182 square metres (23.48 square feet). The roof encroaches by a maximum of 0.22 metres (0.72 feet) onto Avenue P South and by a maximum of 0.05 metres (0.16 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 1602 - 11th Street West.
2. Letter from McDougall, Ready to the Planning and Building Department.

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**B7) Request For Encroachment Agreement
220 - 19th Street East
Lots 1 to 8, Block 153, Plan Q2
(File No. 4090-2)**

- RECOMMENDATION:**
- 1) that City Council approve the encroachment at 220 - 19th Street East (Lots 1-8, Block 153, Plan Q2);
 - 2) that the City Solicitor be instructed to prepare the appropriate encroachment agreement making provision to collect the applicable fees; and,
 - 3) that His Worship the Mayor and the City Clerk be authorized to execute the agreement on behalf of the City of Saskatoon under the Corporate Seal.

ADOPTED.

Report of the General Manager, Planning and Building Department, August 26, 1997:

“Jim Zimmer of James D. Zimmer, Architect, on behalf of the property’s owner, has requested approval to add a new brick face to the south and west elevations of the building. There are existing encroachments onto City property. The building’s north foundation encroaches onto the City-owned lane and the building’s west foundation encroaches onto the City’s property along 2nd Avenue. These encroachments were recognized by City Council at its meeting of March 28, 1994. An encroachment agreement was subsequently entered into with the owners.

The new brick face on the west elevation of the building will increase the encroachment to a maximum of approximately 0.13 metres (0.43 feet) onto 2nd Avenue. The total area of encroachment will increase to approximately 3.82 square metres (41.12 square feet). A Real Property Report which identifies the actual encroachment, will be required after the construction has been completed.

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

ATTACHMENTS

1. Letter: James D. Zimmer to the Planning and Building Department.
2. Real Property Report, site plan and elevation.

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**B8) Request For Encroachment Agreement
830 Saskatchewan Crescent East
Lots Pt.15, all of 16 and 17, Block 119, Plan Q
(File No. 4090-2)**

- RECOMMENDATION:**
- 1) that City Council approve the proposed encroachment at 830 Saskatchewan Crescent East (Lots Pt.15, all of 16 and 17, Block 119, Plan Q);
 - 2) that the City Solicitor be instructed to prepare the appropriate encroachment agreement making provision to collect the applicable fees; and,
 - 3) that His Worship the Mayor and the City Clerk be authorized to execute the agreement on behalf of the City of Saskatoon under the Corporate Seal.

ADOPTED.

“Mr. David C. Edwards of Edwards and Edwards Architects Limited, on behalf of the owners of the above-noted property has requested approval to construct a driveway ramp to a proposed below grade detached garage. A partially covered deck will be constructed over top of the garage (see attachment). Part of the ramp will encroach onto the City's property (i.e. a boulevard) along 16th Street East. The ramp will be complete with concrete retaining walls and guardrails. The Public Works Department has no objection to the proposed encroachment.

The total area of the proposed encroachment will be approximately 22.3 square metres (240 square feet) and will project a maximum of approximately 3.658 metres (12 feet) onto the boulevard. A Real Property Report which identifies the actual encroachment, will be required after the construction has been completed. If approved by City Council, an encroachment agreement will be required. The owner of the property will be subject to an annual fee of \$50.00.”

ATTACHMENTS

1. Letter: Edwards and Edwards to the Planning and Building Department.
2. Site plan and section plan.

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**B9) Application for Registration of Condominium Plan
4219 DeGeer Street (R.4 Zoning District)
Block D, Plan 73-S-32524 except Portion taken by Plan 74-S-31555
(File PL 4132 #6/97)**

- RECOMMENDATION:**
- 1) that the conversion of the multiple-unit dwelling at 4219 DeGeer Street to a condominium be approved in principle; and,
 - 2) that after the necessary building modifications have been made, to the satisfaction of the General Manager, Planning and Building Department, to bring the building to the standards of the current National Building Code, the City Clerk be authorized to prepare and forward the certificate to the applicant.

ADOPTED.

Report of the General Manager, Planning and Building Department, August 25, 1997:

“An application has been submitted by Don Windels of Advance Holdings Ltd. requesting approval in principle, for the registration of a condominium plan through conversion of a building which is located on Block D, Plan 73-S-32524 except the portion taken by Plan 74-S-31555 (4219 DeGeer Street).

The applicant wishes to convert the existing 42-suite rental apartment building to condominium ownership. If City Council provides approval, the applicant will undertake all building improvements in order to meet the building code prior to requesting final project approval.

This application has been reviewed in accordance with City of Saskatoon Policy C09-004 - Condominium Conversions. The results of this review are as follows:

Written Notice

In December, 1996, each tenant received written notice that an application was being made to the City of Saskatoon to convert the apartment building for condominium purposes. A copy of this notice was provided by the applicant to the Planning and Building Department, along with a list of the tenants who received the notice.

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Option to Purchase

In May of 1997, each tenant was given the option of purchasing a unit through a notice indicating estimated unit prices, monthly fees, and taxes. Engineering reports were provided to the tenants at this time for their review.

Professional Review of Building

The applicant submitted engineering reports addressing the building's critical life safety conditions to the Planning and Building Department in April, 1997.

Compliance with the Zoning Bylaw

The proposal complies with the requirements of the Zoning Bylaw. The site is zoned R.4 district.

Compliance with the National Building Code (UBAS Act)

The Building Standards Branch of the Planning and Building Department has reviewed the engineering reports submitted by the applicant. The Building Standards Branch has no objection to this conversion, in principle, provided that the required building permits are obtained and the necessary building modifications are made to bring the building into conformance with the National Building Code.

It is the opinion of the Planning and Building Department that the proposal, to convert the existing apartment building at 4219 DeGeer Street to a condominium, complies with City of Saskatoon Policy C09-004 - Condominium Conversions and will not negatively affect the availability of rental accommodations or put undue hardship on the existing tenants.

Taking the preceding considerations into account, the Planning and Building Department advises that:

- a) separate occupancy of the units will not contravene the requirements of the Zoning Bylaw;
- b) the approval required under the Zoning Bylaw has been given in relation to separate occupancy of the units; and,
- c) the building and the division of the building into units of separate occupancy will not interfere with the existing or likely amenities of the neighbourhood.”

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**B10) Land-Use Applications Received by the Planning and Building
Department
For the Period Between August 1, 1997 - August 27, 1997
(For Information Only)
(File Nos. PL 4300, 4132, 4350)**

RECOMMENDATION: that the following report be received as information.

ADOPTED.

Report of the General Manager, Planning and Building Department, August 28, 1997.

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

Subdivision

Application #43/97: Adaskin Cove (No Civic Address)
Applicant: Webster Surveys Ltd. for Westland Properties Ltd.
Legal Description: Parcel F, Plan 96-S-28729
Current Zoning: R.1A
Neighbourhood: Arbor Creek
Date Received: August 1, 1997

Application #44/97: Adaskin Cove (No Civic Address)
Applicant: Webster Surveys Ltd. for Westland Properties Ltd.
Legal Description: Parcel F, Plan 96-S-28729
Current Zoning: R.1A
Neighbourhood: Arbor Creek
Date Received: August 1, 1997

Application #46/97: 3342 Merritt Street
Applicant: Keith and Darlene Rans
Legal Description: Lot 5, Block 9, Plan G831
Current Zoning: R.2
Neighbourhood: Montgomery Place
Date Received: August 19, 1997

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Application #47/97: 110 Keevil Crescent
Applicant: Jastek Management Inc. for City of Saskatoon
Legal Description: Parcel H, Plan 96-55464
Current Zoning: M.2
Neighbourhood: Forest Grove
Date Received: August 25, 1997

Application #49/97: 107 Budz Crescent
Applicant: Webster Surveys Ltd for Preston Developments Inc.
Legal Description: Lots 34 & 35, Block 324, Plan 96-S-15512
Current Zoning: R.1A
Neighbourhood: Erindale
Date Received: August 27, 1997

Condominiums

Application #7/97: Heritage Green (No Civic Address)
Applicant: Webster Surveys Ltd. for Heritage Green Condominiums Ltd.
Legal Description: Lot 2, Block 404, Plan 94-S-40901
Date Received: August 13, 1997

Rezoning

Application Z18/97: 1700 Main Street
Applicant: Remai Construction
Legal Description: Lot A, Block 259, Plan G849
Current Zoning: R.4
Proposed Zoning: RM4
Neighbourhood: Nutana
Date Received: August 21, 1997.”

ATTACHMENTS

1. Plan of Proposed Subdivision No. 43/97.
2. Plan of Proposed Subdivision No. 44/97.
3. Plan of Proposed Subdivision No. 47/97.

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**B11) Proposed Yield Signs
Sparks Avenue and Evans Street
(File No. 6280-2)**

RECOMMENDATION: that the installation of yield signs on Evans Street, as shown on Plan No. N6-6D (SP), be approved.

ADOPTED.

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

“The Transportation Department has reviewed the intersection of Sparks Avenue and Evans Street, as the result of concerns expressed to the Department by the general public.

This is the intersection of two local streets, with Evans Street being the main access to a apartment complex and a trailer court, generating more traffic than normally expected on local roadways. There have been 14 collisions at this intersection since 1992. It is proposed that yield signs be installed on Evans Street as shown on Plan No. N6-6D (SP) (Attachment 1).

The proposed installation conforms to City Policy No. C07-007, Traffic Control - Use of Stop and Yield Signs, for the installation of stop and yield signs.”

ATTACHMENT

1. Plan No. N6-6D (SP)

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**B12) Proposed Stop Sign Reorientation
- Avenue E and 29th Street
Proposed Yield Sign Installation
- Avenue E and 30th Street
(File No. 6280-2)**

- RECOMMENDATION:**
- 1) that existing stop signs be reoriented on Avenue E at 29th Street; and,
 - 2) that a yield sign be installed on 30th Street at Avenue E.

ADOPTED.

Report of the General Manager, Transportation Department, August 28, 1997:

“The Transportation Department has identified a need to reorient the stop signs at the intersection of Avenue E at 29th Street. Currently, Avenue E is assigned the right-of-way while 29th Street traffic must stop. The intention is to have 29th Street as the through street.

29th Street is classified as a major collector roadway carrying approximately 2,900 vehicles per day. Avenue E is classified as a local street which is also part of Transit Route No. 21, carrying approximately 1,500 vehicles per day. There have been 13 collisions at this location over the past five years. From a roadway network point of view, it would be desirable to have the stop signs reoriented in order that the collector roadway has priority over the local roadway. This would also make the installation consistent with the City policy respecting stop and yield sign installations.

Concerns from the community have been received regarding the existence of a north-south through route in the neighbourhood. Since Avenue E has been assigned the right of way, this street and Avenue D, to the north of the park, have become convenient shortcuts between 25th Street and 33rd Street. This is confirmed by the 1,500 vehicles using Avenue E daily. This is a high volume considering that Avenue E is a local street. A reorientation of these signs would reinforce to motorists that 29th Street is the collector roadway and that Avenue E is not a through street.

Understanding that the current orientation favours the use of Avenue E and, as such, the Transit route, this reorientation of the signs was discussed with the Transit Branch. There was no concern that this would cause undue hardship in carrying out the operation of this route.

During this review, it was noted that the intersection of Avenue E and 30th Street is an uncontrolled intersection. This is inconsistent with City policy as Transit routes are assigned the right-of-way at

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streets of the same classification; therefore, it is proposed that a yield sign be installed on 30th Street at Avenue E so that right-of-way is assigned to Avenue E.”

**B13) Proposed Parking Prohibition
Russell Road (North of Lenore Drive)
(File No. 6120-3)**

RECOMMENDATION: that a ten metre “No Parking” restriction be installed on Russell Road on the south side of the exit from the condominium parking lot located at 222 Lenore Drive.

ADOPTED.

Report of the General Manager, Transportation Department, August 28, 1997:

“The Transportation Department has received a request to review the sight distances at the exit of the condominium parking lot located at 222 Lenore Drive.

The driveway to the parking lot of 222 Lenore Drive exits onto Russell Road between Lenore Drive and Nordstrum Road. A site inspection has verified a sight restriction for westbound vehicles exiting the condominium parking lot. Visibility of oncoming vehicles is reduced by vehicles parking close to the driveway, and a potential safety hazard exists. Installation of such signage is a common occurrence throughout the City.”

**B14) Request to Purchase City-Owned Property
325 - 3rd Avenue South
(File No. LA 4002-22)**

RECOMMENDATION: 1) that 325 - 3rd Avenue South be sold to Round Table Management Ltd. for the sum of \$46,000, plus applicable taxes, and;

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- 2) that His Worship the Mayor and the City Clerk be authorized to execute the necessary documentation.

ADOPTED.

Report of the General Manager, Planning and Building Department, August 28, 1997:

“The City acquired the above-noted property under *The Tax Enforcement Act* in January 1995. As required under *The Act*, the property was subsequently tendered for sale for the amount equal to the tax arrears. No bids were received as a result of the tender. (The property was tendered as part of a larger tender which included several adjacent properties acquired for tax arrears in the 300 block of 2nd Avenue. The proportionate share of tax arrears for 325 - 3rd Avenue So. amounted to \$101,440.)

At its meeting held on December 18, 1995, City Council approved listing the property with a commercial real estate agent at the price of \$56,000 (\$10.00 per square foot). Through the listing agent, the City has now received a negotiated offer of \$46,000 to purchase the property. The purchaser intends to use the property as a parking lot for the adjacent business. The following conditions apply to the offer:

- 1) City Council approval to the price and terms of the sale.
- 2) The City providing a Phase I Environmental Assessment acceptable to the purchaser.
- 3) The City providing title free and clear of all encumbrances, with the exception of any utility easements currently registered against the property.

City Council approval of the sale does not pre-suppose the granting of any approvals the purchaser may require from the City now or in the future.

As this is the only offer received since acquiring title, your staff recommend approval of the sale. The listing agent will be entitled to a real estate commission of 5% on the sale price.”

ATTACHMENT

1. Plan showing 325 - 3rd Avenue South.

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Moved by Councillor Waygood,

THAT the Social Housing Advisory Committee be notified of any and all City-Owned property offered for sale by tender.

IN REFERRAL

Moved by His Worship Mayor Dayday,

THAT this motion be referred to the Land Bank Committee.

THE REFERRAL MOTION WAS PUT AND CARRIED.

**B15) Proposed Yield Signs
Avenue V and 23rd Street
(File No. 6280-2)**

RECOMMENDATION: that the installation of yield signs on Avenue V at 23rd Street, as shown on Plan No. E7-8L (SP), be approved.

ADOPTED.

Report of the General Manager, Transportation Department, August 28, 1997:

“The Transportation Department has reviewed the intersection of Avenue V and 23rd Street, as the result of concerns expressed to the Department from the general public.

This is the intersection of two local streets. There have been 33 accidents since 1992. This intersection has clear visibility. The collision rate at this intersection satisfies the criteria warrant of three or more right-angle collisions per year; therefore, it is proposed that yield signs for northbound and southbound traffic on Avenue V be installed. Placement of yield signs on Avenue V would have a logical orientation for right-of-way assignment without the creation of a north-south through street that parallels Avenue W. The proposed installation is shown with the existing stop and yield signing for the Mount Royal Neighbourhood on Plan No. E7-8L (SP) (Attachment 1).

The proposed installation conforms to City Policy No. C07-007, Traffic Control - Use of Stop and Yield Signs, for the installation of stop and yield signs.”

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ATTACHMENT

1. Plan No. E7-8L (SP)

**B16) Proposed Yield Sign
Louise Street at Louise Place
(File No. 6280-2)**

RECOMMENDATION: that the installation of a yield sign on Louise Street at Louise Place, as shown on Plan No. M11-1E (SP), be approved.

ADOPTED.

Report of the General Manager, Transportation Department, August 28, 1997:

“The Transportation Department has received a request from St. Volodymyr Court to review the intersection of Louise Street at Louise Place. This is the T-intersection of two local streets serving multiple unit residential and institutional land uses.

The volume of traffic is higher than normally expected on local roadways. Visibility at this intersection is adequate and has been improved by signing prohibiting parking; however, visibility is impaired on the south-west corner by placement of the building on the site. Although there have been only two collisions at the intersection since 1992, field observations indicate considerable motorist confusion regarding assignment of right-of-way.

Considering the land use, resulting traffic volumes, and the motorist confusion, the Transportation Department proposes that a yield sign for eastbound Louise Street traffic be installed as shown on Plan No. M11-1E (SP) (Attachment 1).

The proposed installation conforms to City Policy No. C07-007, Traffic Control - Use of Stop and Yield Signs, for the installation of stop and yield signs.”

ATTACHMENT

1. Plan No. M11-1E (SP)

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**B17) Enquiry - Councillor Birkmaier (June 23, 1997)
Safety -Boychuk Drive Construction
(File No. 6001)**

RECOMMENDATION: that the following report be received as information.

At its meeting on August 11, 1997, City Council resolved, in part;

“that Administration be requested to consider the construction of a pathway for pedestrians and bicycles on the most westerly portion of Boychuk Drive to the Lakeview/Lakewood area.”

Report of the General Manager, Public Works Department, August 25, 1997:

“City Council has requested that the Administration address the concern that the Briarwood Community Association has in regard to the requirement for students to have a walkway or sidewalk from the Briarwood Neighbourhood to the schools in the Lakeridge Neighbourhood. The route requested would be from the north leg of Briarwood Road, adjacent to Boychuk Drive, and then into the Lakeridge Neighbourhood.

The long-term plan is to have pedestrians follow the sidewalks from the westerly extension of the south leg of Briarwood Road to cross Boychuk Drive at the intersection of Heritage Drive. Due to the development of the Briarwood Neighborhood, this leg of Briarwood Road will not be constructed for a minimum of two years.

A second alternative is to build a pathway adjacent to Boychuk Drive. The cost estimate to build a crusher-dust pathway is approximately \$20,000. The developers of the Briarwood Neighbourhood were asked to contribute towards the cost of the pathway, but refused the request. The School Boards were asked to contribute, but indicated they do not have the funds. The City of Saskatoon does not have a funding source to build the pathway other than the Sidewalk/Pathway Retrofit Program, which was not approved in the 1997 Capital Plan. The Public Works Department will be recommending that this project be approved as part of the Sidewalk/Pathway Retrofit Program in the 1998 Capital Budget for construction in 1998.”

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Pursuant to earlier resolution, Items AA.12 to AA.14 of "Communications" was brought forward and considered.

Moved by Councillor Birkmaier,

THAT the Administration be directed to over-expend the Sidewalk/Pathway Retrofit Program budget by \$20,000 to build a crusher dust pathway adjacent to Boychuk Drive in the Briarwood Neighbourhood.

YEAS: Councillors Postlethwaite, Atchison, and Birkmaier 3

*NAYS: His Worship Mayor Dayday, Councillors Langlois,
Waygood, McCann, Langford, Steernberg, Heidt and Roe 8*

Moved by Councillor Birkmaier,

THAT the matter of the inclusion of \$20,000 in the 1998 Capital Budget to build a crusher dust pathway adjacent to Boychuk Drive in the Briarwood Neighbourhood be referred to the Budget Committee.

CARRIED.

**B18) Saskatoon Transit Services
Post Secondary Semester Pass
(File No. 7312-1)**

RECOMMENDATION: that City Council Consider Bylaw No. 7690.

ADOPTED

Report of the City Solicitor, September 2, 1997:

“City Council, at its meeting held on June 23, 1997, approved the sale of four-month semester passes to post secondary students as a permanent part of the Saskatoon Transit Services fare structure. We have prepared and enclose Bylaw No. 7690 which reflects the required amendments to the Transit Fares Bylaw.”

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ATTACHMENT

1. Bylaw No. 7690.

REPORT NO. 17-1997 OF THE PLANNING AND OPERATIONS COMMITTEE

Composition of Committee

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

**1. Global Parking Restriction
(File No. CK. 6120-2)**

- RECOMMENDATION:**
- 1) that the maximum 48-hour global parking restriction be changed to a maximum of 36 hours; and
 - 2) that the City Solicitor amend Bylaw No. 7200, the Traffic Bylaw, to reflect this change.

ADOPTED.

Your Committee has considered and concurs with the following report of the General Manager, Transportation Department dated July 24, 1997:

“BACKGROUND

For a number of operational activities that the City performs, such as snow removal, street sweeping, various construction work, etc., the removal of parked cars is a major impediment to doing an effective and efficient job. Currently, a person shall not park a vehicle on a City street for more than 48 hours, except as otherwise indicated by either a sign or within the Traffic Bylaw. This means that 48 hours' notice must be given between the time 'No Parking' signs are erected for street cleaning, snow removal, construction, etc., and the time when the vehicles can be ticketed and towed.

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JUSTIFICATION

If the City plans to do work on a specific street on a Wednesday morning, the 'No Parking' signs must be erected Monday. If it takes until 10:00 a.m. Monday to put up all the signs, legally the vehicles cannot be moved and work will not begin until after 10:00 a.m. Wednesday (48 hours later). This results in a major productivity problem for the work crews during the first three working hours of Wednesday morning.

Presently, the only solution is to erect the 'No Parking' signs three days in advance; however, this causes another problem as fewer signs remain up for that length of time. The 'No Parking' signs are vandalized, removed by residents, or seem to no longer have an impact as they have been up too long.

Reducing the global parking restriction from 48 to 36 hours will still require the 'No Parking' signs to be posted two days in advance of the work taking place, but work crews would be able to begin work first thing in the morning two days following with no delay. This would result in a more productive work schedule and an increase in the efficiency and effectiveness of work crew maintenance and construction activities.

This change in the global parking restriction affects the entire City. All persons who are parked on a street will be required by law to move their vehicle every 36 hours; however, this restriction is not regularly enforced and action is generally only taken on a complaint basis.

This change in the global parking restriction has been reviewed and endorsed by the Transportation Department, the Public Works Department and the Parking Committee.

OPTIONS

The only option to the proposed recommendation is the status quo. The status quo is not recommended since it does not address the inefficiencies caused by the existing global parking restriction on work and construction crew activities.

POLICY IMPLICATION

Section 14 of Bylaw No. 7200, the Traffic Bylaw, will need to be amended.

FINANCIAL IMPACT

There is no financial impact resulting from this proposal.

COMMUNICATION STRATEGY

A public service announcement will be released and an advertisement in the City Page section of the Star-Phoenix will be printed in order to inform the public of the change to the City of Saskatoon's global parking restriction."

2. Communications to Council

**From: Yvonne Burns
533 Avenue H South**

Date: July 5, 1995

Subject: Requesting permission for herself or Dave Fineday to address Council regarding traffic and pedestrian safety concerns on Avenue H

(File No. CK. 6150-1)

- RECOMMENDATION:**
- 1) that the information be received; and
 - 2) that a copy of this report be forwarded to Yvonne Burns.

ADOPTED.

Your Committee has reviewed and submits the following report of the General Manager, Transportation Department, dated April 7, 1997, to City Council as information:

“BACKGROUND

At the meeting of City Council held on July 17, 1995, it was resolved:

‘THAT the information be received and referred to the Works and Utilities Committee for a report and to the Special Traffic Safety Committee and the Board of Police Commissioners.’

Subsequent to the July 17, 1995 meeting, the Works and Utilities Committee was dissolved and the resolution forwarded directly to the Transportation Department for a report.

REPORT

The Transportation Department has undertaken a review of Avenue H between 16th Street and 19th Street. This review consisted of a pedestrian and vehicle count, a summary of the

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collision history, a physical inspection and review of exiting traffic and pedestrian control devices.

Avenue H is a minor arterial roadway with an average daily traffic volume of 8,800 vehicles per day. Avenue H is not a truck route and signs to this effect have been posted. The intersection of Avenue H and 16th Street has a pedestrian actuated signal in operation for pedestrian crossings for Avenue H and stop signs for 16th Street traffic. The intersection of Avenue H and 19th Street has traffic signals in operation. The intersections of Avenue H at 17th and 18th Streets are controlled with stop signs that assign right-of-way to Avenue H. There are no crosswalk signs or markings at either 17th Street or 18th Street.

A pedestrian and vehicle count was conducted on Avenue H at 16th Street, 17th Street and 18th Street. The count was taken between the hours of 0800 - 0900, 1130 - 1330 and 1530 - 1700 which correspond to the times that children are most likely to be walking to and from school. During the count, all pedestrian crossings were noted, including crossings between intersections. The number of mid-block crossings was low and, for purposes of summary, was included in the nearest intersection crossing. Priority point calculations were performed for both the installation of a pedestrian corridor and a pedestrian actuated signal. In all cases, the priority points suggested a low prioritization for the installation of these types of facilities. The following table summarizes these counts and priority points.

Table 1: Pedestrian Traffic on Avenue H

Location	Pedestrian Crossings		Traffic Volume		Pedestrian Priority Points	
	Study Period	Average Per hour	Study Period	Average Per hour	Corridor* (High Points)	Actuated Signal**
16 th Street	67	15	2,320	515	2,640	31
17 th Street	95	21	2,320	515	6,077	38
18 th Street	9	2	2,320	515	1,230	15

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*Corridors are ranked by the highest number of points generated in a single 15-minute period. The highest points on the City-wide priority list is 13,260.

**Actuated Signal points are evaluated over the entire study period taking into account such factors as vehicle counts, pedestrian activity, traffic speed, number of lanes and existence of a physical median. A guideline of 100 points is used to indicate when a pedestrian-actuated signal is warranted.

This count was undertaken in September in order to capture a maximum number of crossings of school children. Elementary school-aged children represent 35% of the pedestrians, high school aged 21%, and adults 44%. It should be noted that conditions during summer months are not reflected in these numbers.

A summer count was not undertaken as it would be expected that pedestrian trips would not be as concentrated during the day and, therefore, fewer priority points would be generated. The exception to this would be Avenue H and 16th Street. The proximity of this crossing point to Victoria Park and Riversdale Pool generates large numbers of crossings during the summer months. It may appear from the Table above that a pedestrian actuated signal was installed at this location while it did not generate sufficient priority points. This was not the case when this crossing was studied previously during summer months.

Compliance with the pedestrian actuated signals at the intersection of Avenue H and 16th Street by pedestrians was noted to be quite low. It was noted that there were pedestrian crossings made either when the pedestrian signal was indicating "Don't Walk" or on the south side of the intersection where pedestrian traffic is prohibited. It was noted that 8% of the elementary aged pedestrians, 38% of the high school aged pedestrians and 53% of the adult pedestrians crossed when they did not have the legal right-of-way.

The collision history revealed that there were four pedestrian/vehicle collisions since 1991. One collision occurred at 16th Street at the actuated signal, two occurred between 16th and 17th Streets, and one between 17th and 18th Streets. All of these accidents resulted in injuries to the pedestrians involved. One collision involved a child pedestrian. The ages of the pedestrians involved in the other collisions is unknown.

A site inspection was undertaken to determine potential obstructions to visibility at all three intersections. Two locations have been identified for the installation of "No Parking" signs where vehicles parked too close to the corner could restrict visibility of motorists to pedestrians wanting to cross the street. These signs have been installed.

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Based on this review, the Transportation Department will be installing a standard crosswalk at the intersection of 17th Street which will consist of a painted crosswalk and pedestrian crossing signs. No other pedestrian facilities are recommended.”

**3. Issuing Notices of Violation -
Fire and Protective Services and Transportation Department Staff
(File No. CK. 5300-1)**

- RECOMMENDATION:**
- 1) that inspectors and senior officers of the Fire and Protective Services Department and staff of the Transportation Department be authorized to issue notices of violation for offenses included in Section 1 of Schedule 10 of Bylaw No. 7200, the Traffic Bylaw; and
 - 2) that the City Solicitor bring forward the appropriate bylaw amendment.

ADOPTED.

Your Committee reviewed the report of the General Manager, Transportation Department dated August 6, 1997 with the Administration and concluded that authorization to issue the notices of violation should be restricted to the inspectors and senior officers of the Fire and Protective Services Department, rather than to all staff of this department. It was determined that this could be done along with regular inspections with the goal being to ensure that fire lanes are kept open to allow for emergency access to all properties. The following is the above-noted report of the General Manager, Transportation Department:

“BACKGROUND

The Transportation Department has received a request from the Fire and Protective Services Department for their staff to issue notices of violation (parking tickets) for infractions involving parking in a fire lane. The latter Department desires increased compliance of keeping fire lanes in multi-unit residential and commercial properties clear of parked vehicles. This will increase emergency access for these properties.

JUSTIFICATION

The Fire and Protective Services Department has noticed an increase in the number of vehicles parked in designated fire lanes. These infractions are observed when the

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Department is completing routine inspections of properties such as multi-unit residential and commercial properties that are required to provide an emergency access route. The routes are designated as 'fire lanes' but provide increased access for all emergency agencies such as Police and Ambulance.

Currently, when a fire lane infraction is observed the Fire and Protective Services Department contacts the Parking Branch of the Transportation Department who then dispatches a parking enforcement commissioner. Often the offending vehicle has moved prior to the commissioner arriving at the scene, or the commissioner does not arrive in a timely fashion due to other commitments.

At the present time, only Police officers and parking commissioners can issue notices of violation for parking infractions. It is proposed to extend this authority to staff of the Fire and Protective Services Department. This would allow their staff to issue parking tickets for parking in a designated fire lane as infractions are observed. The increased, and more timely, enforcement in this area will result in better compliance.

During review of this matter, it was determined that there would be benefits to giving, to specific members of the Transportation Department, the authority to issue notices of violation. These individuals are involved in the parking and bylaw enforcement activities of the Department. They often investigate complaints which result in the issuance of a parking ticket. At the present time, they are required to contact the commissioners to issue the ticket. The authority to issue notices of violation would improve efficiency and decrease the demands on the commissioners.

The Transportation Department and the Parking Committee have reviewed this matter and endorse the proposal.

OPTIONS

The other option to increase compliance of not parking in a fire lane is to have the Parking Branch of the Transportation Department allocate additional resources specifically to this area. It is believed that it is more efficient to allow the Fire and Protective Services Department staff, who would be at the scene of the infraction, to issue a parking violation. The parking commissioners and Police would continue to enforce this type of infraction as required.

POLICY IMPLICATIONS

Section 3 of Schedule 10 of Bylaw No. 7200, the Traffic Bylaw, will require an amendment

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to authorize staff of the Fire and Protective Services and Transportation Departments to issue notices of violation. The amendment would allow the issuance of notices of violation for all offences listed in Section 1 of Schedule 10.

The City Solicitor would be required to prepare and submit to Council the appropriate amendment.

FINANCIAL IMPACT

There is no financial impact resulting from this proposal.

COMMUNICATION STRATEGY

If approved, the public will be notified of this change through a public service announcement issued by the Communications Branch of the Commissioner's Office."

**4. Five-Year Land Development Program (1998-2002)
(File No. CK. 4110-5)**

- RECOMMENDATION:**
- 1) that City Council approve the Five-Year Land Development Program (1998-2002); and
 - 2) that the Five-Year Land Development Program be referred to the Land Bank Committee for information.

ADOPTED.

Your Committee has reviewed and supports the following report of the General Manager, Planning and Building Department:

“JUSTIFICATION

The City's Administration has established a process by which forecasts of serviced-land inventories, land-absorption, and servicing activity are reviewed. The process includes discussions with all of the affected civic departments, utility companies, and school boards (through the Technical Planning Commission), as well as with the local land developers. Attached is the proposed Five-Year Land Development Program for the 1998-2002 period. After reviewing it on August 6, 1997, the Technical Planning Commission is

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recommending the adoption of the Program. The Developers Liaison Committee's members were invited to attend the Commission's meeting and to provide their comments.

The attached document will be the basis upon which the Administration will prepare the 1998 Prepaid Land Development component of the Capital Budget.

In summary, the 1998-2002 Program, envisages the following for residential land:

- a) The number of permits for new one-unit dwellings has been steadily increasing since 1991 when 177 permits were issued. In 1996, 477 permits were issued, an increase of 30% over the 367 permits issued in 1995. It is estimated that 461 permits will be issued in 1997. The trend of increasing demand for new serviced lots appears to be levelling off. However, the demand for new lots is expected to remain at stable levels during the forecast period, with only a slight downturn in 1998 being forecasted.
- b) As a consequence of increased demand for new affordable housing by first-time homebuyers, greater interest has been demonstrated to increase the supply of serviced lots in the Parkridge, Westview, and Dundonald Neighbourhoods. This has led to continued lot servicing in Parkridge and Westview in 1997 and Dundonald and Confederation Park in 1998.
- c) The increased level of city-owned lot sales over the past several years and a significant reduction of lot inventory have led to a significant increase in city-owned lot servicing in the Silverspring Neighbourhood. This follows several years of absence from lot-servicing activity by the City of Saskatoon as a consequence of high levels of inventory relative to demand.
- d) Throughout all development areas it is expected that a total of 587 lots will be serviced in 1997 followed by 419 in 1998. The level of lot servicing in 1996 and 1997 will surpass the lot absorption rates for 1997 leading to an increase in lot inventory levels.
- e) As a consequence of heightened demand for ground-oriented townhouse dwelling groups, greater interest in parcel servicing has been expressed by several land developers. This segment of the Land Development Program has identified servicing in the Heritage Crescent area in 1998, in the Avalon and Silverspring Neighbourhoods in 1998 and 1999, and Peturrson's Ravine in 1999.

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Overall, Saskatoon's economic picture has improved and rebounded to stable levels prior to the 1990-1991 recessionary period. With increased employment levels, declining unemployment, moderate population growth, greater housing affordability for first time home buyers, rising retail sales, increased production and sales in the resource sector, increasing net farm receipts and high oil seed prices, and an ever increasing bio-technology sector, stable consumer confidence in the new housing market should prevail through to 1998. Significant factors which may dampen consumer confidence include concerns respecting job security, volatility in mortgage rates, increased construction costs and decreases in housing affordability.

The servicing of commercial and industrial parcels has been non-existent for several years due to high levels of existing serviced inventories throughout the City. The Program does indicate that should such servicing commence, it is most likely to occur in the North Industrial Area and University Heights Suburban Centre.

OPTIONS

The Five-Year Land Development Program is used primarily as a method of forecasting the servicing and utilization (i.e. absorption) of residential and non-residential land to assist the City of Saskatoon, utility agencies, and school boards to prepare their respective Capital Budgets and Capital plans over a five-year period. The forecasts are based on existing conditions and trends and reflect the need to ensure that urban growth takes place in an orderly and rational manner as outlined in the City's Development Plan.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPACT

The Five-Year Land Development Program will be the basis upon which the 1998 Prepaid Land Development component of the Capital Budget will be prepared. Funding for the prepaid reserve account is self-supporting.

ATTACHMENT

1. City of Saskatoon - Five-Year Land Development Program (1998-2002)."

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**5. Capital Reserves
(File No. CK. 1815-1)**

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

ADOPTED.

Your Committee has considered and concurs with the following report of the A/General Manager, Finance Department dated July 21, 1997:

“BACKGROUND

A number of changes to Bylaw No. 6774 (Capital Reserve Bylaw) are required as a result of changes recommended in reports issued by the Auditor General, as well as changes resulting from the Ernst and Young reorganization.

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Recommendation 35.1 of the Comprehensive Audit Report on the Environmental Services Department states:

‘That the sections of Bylaw No. 6774, *The Capital Reserve Bylaw*, pertaining to the Sewage Treatment Capital Reserve be rewritten to reflect actual practice.’

... and goes on to say ‘the changing of the reserve provision formula to one based on needs will ensure that funding available is consistent with funding requirements’.

The Audit identified an inconsistency between the definition of the annual provision and the actual provision. The annual provision to the Sewage Treatment Capital Reserve is defined as follows:

- \$150,000, plus
- 11 cents per 100 cubic feet of water from the year’s actual metered water, plus
- budgeted debt charges relating to sewage treatment over actual debt charges, plus
- any amount in the Sewage Utility Stabilization Reserve which exceeds \$1,000,000.

The actual provision over the past few years has basically followed the definition, other than for the ‘budgeted debt charges over actual debt charges’. This term, in fact, simply has evolved into a supplemental provision which was annually set at an amount that would ensure that the reserve would be sufficient to meet the construction of the sewage treatment upgrade with a smooth transition in sewage rates. It is being recommended that the Bylaw be amended to read accordingly. It is also proposed that similar changes be made to the Water Capital Projects Reserve as the principle involved is the same. Other wording changes are also required to recognize the fact that the Stabilization Reserves for the two Utilities have been amalgamated into one reserve.

As part of the Ernst and Young reorganization, the responsibility for the landfill has been transferred to the new Environmental Services Department. A review of the reserves which pertain to the landfill reveal that one reserve, the Weigh Scale Reserve, must be revised to recognize that the existing reserve was established to provide for the replacement of all city-owned weigh scales. It is being proposed that the wording of the Weigh Scale Reserve be revised to limit its use to those scales for which the Public Works Department is responsible, and that a new reserve be created for the scale which is situated at the Landfill. It is further proposed that the new reserve for the landfill be expanded to include the replacement of buildings and equipment (other than equipment provided by the V & E Branch of Asset Management). This new reserve will receive initial funding from a transfer of part of the existing balance in the old Weigh Scale Reserve.

JUSTIFICATION

The recommendations will result in changing the reserve provisions to ones that ensure that the reserves are sufficient to fund large one-time expenditures and at the same time minimize the annual impact on utility customers. The recommendations also prevent building up large unnecessary reserve balances. The annual provisions to the Replacement Reserves for both the Water and Sewage Utilities are based on a formula and a process similar to the recommended changes.

The recommendations are consistent with current practice and address the problem of fixed funding formulas that inherently over fund or under fund capital development and expansion plans. The current practice of attempting to schedule capital expansions or limit the scope of a facility design to meet the fixed funding formula and thus minimize capital project costs will continue. However, this approach is not always appropriate. Regulatory driven projects, or projects responding to public concerns, can surface well into a planning period and the utility requires some flexibility to deal with these situations. The sewage treatment upgrade was an example of a large capital project for which the construction schedule was advanced based on regulatory directives.

The establishment of the Landfill Building and Equipment Replacement Reserve will allow the Environmental Services Department to respond, later this year, to the likely need to amend the Landfill Replacement Reserve into two reserves - a Landfill Decommissioning Reserve (in response to anticipated changes in reporting requirements established by the Canadian Institute of Chartered Accountants) and a New Landfill Reserve. It is anticipated that the decommissioning reserve will, unlike most other civic reserves, be structured in such a way that it will retain any interest earned on the reserve balance.

OPTIONS

For the Sewage and Water Capital Reserve, the most obvious option is to change the basic formula by amending the Capital Reserves Bylaw each time unanticipated projects surface, each year prior to a large project, or each year a large project is completed in order to ensure the reserve balance does not grow too large. The administration of this approach is, at best, difficult and this approach would clearly be the most bureaucratic.

Another option is to leave the funding formula as is and fund large unanticipated expenditures, or the advancement of construction schedules that result in unfunded projects, by borrowing. This approach will result in an increased cost to utility customers with possibly a significant rate increase in any one year.

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The Weigh Scale reserve is being changed to ensure that the responsibility for managing the reserve remains with one Department. The only other option would be to not amend the Reserve and ensure that the two Department Managers co-ordinate their management of the one reserve.

POLICY IMPLICATIONS

There are no policy implications other than the amendment of the existing policies as referenced in the recommendations.

FINANCIAL IMPACT

The changes will only result in the redistribution of funds which would have been included in future operating budgets.”

REPORT NO. 18-1997 OF THE PLANNING AND OPERATIONS COMMITTEE

Composition of Committee

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

**1. Saskatoon Hilltop Football Club
License Agreement - Gordon Howe Bowl
(File No. CK. 290-23)**

- RECOMMENDATION:**
- 1) that the changes to the Agreement between the City of Saskatoon and the Saskatoon Hilltop Football Club for use of the Gordon Howe Bowl be approved, as outlined in this report;
 - 2) that the City Solicitor be requested to prepare a revised Agreement; and

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

ADOPTED.

Your Committee has considered and concurs with the following report of the General Manager, Leisure Services Department dated August 15, 1997:

“The Agreement between the City of Saskatoon and the Saskatoon Hilltop Football Club Incorporated, pertaining to the Hilltop's use of the Gordon Howe Football Bowl, has expired. The Club, in discussions with your staff, has expressed a concern about the general condition of the Bowl and the City's commitment to upgrade the facility in the future. The Hilltops do not support any rate increase at this time and wish to extend the current Agreement for a period of one year. To further explain their position, the Saskatoon Hilltops wish to make a presentation to the Planning and Operations Committee in this regard.

BACKGROUND

The Saskatoon Hilltops celebrated their 50th anniversary year in 1996 by winning their 9th Canadian Junior Football Championship. Over the years, the Saskatoon Hilltop Football Club has worked closely with the Leisure Services Department in a joint effort to improve the operations of the Gordon Howe Bowl. The following is a summary of the initiatives which have been undertaken since 1989 in this regard:

- An automatic irrigation system was installed in 1989. This project was funded through a productivity improvement loan, which was fully paid in December 31, 1994, thereby reducing the facility's annual operating costs by \$6,800.
- A new scoreboard was purchased in 1989. The Hilltops contributed \$3,600 towards the total purchase price (\$9,550) of the scoreboard.
- In conjunction with a local promoter, the Saskatoon Hilltops sponsored an outdoor rock concert, which was held at the Bowl on June 30, 1990. This event generated an additional \$1,600 in operating revenue for the Bowl.
- The headphones were upgraded in 1992. The Football Club contributed \$1,600 towards this project.
- Improvements to the sound system (\$24,400) and concession equipment (\$11,200) were completed in 1995.

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In 1992, the following capital improvement program was identified in discussions with the users:

<u>Project</u>	<u>Estimated Cost</u>
• Upgrade press box	\$40,000
• Upgrade/replace sound system	Completed
• Upgrade field lighting	\$400,000 plus (1995)
• Other considerations	
- Expand service building (i.e. washrooms, concession, change rooms, etc.)	???
- Installation of artificial turf	\$785,000 (1991)
- Expand bleacher seating	???

Prior to proceeding with any major capital improvements, a facility condition assessment was initiated in 1994 to determine the physical condition and to project the remaining useful life of existing facilities located in the Gordon Howe Complex. Following is a summary of the assessment results pertaining to the Gordon Howe Bowl:

Service Building

- The life expectancy of architectural and mechanical components was assessed between ten and twenty years. The life expectancy of electrical component was assessed up to ten years.
- Continue the general up-keep and preventative maintenance for the architectural, structural, mechanical, and electrical systems.
- Upgrade plumbing fixtures.
- Gradually upgrade the building to meet all barrier-free design requirements.

Playing Field Lighting

- Electrical lighting system is obsolete. Manufacturer's do not make these lamps anymore and are not available at retail suppliers.
- The light poles are nearing the end of their useful life.
- Field lighting levels are very low for the calibre of football played on this field. (Lighting intensity ranges from 5 to 22 foot candles with the average approximately 9 foot candles.)

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Press Box Building

- The press box building is a one-story basic wooden structure. It has deteriorated and is nearing the end of its useful life.
- The press box building is not Barrier-Free Accessible.
- The electrical system is in poor condition.

Bleachers

- The wooden bleacher structure appears in good condition.
- The bleachers do not allow for Barrier-Free Accessibility.

Landscaping

- The turf area is in good condition. (At the end of the football season, the playing field requires repair, e.g. reseeding, top dressing, etc.)
- The irrigation system is in good condition.
- The field is well-drained.

Based on the assessment results, Administrative priorities for future development include renovating the press box, upgrading plumbing fixtures in public washrooms, upgrade bleachers and service building to meet all barrier-free design requirements, and to continue with ongoing repairs and maintenance deficiencies identified through the annual preventative maintenance program.

Due to limited funding resources, the installation of field lights, artificial turf, and expansion of the service building are not feasible at this time, unless alternate sources of funding are available.

DISCUSSION

The Saskatoon Hilltops are scheduled to play four league games at the Bowl this season and normally play an additional one or two playoff games each year. In contrast to the Hilltops schedule, the High School Football League will play approximately 46 games at the Bowl in 1997.

The Hilltops currently pay \$750 per game plus G.S.T., which was set in 1992. For 1997, the School Boards' rental rate is \$187 per game plus G.S.T. This rate was established as part of the conditions under which the City acquired the Albert Community Centre.

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The 1997 operating cost (i.e. total operating budget less concession revenues) to operate the Gordon Howe Football Bowl is estimated at \$74,500. Based on the targeted usage of 50 games per season, the recoverable operating cost is \$1,490 per game. In 1992, the recoverable operating cost was \$1,200 per game. The rental rate of \$750 per game represented a cost recovery of 61.5 percent in 1992. Based on 1997 costs, the \$750 per game rental fee represents a 50 percent cost recovery rate. The increase in operating costs from 1992 to 1997 is attributed to the following factors:

- Increase in insurance cost \$1,900
- Electrical adjustment to reflect actual usage \$5,000
- Payroll adjustment to reflect actual payroll costs \$3,200
- Staff increments - negotiated wage increase \$2,500

In working towards achieving the financial objective (in accordance with the City of Saskatoon Policy C03-030 - Recreation Facilities - Rental Fees) to recover 70 percent of recoverable operating costs, the following options were discussed with the Hilltops:

- a) Increase rental fee by \$50 per game per season over a five-year term to achieve a 70 percent cost recovery rate while minimizing the financial impact to the Saskatoon Hilltop Program.
- b) Set the rental rate to recover approximately 60 percent (\$900) of recoverable operating costs based on a one year term.

Based on the Hilltops decision to opt for a one year agreement, your staff are proposing a rental rate of \$900 for the 1997 season.

JUSTIFICATION

The purpose of the Gordon Howe Football Bowl is to provide an outdoor football facility to serve the local high school and junior football programs, as well as other special events. The current Agreement between the City of Saskatoon and the Saskatoon Board of Education for the Board's use of the Bowl for its athletic activities remains in effect until the year 2017. Although the Saskatoon Hilltops favour a one year lease agreement at this time, they have indicated a desire to continue using the facility in the future.

The proposed rental rate increase will assist in achieving the financial objective to recover 70 percent of recoverable operating costs associated with providing the service.

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The following revisions are recommended to the existing Agreement:

- a) that the Agreement cover the period from August 1, 1997 to November 30, 1997;
and,
- b) that the Agreement reflect a rate of \$900 per game (plus G.S.T.) for the 1997 season
to be charged to the Saskatoon Hilltop Football Club for the term of the Agreement.

OPTIONS

There are no options.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPACT

Based on a five-game schedule, the proposed rate increase will increase the rental revenue from \$3,750 in 1996 (five games x \$750) to \$4,500 in 1997 (five games x \$900).

ATTACHMENT

1. Current Agreement governing the Hilltops' use of the Gordon Howe Bowl"
2. **Urban Design Committee
Broadway Streetscape Improvement Master Plan
(File No. CK. 216-1)**

RECOMMENDATION: that the Broadway Streetscape Improvement Master Plan be approved in principle.

ADOPTED.

Your Committee has reviewed and supports the following report of the General Manager, Transportation Department dated August 20, 1997:

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“BACKGROUND

Streetscape improvements in the Broadway area were initiated in 1987 by the Broadway Business Improvement District (B.I.D.). The improvements included the construction of the landscaped centre median, the addition of heritage style pedestrian lights to the street light poles, the construction of seating nodes at the intersections and other miscellaneous items. Sidewalk tree and underground wiring were not included in the original project due to unresolved technical problems and significant higher costs. The design was prepared for the B.I.D. by a landscape consultant, and project management was provided by an engineering firm. The City conducted the normal inspections. The project was funded 50% by the B.I.D. and 50% by the City for an overall cost of \$800,000. The project was implemented without the benefit of a long-term streetscape master plan.

The Urban Design Committee was established in 1990 and since that time a number of other improvements have been completed in the Broadway B.I.D. These improvements have included the construction of a corner bulb at the Cheese Warehouse on 10th Street, the addition of pavers and sidewalk trees along 10th Street from Broadway Avenue to Eastlake Avenue, the addition of trees along the Joe Duquette High School grounds frontage on Broadway Avenue, and the screening of several parking lots fronting onto Broadway Avenue. Additional improvements were constructed this summer adjacent to the Victoria School grounds, along the Gibson Photo boulevard on 11th Street, and on the centre median on Main Street west of Broadway Avenue.

In view of these types of future improvements, the Urban Design Committee allocated \$10,000 for the preparation of a Broadway Streetscape Improvement Master Plan in 1993 and an additional \$10,000 in 1994 as the scope of the project expanded. The Broadway Streetscape Improvement Master Plan (attached) has now been completed. The purpose of the Master Plan is to provide a guideline for future physical improvement in the Broadway B.I.D. The area included Broadway Avenue from 8th Street to the Broadway Bridge and the side streets from Eastlake Avenue to Dufferin Avenue. The Master Plan addresses pedestrian comfort and convenience, pedestrian safety and security, and the visual enhancement of the street.

DISCUSSION

Work on the Master Plan commenced in 1994. The Urban Design Committee requested the assistance of the Planning and Building Department to complete the Master Plan. A project team was established which consisted of three representatives from the Broadway B.I.D. and representatives from the Electric System Branch, the Parks Branch and the Roadways Branch of the Public Works Department, the Traffic Planning and Operations Branch and

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the Urban Design Branch of the Transportation Department, and the Community Planning Branch of the Planning and Building Department. The terms of reference were then drafted and approved by the Project Team and the Broadway B.I.D. Periodic meetings were then conducted to review various issues that arose during the preparation of the Master Plan. A draft of the Master Plan was completed in 1995 and circulated for review and comment. The Broadway B.I.D. then requested the completion of the Master Plan be delayed until they had obtained feedback from their merchant membership regarding future improvements in the Broadway B.I.D. A workshop was conducted for the Broadway B.I.D. by Crosby, Hanna and Associates and attended by Broadway merchants and representatives from the Broadway B.I.D. Board and City staff. Information collected from that workshop, as well as previous comments received in response to the draft, were then used to refine the Master Plan. The refined Master Plan was then presented at a general community meeting sponsored by the Broadway B.I.D. for further feedback. The Master Plan was then finalized, presented to the Urban Design Committee, and approved for submission to the Planning and Operations Committee and City Council.

The Broadway Streetscape Improvement Master Plan provides a comprehensive report on the future direction of physical improvements in the Broadway B.I.D. The Master Plan accommodates a broad range of specific streetscape improvements over the next number of years on both Broadway Avenue from the Broadway Bridge to 8th Street, and on the immediately adjacent side streets leading to Broadway Avenue. The implementation of the Master Plan will enhance the pedestrian and vehicular environment and improve the comfort, safety and the visual appeal of the street. These improvements will contribute to the unique identity of the Broadway district. The Master Plan specifically addresses the following areas:

1. Streetscape character, identity and theme
2. Street lighting, pedestrian lighting and traffic control
3. Sidewalk improvement including curbs, corner bulbing and amenity zone
4. Planting material including sidewalk trees
5. Utilities and services
6. Pedestrian accessibility and safety
7. Streetscape furniture
8. Special features or place-makers
9. Special improvements on private property
10. Special issues and consideration relating to specific areas.

The Master Plan will be implemented in stages over the next ten to fifteen years as funding permits. The first stage of implementation is anticipated to be completed within the next

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two or three years and will be determined by the Urban Design Committee in consultation with the Broadway B.I.D. in its Capital Budget preparation process.

OPTIONS

The preparation of the Master Plan has undergone an extensive public consultation process. We, therefore, consider that there are no other viable options to the one presented in this report; however, the Master Plan is conceptual in nature and specific design options will be considered in the detailed design preparation and tendering process.

FINANCIAL IMPACT

The staged implementation of the Master Plan will be incorporated in the Urban Design Committee's Five Year Capital Plan which forms part of the corporate Five Year Capital Plan. The various phases of implementation will be funded by the Streetscape Reserve and will be subject to the normal annual Capital Budget approval process. It is anticipated that the investment of public money will have a long-term, positive impact on the Broadway Business community. It will protect the City's existing investment in the Broadway infrastructure as well as stabilize and help increase its existing tax base.

ENVIRONMENTAL IMPACT

The implementation of the Master Plan will have a positive impact on the environment. The addition of sidewalk trees will help moderate temperature extremes, reduce wind speeds, reduce environmental pollutants, generate oxygen, and will provide a much needed natural, green visual relief in an otherwise concrete environment. The addition of the trees will also contribute to the City's urban forest which provides a habitat for a variety of wildlife species. The addition of pedestrian amenities such as benches and bike racks will encourage alternative means of transportation and will provide a more comfortable and safe pedestrian environment. The investment in streetscape improvements will also provide support to the business community by providing a positive financial environment to stimulate reinvestment in existing properties.

ATTACHMENTS

1. Broadway Streetscape Improvement Master Plan"

Copies of the Broadway Streetscape Improvement Master Plan were previously circulated to City Council members. A copy of this document is available for viewing in the City Clerk's Office.

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**3. Installation of New Parking Meters
(File No. CK. 6120-5)**

- RECOMMENDATION:**
- 1) that four new, two-hour metered parking stalls be installed along the north side of 11th Street between Broadway Avenue and the north-south lane west of Broadway Avenue;
 - 2) that ten new, two-hour metered parking stalls be installed along the north and south side of Main Street between Broadway Avenue and the north-south lane west of Broadway Avenue; and
 - 3) that a two-hour parking restriction, 0900 to 1800, Monday to Saturday, be installed in the two proposed new metered parking stall locations.

ADOPTED.

Your Committee has considered and supports the following report of the General Manager, Transportation Department dated August 26, 1997:

“BACKGROUND

As part of the Broadway Master Plan, the Urban Design Branch of the Transportation Department has re-constructed the median and sidewalk on Main Street between Broadway Avenue and the north-south lane west of Broadway Avenue and the sidewalk on 11th Street between Broadway Avenue and the north-south lane west of Broadway Avenue. This work was initiated as a result of vehicles parking on the median and sidewalks along Main Street and the sidewalks along 11th Street, which has led to the destruction of the curbs and landscaping. These new sidewalks and median should help prevent cars from continuing to park erratically and destroy the landscaping.

In conjunction with this work, the Urban Design Branch identified that the installation of parking meters in these areas would facilitate the orderly parking of vehicles. The Parking Branch pursued this idea and is recommending that new metered parking stalls be constructed.

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JUSTIFICATION

The current parking situation on 11th Street and on Main Street is less than desirable. Vehicles are jammed together on the road, trying to squeeze out every last possible space to park a vehicle. This results in vehicles parked on sidewalks, the median and too close to driveways and street corners. This restricts pedestrian and driver visibility, and safety is often compromised. If meters are installed, vehicles would park in designated stalls.

The locations of the proposed meter installations are very close to numerous businesses. As a result, parking in these areas is at a premium and vehicle turnover is crucial. The installation of 14 metered parking stalls will provide better vehicle turnover which, in-turn, increases parking opportunities.

The third recommendation addresses signing the areas as two-hour parking, from 0900 to 1800, Monday to Saturday. This restriction is consistent with other meters located on streets perpendicular to Broadway Avenue.

The meter installations are being recommended at this time due to reconstruction in this area. The Parking Branch will be conducting a parking study for the entire Broadway area later this year.

The above has been discussed and endorsed by the Parking Committee, the Traffic Planning and Operations Branch, the Urban Design Branch, and the Broadway Business Improvement District.

OPTIONS

The only option to the proposed recommendation is the status quo. The status quo is not recommended since it does not address the high demand for parking stalls in the Broadway area, the lack of vehicle turnover, the continuing destruction of the median and other landscape features, and pedestrian and vehicle safety.

POLICY IMPLICATION

There are no policy implications resulting from this proposal.

FINANCIAL IMPACT

The approximate revenue generated by the installation of these new meters will be \$15,000 annually.

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The increase in parking revenues will be assigned to General Revenues (45%), the Streetscape Reserve (43%), the Parking Operating Reserve (5%), the Parking Capital Reserve (4%), and to the three Business Improvement Districts (1% each).”

**4. Integrated Transportation Policy and 1997 Transit Planning Study
(File No. CK. 7000-2)**

RECOMMENDATION: that the upset limit for the Engineering Services Agreement with Reid Crowther for the Integrated Transportation Policy and the 1997 Transit Planning Study be increased from \$149,970 plus GST to \$181,000 plus GST.

ADOPTED.

Your Committee has reviewed and concurs with the following report of the General Manager, Transportation Department dated August 19, 1997:

“BACKGROUND

On June 16, 1997 City Council approved \$149,970 in expenditures for the Integrated Transportation Policy and the 1997 Transit Planning Study. Since that date, the Transportation Department and the Advisory Committee have requested the consultant to undertake additional tasks. These additional tasks will require a further \$31,030 in expenditures, which was not identified originally.

JUSTIFICATION

In the original proposal put forward by Reid Crowther, the Strategic Overview Workshops called for the completion of one workshop comprised of City of Saskatoon staff, elected officials and other interested persons. The Advisory Committee felt that composition was too broad, and asked the consultant to break this one group into smaller, more focused groups. As a result of that request, the consultant has proposed that three workshop groups be assembled.

The first workshop group will be the Strategic Group. This group is comprised of senior management from the Transportation, Public Works, and Planning and Building Departments. This group will be responsible for setting and implementing policies that will influence the transportation systems.

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The second workshop is the Transit Working Group. This group is comprised of Saskatoon Transit Services staff, and will be responsible for setting and implementing policies that will influence Saskatoon Transit.

The third workshop is the Stakeholders Group. This group is comprised of the stakeholders on the Advisory Committee; elected officials, Union representatives and representatives from the Chamber of Commerce, The Partnership and the North Saskatoon Business Association. This group will review and comment on the draft policies and the vision statement.

The second task that the consultant was asked to expand is the operation review of transit routes and services. The original proposal called for an optional riding count of all regular routes during weekdays and evenings, which was not priced into the original proposal. The riding count will assist the consultant in assessing the performance of Saskatoon Transit routes and services based on the following factors:

- overall per capita ridership and revenue/cost performance in comparison with other transit properties
- ridership by route, time period and fare class
- transfers between routes
- revenues and costs by route
- running times and on-time performance
- day-to-day operations.

The consultant and the Advisory Committee believe there is a direct benefit to subsequent tasks in the study from the availability of riding count data. The riding count data will provide a clear picture of current service requirements and facilitate the identification of cost-saving service planning measures.

The final task that is to be expanded is the Preferred Transit Service Plan. The Advisory Committee has asked that the consultant include a three year business plan in the Transit Service Plan. This three year plan will include a Business Plan, an Action Plan and a Budget Forecast.

FINANCIAL IMPACT

This additional expenditure requirement falls within the approved capital funding for these projects.”

5. Declassification of Truck Route

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**Avenue P between 22nd Street and 33rd Street
(File No. CK. 6000-4)**

- RECOMMENDATION:**
- 1) that Avenue P between 22nd Street and 33rd Street be declassified as a truck route; and
 - 2) that the City Solicitor be instructed to amend the Traffic Bylaw No. 7200 to reflect this change.

ADOPTED.

Your Committee has considered and supports the following report of the General Manager, Transportation Department dated August 20, 1997:

“BACKGROUND

The Transportation Department has received a petition from 16 residents of Avenue P North requesting that Avenue P between 22nd Street and 33rd Street be declassified as a truck route in order that the volume and size of trucks using the street be reduced. Their concerns are numerous and include noise and vibration, pedestrian safety, speeding, the residential nature of the neighbourhood, the number of seniors living adjacent to Avenue P, trucks larger than the present weight restriction allows, and the general devaluation of their properties.

DISCUSSION

Avenue P between 22nd Street and 33rd Street is an arterial roadway carrying 10,900 vehicles daily. It provides a direct connection between 22nd Street and 33rd Street. Right-of-way has been assigned to Avenue P through the use of stop and yield signs. In this stretch of roadway, there is one four-way stop at 29th Street and a pedestrian refuge island which was constructed in 1996 at 31st Street to improve crossing ability and safety for pedestrians.

Schedule No. 8 of Bylaw No. 7200, the Traffic Bylaw, designates a system of truck routes for Saskatoon (Attachment 1). City roadways are designated one of five maximum vehicle weight limits between 5,000 kg and 62,500 kg. All streets allow vehicles up to 5,000 kg in gross vehicle weight (loaded or empty). These are the maximum weights allowed unless an excess load permit is issued by the Transportation Department. The weight categories and truck axle configurations are consistent with provincial highway restrictions. To allow for local deliveries, trucks are allowed on all streets but must adhere to the truck routes that

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give the shortest possible distance on the street for which the truck is exceeding the permissible gross weight.

Avenue P is designated as a truck route for vehicles up to 37,500 kg. This weight restriction allows for fully loaded tractor and semi-trailer five-axle trucks.

JUSTIFICATION

The Transportation Department supports the declassification of Avenue P between 22nd Street and 33rd Street as a truck route and proposes that the gross allowable vehicle weight be limited to 5,000 kg. The roadway serves directly residential land uses and only serves indirectly industrial areas as a shortcutting route. The roadway does connect the West Industrial area with the Kelsey Industrial area via 33rd Street and has become an attractive route for vehicles between these two areas. A traffic count undertaken between August 20 and August 24, 1997, indicated an average of 240 large trucks using this roadway on weekdays, and 75 on weekend days. This represents 2% of the total daily traffic.

Heavy truck access and circulation would not be unreasonably compromised with the elimination of Avenue P between 22nd and 33rd Streets as a route. Access to the West Industrial area is still available from 11th Street and from 22nd Street via Avenue P. Access to the Kelsey Industrial area is provided on 33rd Street, Idylwyld Drive, Warman Road and Circle Drive. Access between the two areas is provided on Idylwyld Drive and 22nd Street or via Circle Drive.

It is not the purpose of Avenue P in this area to be a through route for trucks. The effects that they have on the adjacent land use is not reasonable and neither is the damage that is caused to the pavement itself.

A similar truck route was eliminated on Avenue H between 22nd Street and 11th Street approximately five years ago for similar reasons.

OPTIONS

Retaining the truck route in its current configuration is possible; however, this seems unreasonable given the residential land use, damage caused to the roadway structures, and the desires of the neighbourhood.

It is possible to lower the weight limit of the roadway to a 27,000 kg maximum; however, this would have limited impact on reducing the number and size of vehicles using the roadway as a truck route.

POLICY IMPLICATIONS

There are no policy implications as City Council has the ability to regulate the movement of trucks within the City under Traffic Bylaw No. 7200. Other similar truck routes exist within the City, and it is the intent of the Transportation Department to review the entire truck system in due course.

FINANCIAL IMPACT

Costs associated with this change are minimal and limited to signing.

COMMUNICATION STRATEGY

With the assistance of the Saskatchewan Trucking Association, all local and provincial carriers would be notified of the change. As well, appropriate signage would be posted. The Saskatoon Police Service will be responsible for enforcement of the new regulation, and further discussions will occur with them as to an initial education period to be followed by strict enforcement.

ATTACHMENTS

1. Schedule No. 8"

6. **Solid Waste Minimization Strategic Plan**
(File No. CK. 7830-1)

RECOMMENDATION: that City Council adopt the waste minimization program as stated in the Strategic Plan 2002 of the Environmental Services Department.

ADOPTED.

Your Committee has reviewed and supports the following report of the General Manager, Environmental Services Department dated July 30, 1997:

“BACKGROUND

The 1995 Audit Report on the Department's Solid Waste Management programs recommended:

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‘...that management develop and submit a report to City Council that will enable them to formally adopt a long-term waste minimization goal for Saskatoon.’

A waste minimization strategic planning committee was struck in the fall of 1996. The committee was composed of representatives from the Environmental Services Department, Public Works Department, Local 859, Saskatchewan Waste Reduction Council, Cosmopolitan Industries, Sarcan, and the Saskatoon Environmental Advisory Council. The results of the committee’s work are summarized in the Strategic Plan 2002 (Appendix). The plan has been reviewed and reflects input from 23 stakeholders.

JUSTIFICATION

The plan identifies six areas in which waste minimization initiatives will be focused:

- The transfer of information that will encourage and facilitate community participation. This is a key area for any and all 4R programs, nation wide. The Audit Report also recommended that the Department increase its efforts in this regard.
- The implication of waste minimization initiatives is a challenge due to budget restrictions, limited market development, and volatile market-driven recycling revenues. Establishing an adequate base operating budget, appropriate fees and/or disincentive charges, and sufficient reserves, are necessary for the success of a waste minimization program.
- Hazardous wastes, though small in quantity, that arrive at the City’s landfill present more serious environmental concerns. In this area, efforts will include providing support for the collection, disposal, and/or management of household hazardous wastes and other wastes that require special handling.
- Efforts to stay current on waste minimization developments within the industry must be ongoing in order to ensure the community initiatives are based on sound knowledge and experience.
- Organic wastes constitute the major portion of the waste stream that is not currently recycled. Successful initiatives in this area will have a major impact on meeting waste reduction targets.
- Successful recycling programs are currently run by Cosmopolitan Industries and

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Sarcan. As these programs grow and as new initiatives develop within the province, the development of partnerships between the City and the recycling companies can result in increased, streamlined, and convenient waste minimization options for the citizens of Saskatoon.

OPTIONS

The most obvious option to the City implementing a waste minimization strategic plan and providing leadership in this regard, is allowing the private sector and/or environmental organizations to provide all waste minimization programs. The private sector will, however, maintain programs only as long as they are profitable. The success of non profit organizations' programs generally depend on support (financial and "in kind") from stakeholders with a vested interest. The City certainly has a vested interest in reducing the waste stream, both from a collection and disposal standpoint.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPACT

The Waste Minimization Program in the City's current operating budget is currently \$240,100. This amount includes operational staff and equipment for the ONP, Canman, tree chipping, and wood waste reduction activities. Also included is funding for HHW/paint exchange days and various administrative/management and support costs. The funding core strategy of the Strategic Plan 2002 will focus on delivering new initiatives with a minimal impact on the operating budget. The funding strategy does include action items designed to set appropriate fees/disincentives and to establish reserves from revenues derived from the sale of recyclables. The strategy will also include an investigation of transferring funds from the Landfill Replacement Reserve and/or reducing/deferring funds when a waste minimization initiative clearly extends the life of the Spadina Landfill.

COMMUNICATIONS PLAN

Various methods of communicating the Strategic Plan are outlined in the core strategy Education/ Communication/Promotion.

ENVIRONMENTAL IMPACT

The existence of long term waste minimization strategy is clearly a commitment to

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environmental stewardship.

ATTACHMENT

1. Solid Waste Minimization Strategic Plan 2002”

**7. Capital Development and Expansion 1997-2016
Water Treatment Plant
(File No. CK. 670-3)**

RECOMMENDATION: that the following report be received as information.

ADOPTED.

Your Committee has considered and submits the following report of the General Manager, Environmental Services Department dated August 8, 1997 to City Council as information:

“BACKGROUND

The Environmental Services Department’s long-term water treatment capital planning process includes the preparation of a detailed and comprehensive 20-year plan on a regular basis. This planning exercise is repeated every five years to ensure long-term plans reflect industry trends and the dynamics of water supply and demand. The 20-year plan, which focuses on the initial 10 years of the planning period, is used to guide the Department’s annual preparation of the Corporate Capital Budget. The 1997-2016 Plan has been completed and is attached for the Committee’s review.

REPORT

The preparation of the long-term plan includes the following steps:

- Long-term demand forecasting based on population studies.
- Assessment of all treatment component capacities.
- Estimation of when each component’s capacity is exceeded.
- Preparation of conceptual designs to address the capacity shortfall.
- Cost estimating and projections of funding requirements.
- Projection of Reserve balances/sufficiency.
- Adjusting scheduled expansions to best fit Reserve funding.

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The four fundamentals of urban water supply that guide the process are:

- Maintaining high quality.
- Providing sufficient quantities.
- Financing capital needs.
- Ensuring reliability of supply.

The 'Permit to Operate' the water treatment plant, which is issued by Saskatchewan Environment and Resource Management, defines water quality standards. The Departmental 'Ends Directives' define acceptable capacities and level of service. In that all water quality standards are met currently, the 1997-2016 Plan is governed primarily by the need to provide sufficient quantity. This approach may limit the actual useful life of the Plan in that the industry is in the wake of a number of quality issues that will require process changes (aluminum, parasitic cysts, disinfection by-products).

The primary approach to financing capital needs involves scheduling expansions such that the existing annual provisions to the Water Treatment Plant Replacement Reserve and the Water Treatment Plant Capital Project Reserve are sufficient to fund all capital projects. Tables XII and XIV show that the expansion projects required throughout the 1997-2016 period can be funded with the existing Water Treatment Plant Capital Reserve provisions. Table XIII shows that asset replacement projects require the annual provision to the Water Treatment Plant Replacement Reserve to increase from \$365,000 to \$510,000 for the years 1998 through 2107. If unforeseen circumstances arise that result in the need for additional projects or significant increase in project costs, the additional funds will be raised by supplemental provisions to the reserves or debentures. Due to the current uncertainty of the availability of intake structures at the Queen Elizabeth Power Plant, the Plan contemplates funding new intakes in this manner. Any rate increases, that are required as a result, will be spread out over a maximum number of years in order to minimize the increase in any one year, similar to the approach used with the sewage treatment upgrade.

ATTACHMENT

1. ESD Capital Development Expansion Report"

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REPORT NO. 13-1997 OF THE ADMINISTRATION AND FINANCE COMMITTEE

Composition of Committee

Councillor D.L. Birkmaier, Chair
Councillor M. Heidt
Councillor A. Langford
Councillor H. Langlois
Councillor K. Waygood

- 1. Enquiry - Councillor D.L. Birkmaier (July 14, 1997)
Fee for Service Tax System
(File No. CK. 1920-1)**

RECOMMENDATION: that the information be received.

ADOPTED.

Your Committee has considered and submits the following report of the City Solicitor dated July 28, 1997, to City Council as information:

“BACKGROUND

An enquiry was made by Councillor Birkmaier at the meeting of City Council held on July 14, 1997 as follows:

‘The Town of Kindersley recently put forth an alternate tax proposal including fees for service. Would the Administration please review the proposal and report their observations to the Administration and Finance Committee prior to the end of September.’

REPORT

Section 201.1 of *The Urban Municipality Act, 1984* allows Council by bylaw to set fees in connection with any services provided by the urban municipality. This section further provides that those fees may be enforced by discontinuing the service until the fee has been paid.

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The Town of Kindersley is proposing to provide all municipal services by way of fees for service. There would be no tax collection for municipal services. Instead service fees would be charged quarterly. Properties would still be assessed to collect taxes on behalf of the school board. This proposal has not yet been adopted by the Council of the Town of Kindersley.

When Section 201.1 was passed, the Saskatchewan Municipal Government Department specifically advised us that it was not intended that the section would apply to basic services such as fire and police. Instead, the section was meant to be used for services which could be discontinued for nonpayment of fees without harming homeowners or adjacent neighbours. Section 201.1 was not intended to replace the property tax system.

By switching exclusively to a fee for service program under Section 201.1 of *The Urban Municipality Act, 1984*, the City would be open to having its collection of taxes or service fees challenged. As the collection of this money is required to continue services within the municipality, the results of a challenge could potentially be disastrous. Legislation which makes it clear that a municipality has the right to charge service fees in lieu of property tax would help prevent a successful challenge. The legislation which now exists does not make it clear that a municipality has this option.

The introduction of a service fee system, as proposed by Kindersley, would also allow the City to eliminate the concept of provincially exempt property. Section 201.1 allows a municipality to charge service fees to an exempt property as long as the service fee is also charged to every other property within the municipality. Therefore, if service fees replaced property tax, churches, schools, etc., could be charged the full amount of fees equivalent to the municipal portion of property tax. Again, we were told by the Saskatchewan Municipal Government Department that this was not the intent of the section. We would recommend that the Province pass clear legislation indicating that this is the intent, before the City moves to direct service fees.”

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**2. 1995 and Previous Business Tax Write-offs
(File No. CK. 1985-2)**

RECOMMENDATION: that the Business Tax Account write-offs in the amount of \$67,165.01, be approved.

ADOPTED.

Your Committee has considered and concurs with the following report of the General Manager, Finance Department, dated July 23, 1997:

“BACKGROUND

A number of businesses discontinued during 1996 and previous, leaving a business tax balance outstanding. Council approval is required to write-off these balances as uncollectible.

The distributions of the write-off for this submission is as follows:

City	\$27,523.10
School Boards	35,796.63
Business Improvements Districts	<u>3,845.28</u>
	\$67,165.01

JUSTIFICATION

The accounts listed in the attachment are now considered due for write-off as the Treasurer's Branch and the City's Collection Agency have made all reasonable collection efforts; however, it has now been established that there are no funds available to pay these accounts.

In the case of bankruptcies, claims have been processed and confirmation has been received from the Receivers that there are insufficient funds to pay the City's claim.

ATTACHMENT

1. List of Business Tax Uncollectible Accounts for July 23, 1997 totalling \$67,165.01.”

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**3. Decision - Grievance Hearing
Amalgamated Transit Union Local 615
Special Services and Schedules Clerk
(File No. CK. 4705-1)**

RECOMMENDATION: that the information be received.

ADOPTED.

Attached is a copy of a letter dated June 23, 1997 from Mr. Dan Bichel, President/Business Agent, Amalgamated Transit Union Local 615, requesting a grievance hearing on behalf of Mr. Ed Ripley regarding the position of Special Services and Schedules Clerk.

As Council is aware, the matter of grievances was made the responsibility of the Administration and Finance Committee (In Camera), when the Personnel and Organization Committee was disbanded.

The Committee's decision, after reviewing the evidence presented by both ATU Local 615 and the Management is to DENY the noted grievance. The Amalgamated Transit Union Local 615 has been advised of this decision.

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REPORT NO. 3-1997 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. Credit Rating Criteria
(File No. CK. 1600-3)**

RECOMMENDATION: that the information be received.

ADOPTED.

Your Committee requested a report on the Credit Rating Criteria of the Canadian Bond Rating Service, and believes the information contained in the following report of the Auditor General dated August 5, 1997 to be very interesting:

“BACKGROUND

The Audit Committee, during consideration of a Status Report on the Corporate Audit Plan at its meeting held on February 3, 1997, resolved:

- ‘2) that the Auditor General report back in terms of the City’s credit rating, on the criteria used and how this criteria differs from the private sector, specifically in relation to such issues as on-going depreciation, establishment of reserves for future replacement, etc.’

REPORT

Three documents, in particular, were sourced for criteria: two documents published by the Canadian Bond Rating Service (CBRS) and one document taken from the internet. We also

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reviewed the information package recently provided by the City of Saskatoon to Canadian Bond Rating Service. According to these documents the evaluation criteria fit into four broad categories:

- economic factors (e.g. employment rate, income levels, tax base, building permit activity)
- debt factors (e.g. debt history, current debt position, debt per capita, ratio of debt service to revenues)
- governmental/administrative factors (e.g. professionalism of the government, ability of governmental officials to address issues that impact the creditworthiness of the government, organization structure, adequacy of services provided, intergovernmental factors, administrative performance, availability and quality of financial documents such as budgets, financial reports and capital improvement plans)
- fiscal/financial performance factors (e.g. relationship between current liabilities and liquid assets, size of fund balance, revenue and expenditure trends, history of balanced budgets at the end of fiscal years, expected future cash inflows and outflows, recent trends in short-term borrowing).

Capital reserves are taken into account. Planned capital expenditures are also taken into account in the evaluation to the extent that such expenditures are known and reported to CBRS by the Administration. The condition of assets would appear to be a consideration only where such assets are accounted for in the City's financial statements and/or where their condition is known and reported to CBRS by the Administration. We found no evidence of documents having been provided to CBRS on asset condition and, consequently assume that this is not a significant factor in their decision.

According to the literature, it appears that, to a large extent, factors to be considered and the relative weighting given to each factor vary not only between the private sector and government, but also between governments, reflecting differences in such things as legislation, services provided, source of revenues, market share, etc. The attachments to this report provide a more comprehensive representation of the bond rating process and criteria.

As one of the CBRS publications points out "The credit rating of a municipality can have a dramatic effect on the marketability and interest cost of its debt ratings are designed to serve investors as general credit guidelines and are not rigid standards of quality, nor are they predictors of future events . . . bond ratings help identify the depth of financial and managerial strength of corporations". Such ratings do not, however, reflect future significant liabilities that the City may be faced with (e.g. deteriorating infrastructure and

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buildings) which are either not known at the present time or are known but not reported to the bond rating agency. Nor do the ratings necessarily consider the quality and effectiveness of services provided by the City. Consequently, in our view, it would be inappropriate to draw definitive conclusions about specific aspects of any organization exclusively from the credit rating results.

ATTACHMENTS

1. CBRS Municipal Analysis - Saskatoon - November 20, 1996
2. CBRS and its Role in the Community
3. CBRS Municipal Rating Analysis
4. Bond Rating (internet document)"

**2. Woodlawn Cemetery Comprehensive Audit and Implementation Plan
(File No. CK. 1600-1)**

- RECOMMENDATION:**
- 1) that the information be received; and
 - 2) that City Council endorse the following recommendations from the Comprehensive Audit Report:
 - a) 1.1 that the City retain ownership of the Woodlawn Cemetery in order to minimize the risk of private monopoly of the death care industry;
 - b) 1.2 that management continue to operate the Woodlawn Cemetery as part of a civic department; and
 - c) 10.1 that City Council endorse the financial performance objectives of long-term Perpetual Care Fund sufficiency and full cost-recovery of non-perpetual care operating costs.

ADOPTED.

Your Committee has reviewed the Implementation Plan and the Comprehensive Audit Report for the Woodlawn Cemetery, and supports the recommendations contained therein, including the retention of the Woodlawn Cemetery as a City facility. Attached is a copy of the Implementation

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Plan and the Comprehensive Audit Report, as prepared by the Office of the Auditor General. Also, the information contained in the following report of the Auditor General dated August 5, 1997, will be helpful to Council in making its decision on this matter:

“BACKGROUND

The Corporate Audit Plan included provision to conduct a “value-for-money” audit of the Woodlawn Cemetery, a program in the Parks Branch of the Public Works Department. The Audit Report without the scheduled implementation dates to the Implementation Plan from Administration was received by the Audit Committee on May 5, 1997. The Audit Committee requested that 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 June, 1997. In that the Audit Committee meeting scheduled for June 30, 1997, was postponed, this meeting is the first opportunity to present the completed Implementation Plan.

REPORT

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

For the Audit Committee's and City Council's information, the following audit recommendations will be the subject of further reports from the Administration to City Council:

- 1.3 That following a three year period of operating the Woodlawn Cemetery as part of a civic department, management evaluate the extent to which the public policy objectives and the financial performance/cost-recovery objectives have been and can be achieved, and if the results are not satisfactory to City Council, then consideration be given to the possibility of changing to an "arms length" administration of the city owned cemetery by an autonomous board appointed by City Council.
- 5.1 That management report to City Council on the revenue potential from the listed opportunities while ensuring that the delivery strategies are consistent with City Council's philosophy on competition.
- 6.4 That management measure, monitor and report actual financial performance, relative to the five year plan, to City Council.

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- 7.2 That after a three year period, management and the City Comptroller undertake an evaluation to determine the extent of the liability and the possible need to establish a reserve account for the prepayment of interment services.
- 9.2 That future revenue/rate setting reports be accompanied by financial information on the status of the Perpetual Care Fund sufficiency and the extent of full cost-recovery with regard to perpetual care maintenance costs and non perpetual care operating costs.
- 10.2 That the Administration bring forward a report recommending an appropriate level of taxpayer subsidy for annual perpetual care maintenance costs up to the year 2035.
- 11.2 That management develop a system for measuring, monitoring and reporting to City Council on an annual basis the sufficiency and status of the Perpetual Care Fund.
- 12.2 That management review and report to City Council proposed solutions to the list of barriers to customer satisfaction.
- 13.1 That management develop a system for measuring, monitoring and reporting on the life expectancy of the Woodlawn Cemetery and advise City Council every two years.”

REPORT NO. 2-1997 OF THE VISUAL ARTS PLACEMENT JURY

Composition of Committee

Ms. Lyn Jeffery, Chair
Ms. Doris Hasell
Mr. Lee Baker
Ms. Barbara Beavis
Mr. Tim Nowlin
Dr. Peter Purdue

**1. Visual Arts Placement Jury
Annual Report
(File No. CK. 175-44)**

RECOMMENDATION: that the information be received.

- The Visual Arts Placement Jury held nine meetings in 1996.
- The jury worked closely with the Urban Design Committee to implement the third year of the Temporary Sculpture Placement Program. The program was carried out in accordance with procedures and criteria of the jury. The jury adjudicated applications for consideration in relation to artistic merit and site placement. In total, eight sculptures were placed in 1996. There were two on Broadway Avenue, four on 21st Street and two on 20th Street.
- The jury reviewed and suggested sites for two City-owned sculptures by Bill Epp and Kim Ennis. Bill Epp's Memorial Sculpture is now placed by the University Bridge. No final recommendation has been made on the placement of Kim Ennis's sculpture.
- The jury researched the tax status of donations of works of art. In order to get a 100 percent tax write-off, the organization must be designated by the federal government as a cultural repository.
- The jury is studying the topic concerning a Visual Arts Policy for the City of Saskatoon. Information and policies for other cities are being reviewed.

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- The jury met with the Parks Program Consultant from the Leisure Services Department to consider the possibility of placing sculpture on City Hall grounds.
- No proposals for donations of works of art to the City were received.

In conclusion, the jury believes that the harmonious nature of committee and individuality is contributing to the excellent analysis of each situation; and progress has been made in this area of visual arts.

IT WAS RESOLVED:

- 1) *that the information be received; and*
- 2) *that a thank you be provided to the Visual Arts Placement Jury for their on-going efforts, and that they be encouraged to continue the program that they initiated this year."*

Moved by Councillor Langford, Seconded by Councillor Steernberg,

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

CARRIED.

ENQUIRIES

Councillor Heidt

**Crosswalk on Hunt Road between Nesbitt Crescent and Sumner Crescent
Intersection and Wedge Road Intersection
(File No. CK. 6150-1)**

Due to the increase in housing which has resulted in more traffic on Hunt Road with the present crosswalk between the two intersections, the community has some safety concerns for their children going to school (St. Peter and Dundonald).

Would the Administration review the following:

- a) moving crosswalk to Nesbitt Crescent and Sumner Crescent or Wedge Road; and
- b) closing of easement or cat walk between Nesbitt Crescent and Hunt Road.

Councillor Birkmaier

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**Sanitary Sewer Flooding Analysis - Lakeridge Subdivision
(File No. CK. 7820-3)**

Would the Chairman of the Executive Committee please advise Council when the Sanitary Sewer Flooding Analysis - Lakeridge Subdivision, which was presented to an In Camera Executive Committee meeting in February, 1997, will be tabled at a regular meeting of Council.

INTRODUCTION AND CONSIDERATION OF BYLAWS

Bylaw No. 7690

Moved by Councillor Langford, Seconded by Councillor Steernberg,

THAT permission be granted to introduce Bylaw No. 7690, being "*Transit Fares Amendment Bylaw, 1997 (No. 3)*" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Langford, Seconded by Councillor Heidt,

THAT Bylaw No. 7690 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Langford, Seconded by Councillor Roe,

THAT Council go into Committee of the Whole to consider Bylaw No. 7690.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 7690 was considered clause by clause and approved.

Moved by Councillor Langford, Seconded by Councillor Birkmaier,

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

CARRIED.

Moved by Councillor Langford, Seconded by Councillor Postlethwaite,

THAT permission be granted to have Bylaw No. 7690 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Langford, Seconded by Councillor Langlois,

THAT Bylaw No. 7690 be now read a third time, that the bylaw be passed and the Mayor and the City Clerk be authorized to sign same and attach the corporate seal thereto.

CARRIED.

The bylaw was then read a third time and passed.

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Moved by Councillor Langford,

THAT the meeting stand adjourned.

CARRIED.

The meeting adjourned at 9:32 p.m.

Mayor

A/City Clerk