

Council Chamber  
City Hall, Saskatoon, Sask.  
Monday, January 19, 1998  
at 7:00 p.m.

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

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

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

*THAT the minutes of the regular meeting of City Council held on January 5, 1998 be approved.*

*CARRIED.*

### **HEARINGS**

- 2a) Discretionary Use Application  
Proposed Neighbourhood Identification Sign  
3302 - 33<sup>rd</sup> Street West  
Dundonald Community Association  
(File No. CK. 4355-1)**

#### **REPORT OF THE CITY CLERK:**

“City Council, at its meeting held on November 3, 1997 received notice of the above discretionary use application.

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

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

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The matter is also being reported on under Clause 1, Report No. 1-1998 of the Municipal Planning Commission.”

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

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

*THAT Clause 1, Report No. 1-1998 of the Municipal Planning Commission be brought forward and considered.*

*CARRIED.*

**“REPORT NO. 1-1998 OF THE MUNICIPAL PLANNING COMMISSION”**

- 1. Discretionary Use Application  
Neighbourhood Identification Sign  
3302 - 33<sup>rd</sup> Street West  
Dundonald Neighbourhood  
Applicant: John Thomson, President  
Dundonald Community Association  
(File No. CK. 4355-1)**

**RECOMMENDATION:** that the application by Dundonald Community Association requesting permission to use the Southeast corner of Lot A, Block 962, Plan No. 79-S-16566 (3302 - 33<sup>rd</sup> Street West) for the placement of a Neighbourhood Identification Sign be approved, subject to:

- a) the Neighbourhood Identification Sign conforming to the design, dimensions and landscaping as shown on the sketch of the proposed Community sign (Attachment #1);
- b) any illumination of the Neighbourhood Identification Sign shall be indirect and steady so as to minimize any potential effects on adjacent residents;

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- c) the Neighbourhood Identification Sign shall be located such that it does not create an obstruction to pedestrians or a hazard to motorists by blocking views; and
- d) the Neighbourhood Identification Sign shall not be used to display advertising of any commercial service or product.

Your Commission has considered the attached report of the Planning and Building Department dated December 3, 1997, submitting a proposal by the Dundonald Community Association to use the Southeast corner of Lot A, Block 962, Plan No. 79-S-16566 (3302 - 33<sup>rd</sup> Street West) for the placement of a Neighbourhood Identification Sign. This property is zoned R.4 District in the City's Zoning Bylaw and as a consequence, Neighbourhood Identification Signs may only be permitted by City Council at its discretion.

Your Committee is recommending approval of the application, subject to the conditions outlined above.”

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

*THAT the hearing be closed.*

*CARRIED.*

*Moved by Councillor Heidt, Seconded by Councillor Birkmaier,*

*THAT the application by Dundonald Community Association requesting permission to use the Southeast corner of Lot A, Block 962, Plan No. 79-S-16566 (3302 - 33<sup>rd</sup> Street West) for the placement of a Neighbourhood Identification Sign be approved, subject to:*

- a) *the Neighbourhood Identification Sign conforming to the design, dimensions and landscaping as shown on the sketch of the proposed Community sign (Attachment #1);*
- b) *any illumination of the Neighbourhood Identification Sign shall be indirect and steady so as to minimize any potential effects on adjacent residents;*

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- c) *the Neighbourhood Identification Sign shall be located such that it does not create an obstruction to pedestrians or a hazard to motorists by blocking views; and*
- d) *the Neighbourhood Identification Sign shall not be used to display advertising of any commercial service or product.*

*CARRIED.*

**COMMUNICATIONS TO COUNCIL**

The following communications were submitted and dealt with as follows:

**A. REQUESTS TO SPEAK TO COUNCIL**

**1) Ken McKinlay, Executive Director  
Saskatoon Home Builders Association, Inc., dated January 9**

Requesting permission to address Council regarding the Tax Review Committee Report. (File No. CK. 225-1)

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

*Mr. McKinlay, Executive Director, Saskatoon Home Builders Association, Inc., was not in attendance.*

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

*THAT the information be received.*

*CARRIED.*

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**2) Jo-Ann Coleman Pidskalny, Director of Housing  
YWCA of Saskatoon, dated January 14**

Requesting permission for a representative to address Council regarding the Saskatoon Community Service Village project. (File No. CK. 4215-1)

**RECOMMENDATION:** that Clause 1, Report No. 3-1998 of Executive Committee be brought forward for consideration and that Mr. Walter Podiluk be heard.

*Moved by Councillor Roe, Seconded by Councillor Maddin,*

*THAT Clause 1, Report No. 3-1998 of Executive Committee be brought forward for consideration and that Mr. Walter Podiluk be heard.*

*CARRIED.*

**“REPORT NO. 3-1998 OF THE EXECUTIVE COMMITTEE**

- 1. Saskatoon Community Services Village Project (YWCA Co-location)  
Lots 1-12 except the North 5 feet of Lot 12  
Block 181, Registered Plan Q13  
Parking Lot Corner of 5<sup>th</sup> Avenue and 25<sup>th</sup> Street  
FILE NO: LA 4215-1**

- RECOMMENDATION:**
- 1) that the City offer to sell Lots 1 to 12 except the north 5 feet of Lot 12, Block 181, Plan Q13 to the YWCA of Saskatoon; and,
  - 2) that the selling price be determined by independent appraisal.

Your Committee has considered the following report of the General Manager, Planning and Building Department dated December 29, 1997 and concurs with the above recommendation.

**“BACKGROUND**

By letter dated April 10, 1997, the YWCA requested that the City hold the above-noted property for them for a period of one year. The hold was to allow the YWCA time to explore the feasibility of a project that would provide an opportunity for co-location for a

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number of private and NGO-sector organizations, as well as innovative housing for individuals and groups that do not currently have access to appropriate housing (see attached sketch). City Council at its meeting held May 26, 1997, agreed to hold the property for the YWCA until April 30, 1998. The YWCA was informed that the value of the property was approximately \$500,000.00. The value was established for a previous potential purchaser who still expresses interest in the property.

The YWCA requested accurate pricing of the property from the Land Manager by letter dated October 14, 1997. They were advised by letter dated October 21, 1997, that the market value of the property was between \$450,000 and \$500,000 and that the price was subject to the approval of City Council.

City Council received a letter dated December 4, 1997, from the YWCA requesting that the City of Saskatoon support this project by providing the 38,350 square foot parcel at the corner of 5<sup>th</sup> Avenue and 25<sup>th</sup> Street to the YWCA for the sum of \$1.00. City Council referred the request to the Administration for a report.

By letter to the City Commissioner dated December 22, 1997, and copied to all Councillors, the YWCA has stated that, in order to start construction at an ideal time, they require City Council to respond to their request to purchase for \$1.00 by January 10<sup>th</sup> if possible. They go on to advise that the target market for the condominium units is the \$100,000 to \$130,000 range and that profit from the condominium sales would be used to subsidize a multi-faceted community service village for a number of community organizations..

**REPORT**

Property Information - Current YWCA Property

In 1911, the City exchanged the present YWCA site with the Saskatoon School Board for the current City Hall block. As the City Hall block had the King Edward School on it, the City paid the Board \$30,000 as compensation. A new King Edward School was built on the current YWCA property. Each party retained a reversionary interest in the property each transferred to the other.

In 1979 the City purchased the Boards' reversionary right to the City Hall property and the King Edward School property for the sum of \$350,000.00. The King Edward site was sold on the condition that the City:

- 1) use it for some socially or recreationally beneficial purpose, rather than for commercial, residential, or industrial purposes; and

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- 2) encourage the development of future facilities which could permanently accommodate the day-care kindergarten children from the downtown area.

In 1983, two parcels were created from the King Edward site (see attached map). One was sold to the Saskatchewan Housing Authority for \$448,000 (price included prepaid levy charges). Bylaw No. 6421 passed by City Council on November 21, 1983, provided the YWCA with a cash grant of \$1,500,000 and the remaining parcel of land (estimated 1983 market value \$700,000).

Property Information Lots 1-12, Block 181, Plan Q13

The above property that the YWCA has requested to purchase for \$1.00 is located at the north east corner of 25<sup>th</sup> Street and 5<sup>th</sup> Avenue. The property is paved and has plug-ins for 129 parking stalls. 100 stalls are leased to the Police Department for employee parking and the balance are leased to the Transportation Department and are subsequently sub-leased to other departments. Total annual parking revenue from the lot is \$68,700.00. It should be noted that the 100 police parking stalls are a condition of the Saskatoon Police Association Collective Agreement and, therefore, if the property is to be sold, the Police Commission should be given as much notice as possible to enable them to find a new parking location. The following are the pertinent details of the property:

Legal Description	Lots 1-12 except north 5 feet of Lot 12, Block 181, Plan Q13
Frontage	295 feet on 5 <sup>th</sup> Avenue (89.9 metres)
Depth	130 feet (39.6 metres)
Area	38,350 square feet (3,562.7 square metres)
Zoning	M3 District
Purchase Price	\$830,000.00 (1980, 1984)
Prepaid Levies Due	\$54,084.17
Est. Market Value	\$450,000.00 - \$500,000.00

Although it has not been mentioned in their letters, the YWCA has advised that their plan will require the closure and re-routing of the existing north/south lane and the consolidation of all the properties. This will require the full legal process to close the lane which includes a public hearing and passage of a bylaw.

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Three options available to the City are as follows:

1) Sell the property and the lane to the YWCA for \$1.00

The site is capable of being developed for high density residential or office development. Such development potential is in keeping with the City's objective of encouraging high density development within and immediately adjacent to the Central Business District in specific areas. The Downtown Housing Study has been commissioned to explore methods of ensuring that the downtown and lands in the vicinity receive a significant share of the overall housing market. Vacant and under-utilized property, such as the one in question, represent an opportunity to direct and encourage high density residential development. This site is zoned M.3 which allows a maximum floor space ratio (FSR) of 5:1, (i.e. the maximum floor space may be five times the area of the site) which would accommodate approximately 175 dwelling units.

It should be noted that five properties within the vicinity of the subject site are currently developed having a FSR of 3.3:1 and 108 units per acre. At a minimum, the preferred development of this site would be a high density residential development, with or without office development on the main floor, having an FSR of not less than 3:1 (i.e. 106 units).

If the property is sold for \$1.00, the City will have to write off \$54,084.17 from the Prepaid Reserve, \$830,000.00 from the Property Realized Reserve and any cost associated with the closure and sale of the lane. The Administration recommends that if the property is sold for less than market value, any project built have a floor space ratio of not less than 3:1 and a minimum of 106 dwelling units.

2) Sell the property and the lane to the YWCA for market value

If the property is to be sold at market value, your Administration suggest that an outside appraisal be done to determine that value. There would be no need to place any conditions on the site as the price of the land would most likely determine maximum utilization. Even if the property is sold for \$450,000, the City will still have to write off \$434,084.17 from the Property Realized Reserve and any costs associated with the lane closure.

3) Sell the property and the lane to the YWCA for less than market value

The City could subsidize the land price in order to bring the land cost per unit down to a price that would allow a medium density project housing project to be priced at moderate



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levels. A medium density project would contain 70 to 80 moderately priced units which would still be below the desired intensity of development that the site warrants.

**ATTACHMENTS**

1. Letter from YWCA dated April 10, 1997
2. Sketch showing existing development
3. Sketch showing proposed development
4. Letter from YWCA dated December 4, 1997
5. Letter from YWCA dated December 22, 1997
6. Sketch showing King Edward school site”

*Mr. Walter Podiluk, representing six organizations (The Saskatoon Family Services Bureau, Catholic Family Services, The Saskatoon Sexual Assault Centre, The Saskatoon United Way, The Tamara’s House and YWCA), described proposed plans for the construction of condominiums on this site.*

*Moved by Councillor Roe, Seconded by Councillor Maddin,*

- 1) *THAT the City offer to sell Lots 1 to 12 except the north 5 feet of Lot 12, Block 181, Plan Q13 to the YWCA of Saskatoon; and,*
- 2) *THAT the selling price be determined by independent appraisal.*

**IN AMENDMENT**

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

*THAT part 2) of the motion be amended by removing the words “by independent appraisal” and substituting the words “after an independent appraisal has taken place”.*

***THE AMENDMENT WAS PUT AND CARRIED.  
THE MOTION AS AMENDED WAS PUT AND CARRIED.***

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

*THAT the Executive Committee explore other options by which the City could help facilitate the project.*

*CARRIED.*

**COMMUNICATIONS - CONTINUED**

**3) Rick Miller, Board Member  
SOS Elms Coalition, dated January 14**

Requesting permission to address Council with a video presentation on Dutch Elm Disease. (File No. CK. 4200-2)

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

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

*THAT Mr. Miller be heard.*

*CARRIED.*

*Mr. Miller, SOS Elms Coalition, addressed Council on the benefits of a more frequent pruning maintenance cycle to decrease the destruction that Dutch Elm Disease can cause to Saskatoon's elm trees.*

*Moved by Councillor Atchison, Seconded by Councillor Maddin,*

*THAT the information be received.*

*CARRIED.*

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

**1) Mr. Ed Hobday, Reeve  
R.M. of Corman Park, dated December 31**

Submitting a letter of appreciation for the City of Saskatoon amending its policy regarding the treated water service within the R.M. of Corman Park. (File No. CK. 7781-1)

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

*Moved by Councillor Atchison, Seconded by Councillor Steernberg,*

*THAT the information be received.*

*CARRIED.*

**2) Ms. Claudette Halpin  
524 Avenue I South, dated December 27**

Submitting a letter of appreciation regarding Animal Control Warden Ray Chomyn for his service to the community. (File No. CK. 150-1)

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

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

*THAT the information be received.*

*CARRIED.*

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**3) Marlene Hall, Secretary  
Development Appeals Board, dated January 7**

Submitting Notice of Development Appeals Board Hearing regarding property at 340 - 20<sup>th</sup> Street West. (File No. CK. 4352-1)

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

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

*THAT the information be received.*

*CARRIED.*

**4) Marlene Hall, Secretary  
Development Appeals Board, dated January 7**

Submitting Notice of Development Appeals Board Hearing regarding property at 1714 Belfast Avenue. (File No. CK. 4352-1)

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

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

*THAT the information be received.*

*CARRIED.*

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**5) His Worship Mayor Dayday, dated January 15**

Submitting a letter in response to an enquiry by Councillor Birkmaier at the December 15 Council Meeting regarding Common Use Building - City of Saskatoon and University of Saskatchewan. (File No. CK. 500-1)

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

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

*THAT this letter be referred as an agenda item for the upcoming meeting with the University.*

*CARRIED.*

**6) Ernest D. Olfert  
717 University Drive, dated January 14**

Submitting comments regarding the creation and naming a park in memory of Princess Diana. (File No. CK. 4205-14)

**RECOMMENDATION:** that the information be received and considered with Clause 1, Report No. 2-1998 of the Planning and Operations Committee.

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

*THAT Clause 1, Report No. 2-1998 of the Planning and Operations Committee be brought forward and considered.*

*CARRIED.*

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**“REPORT NO. 2-1998 OF THE PLANNING AND OPERATIONS COMMITTEE**

**1. Communications to Council**

**From: Shannon Miller  
20 - 3144 Laurier Drive  
Date: September 4, 1997  
Subject: Request to Build and Dedicate a Park to Princess Diana  
(File No. CK. 4205-14)**

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- RECOMMENDATION:**
- 1) that a project to build and dedicate a children’s play apparatus in Charlottetown Park to the memory of Diana, Princess of Wales be designated as a Municipal Capital Project;
  - 2) that the Treasurer’s Branch be authorized and directed to accept donations for this project, and to issue appropriate receipts to donors who contribute funds to the project; and
  - 3) that \$3,000 from the Community Initiatives Program contingency fund be allocated to offset the cost of fundraising for the play apparatus.

Your Committee, at its meeting held on September 16, 1997, considered the above-noted communication and received a presentation from Ms. Miller regarding a request to dedicate a park to the memory of Diana, Princess of Wales. The matter was referred to the Administration for a report on the feasibility of this request, including information as to whether the park could be partially funded by the citizens of Saskatoon through fund-raising and information about the policy regarding the naming of parks and playgrounds in the city.

Your Committee has considered and supports the following report of the General Manager, Leisure Services Department dated December 19, 1997:

**“BACKGROUND**

During its September 16, 1997, meeting, the Planning and Operations Committee received the above-noted communication from Ms. Shannon Miller regarding dedicating a park project located in Charlottetown Park (behind Cosmo Civic Centre) as a tribute to the late Diana, Princess of Wales (See Attachment 1).

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Subsequently, your staff has discussed with Ms. Miller the idea of erecting a creative play apparatus in Charlottetown park to be dedicated in the name of 'Diana, Princess of Wales'. As required by the family of the late princess, official approval to associate her name with the project has been obtained from the Office of the Governor General in Ottawa.

**DISCUSSION**

Charlottetown park was suggested by Ms. Miller as the preferred location for a play apparatus since the park is in close proximity to many children living in the immediate area. The Public Works, Parks Branch has completed a technical analysis of the park and determined that this site is suitable for the location of the intended play apparatus. The design of the structure will accommodate active play for children age 12 and under and will provide a wheelchair accessible component.

A minimum estimate for the play apparatus is \$50,000, with additional costs of \$10,000 to \$15,000 for associated site development costs (e.g. relocating irrigation lines, resodding, etc.)

Funding for the project will come from private donations and fundraising events organized by volunteers.

From the \$4,800 available through the Community Initiatives Program Contingency provision, your staff is recommending that \$3,000 be allocated to provide financial assistance to the initial fundraising event scheduled for March 27, 1998. This funding is available for responding to unique or one-time special requirements and may be allocated to groups who undertake activities which are of general benefit to Saskatoon residents.

The Administration is recommending that the Treasurer's Branch be authorized and directed to accept donations and to issue receipts to donors who contribute funds to this project. Sections 110 and 118 of *The Income Tax Act* provide for the same tax receipts to be issued for gifts to a municipality as for gifts to registered charities. In accepting donations where a receipt is to be issued for tax purposes, it is most important to keep in mind the following revenue Canada definition:

'A gift for which an official donation receipt may be issued can be defined as a voluntary transfer of property without consideration. There must be a donor who freely disposes of the property and there must be a donor who receives the property given. In other words, the transfer must be freely made and no right, privilege, material benefit, or advantage may be conferred on the donor or on the person designated as the donor as a consequence of the gift.'

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The request for the installation of a play apparatus in honour of Princess Diana, funded by private donations, does meet the criteria of a gift to the municipality under *The Income Tax Act*. In order to proceed, City Council must declare this project a Municipal Capital Project and authorize the Treasurer's Branch to accept donations and issue appropriate receipts to donors.

This matter has been discussed with the City Treasurer, who indicates that this project is similar to other projects approved by City Council over the past several years, including the Nutana Lawn Bowling Clubhouse Expansion and the Saskatoon Soccer Centre.

**JUSTIFICATION**

This project will provide a play opportunity that can be easily accessed by children and parents residing in Westridge Village and the surrounding neighbourhood. The public has demonstrated considerable interest and enthusiasm for a project honouring the late Diana, Princess of Wales. Funding for the project is primarily from volunteer fundraising and private donations. Your staff will consult, as required, with the volunteers involved with the implementation of the project and will ensure that the process utilized for all park enhancement projects is followed.

**OPTIONS**

There are no options.

**POLICY IMPLICATIONS**

There are no policy implications.

**FINANCIAL IMPACT**

Private donations will be raised to fund the purchase and installation of the play apparatus and the associated site development costs. The operating impact of a play apparatus of this size is estimated to be \$1,600 per year.

**COMMUNICATIONS PLAN**

Shannon Miller or any of her organizing committee involved with the park project will be invited to attend the Confederation Suburban Program Advisory Committee to present their proposal.



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**ATTACHMENTS**

1. Letter from Shannon Miller, dated September 4, 1997”

Also attached is a copy of a plan of the proposed children’s play apparatus which was circulated to your Committee by Ms. Miller at its meeting held on January 13, 1998.”

*Moved by Councillor Atchison, Seconded by Councillor Steernberg*

- 1) *that a project to build and dedicate a children’s play apparatus in Charlottetown Park to the memory of Diana, Princess of Wales be designated as a Municipal Capital Project;*
- 2) *that the Treasurer’s Branch be authorized and directed to accept donations for this project, and to issue appropriate receipts to donors who contribute funds to the project; and*
- 3) *that \$3,000 from the Community Initiatives Program contingency fund be allocated to offset the cost of fundraising for the play apparatus.*

*CARRIED.*

**COMMUNICATIONS - CONTINUED**

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

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

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

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

*THAT the information be received.*

*CARRIED.*

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**8) Menno E. Dirks, President  
Circle Drive Place Residents' Council, dated January 19**

Submitting comments regarding the intersection at Circle Drive and Preston Avenue. (File No. CK. 6250-1)

**RECOMMENDATION:** that the information be received and considered with Clause 2, Report No. 2- 1998 of the Planning and Operations Committee.

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

*THAT Clause 2, Report No. 2- 1998 of the Planning and Operations Committee be brought forward and considered.*

*CARRIED.*

**“REPORT NO. 2-1998 OF THE PLANNING AND OPERATIONS COMMITTEE**

**2. Communications to Council**

**From: Menno E. Dirks  
Circle Drive Place Residents' Council  
Date: September 27, 1997  
Subject: Intersection at Circle Drive and Preston Avenue  
(File No. CK. 6250-1)**

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

Your Committee has reviewed and submits the following report of the General Manager, Transportation Department dated December 31, 1997 to City Council as information:

**“BACKGROUND**

The Planning and Operations Committee, at its meeting held on October 14, 1997, considered the above communication and resolved:

‘that the matter be referred to the Administration for a report.’

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**DISCUSSION**

The Transportation Department has reviewed the operation of the signalized intersection located at Circle Drive and Preston Avenue to evaluate the need for a westbound left-turn arrow. The evaluation included a review of traffic volumes during peak traffic flow periods, collision analysis, vehicle queue analysis, intersection geometrics and operating conditions, and sight restrictions. The intersection was also inspected on several occasions by Transportation Department staff.

**JUSTIFICATION**

Following analysis of all factors affecting safety at this intersection, it is apparent that the intersection operates at acceptable levels of service and safety with the present signal timing configuration. Although Circle Drive is a higher speed roadway, the present traffic signal configuration and timings, along with the advance warning signals, do not indicate that changes are required to improve operation of this roadway facility.

The collision data for the intersection of Preston Avenue and Circle Drive for the past five years (including accidents to October, 1997) are shown in the following table:

Collision Type	Year						Total
	1992	1993	1994	1995	1996	*1997	
Rear End	5	1	2	2	4	1	<b>15</b>
Right Angle	1	0	1	2	0	0	<b>4</b>
Left Turn	0	2	1	2	1	1	<b>7</b>
Fixed Object	0	0	1	2	3	0	<b>6</b>
Head On	0	0	0	0	0	0	<b>0</b>
Other	0	2	1	3	3	1	<b>10</b>
<b>Totals</b>	<b>6</b>	<b>5</b>	<b>6</b>	<b>11</b>	<b>11</b>	<b>3</b>	<b>42</b>

\* to October, 1997

Considering the volume of traffic entering this intersection on a daily basis (approximately 22,000 vehicles per day), the total number of collisions that have occurred over the past 5.8 years would neither be considered excessive nor out of the ordinary. The intersection's accident rate (number of collisions per million vehicles entering the intersection) is less than 1.0, which is considered low. When the westbound left-turn collisions are examined, it is found that only 3 of the total of 7 left turn collisions have occurred in that direction. This accounts for only 7% of the total collisions occurring at the intersection.

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The analysis also examined the volume of traffic entering the intersection during peak periods, particularly those making the westbound and eastbound left turns. In the typical peak hour, only 12 vehicles per hour make the westbound left turn. This equates to approximately one vehicle wishing to make the turn every third traffic signal timing cycle (i.e. red/amber/green cycle), and would be considered very low. In comparison, the eastbound left turn, which has a protected left-turn arrow, averages nearly 100 vehicles during the same periods. The Department typically uses a measure of between 75 to 100 vehicles per hour (other safety factors aside) to begin assessing the need for a protected turn arrow. It should also be noted that the volume of eastbound through traffic is not so large as to create infrequent or inadequate gaps in which westbound left turns could be accommodated. The site inspection revealed that a sufficient number of adequate gaps in the opposing traffic provided for ease of movement of vehicles from Circle Drive, south to Preston Avenue.

Opposing eastbound left-turn vehicle queues stored in the left-turn bay are most significant during the afternoon peak periods with a maximum of 16 recorded; however, these queued vehicles do not totally obstruct the view of oncoming traffic to vehicles making the westbound left-turn movement. It is the responsibility of the drivers in the westbound left-turn bay to make the movement when it is safe to do so and to always yield to oncoming traffic.

**CONCLUSION**

The present operation of the signalized intersection at Circle Drive and Preston Avenue is safe and efficient for the movement of traffic at this location. The present volumes and collision statistics at this location do no warrant a separate westbound left-turn phase at this time. The Transportation Department will continue to monitor this intersection, as with all intersections in the City, for collision and volume increases and will adjust signal timing configurations accordingly.”

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

*THAT the information be received.*

*CARRIED.*

**COMMUNICATIONS - CONTINUED**

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

1) **Marlee Orlando, President**  
**Sutherland Parent Council, December 20**

Submitting comments regarding school zone speed limits in Saskatoon. **Referred to the Traffic Safety Committee.** (File No. CK. 5300-1)

2) **Councillor Mike Badham, Interim President**  
**Saskatchewan Urban Municipalities Association, dated December**

Submitting the 1998 SUMA Membership Fee Statement. **Referred to the Administration and Finance Committee.** (File No. CK. 155-3)

3) **Dorian Patrick, General Manager**  
**Shakespeare on the Saskatchewan Festival, dated December 19**

Submitting a request for financial assistance for the Canadian Theatre Conference to be held in Saskatoon from May 21 to 24, 1998. **Referred to the Administration.** (File No. CK. 1870-1)

4) **Mr. Jim Wirun, President**  
**Saskatoon Hotels Association, dated January 5**

Submitting comments regarding the implementation of a hotel tax. **Referred to the Administration and the Budget Committee.** (File No. CK. 620-3)

5) **Lyle Mallett**  
**43 Tucker Crescent, dated January 11**

Submitting comments regarding utility billing. **Referred to the Planning and Operations Committee.** (File No. CK. 1905-1)

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

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

*THAT the information be received.*

*CARRIED.*

**C. PROCLAMATIONS**

**1) Glen A. Bailey, Chairman  
Saskatoon Crime Stopper, dated December 31**

Requesting Council to proclaim the week of January 18 to 23, 1998 as “Crime Stoppers Week” in Saskatoon. (File No. CK. 205-5)

**RECOMMENDATION:**

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

*Moved by Councillor Langford, Seconded by Councillor Maddin,*

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

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

*CARRIED.*

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**REPORTS**

Mr. G. Grismer, Chair, submitted Report No. 1-1998 of the Municipal Planning Commission;

Ms. N. Scott, A/Chair, presented Report No. 1-1998 of the Leisure Services Advisory Board;

Councillor Waygood, Member, presented Report No. 1-1998 of the Municipal Heritage Advisory Committee;

City Commissioner Irwin presented Report No. 2-1998 of the City Commissioner;

Councillor D. Atchison, Member, presented Report No. 2-1998 of the Planning and Operations Committee;

Councillor K. Waygood, Chair, presented Report No. 1-1998 the Administration and Finance Committee;

Councillor D. L. Birkmaier, Chair, presented Report No. 2-1998 of the Audit Committee;

His Worship Mayor Dayday, Chair, presented Report No. 2-1998 of the Executive Committee; and

His Worship Mayor Dayday, Chair, presented Report No. 3-1998 of the Executive Committee.

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

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

- a) Report No. 1-1998 of the Municipal Planning Commission;*
- b) Report No. 1-1998 of the Leisure Services Advisory Board;*
- c) Report No. 1-1998 of the Municipal Heritage Advisory Board;*
- d) Report No. 2-1998 of the City Commissioner;*

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- e) *Report No. 2-1998 of the Planning and Operations Committee;*
- f) *Report No. 1-1998 of the Administration and Finance Committee;*
- g) *Report No. 2-1998 of the Audit Committee;*
- h) *Report No. 2-1998 of the Executive Committee; and*
- i) *Report No. 3-1998 of the Executive Committee.*

*CARRIED.*

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

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

*Committee arose.*

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

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



**“REPORT NO. 1-1998 OF THE MUNICIPAL PLANNING COMMISSION”**

Composition of Commission

Mr. Glen Grismer, Chair  
Ms. Ann March, Vice-Chair  
Councillor P. Roe (shared position)  
Councillor K. Waygood (shared position)  
Ms. Anne Campbell  
Mr. Ken Rauch  
Ms. Leslie Belloc-Pinder  
Mr. Gregory Kitz  
Ms. Georgia Bell Woodard  
Ms. Lina Eidem  
Mr. Paul Kawcuniak  
Ms. Sheila Denysiuk  
Mr. Nelson Wagner  
Mr. Ken McDonough

- 1. Discretionary Use Application  
Neighbourhood Identification Sign  
3302 - 33<sup>rd</sup> Street West  
Dundonald Neighbourhood  
Applicant: John Thomson, President  
Dundonald Community Association  
(File No. CK. 4355-1)**

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

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**REPORT NO. 1-1998 OF THE LEISURE SERVICES ADVISORY BOARD**

Composition of Committee

Ms. N. Scott, A/Chair  
Councillor R. Steernberg  
Ms. L. Gurry  
Mr. J. Marciniuk  
Mr. B. Gallagher  
Ms. M. Dickson  
Ms. M. Kinakin  
Mr. L. Stewart  
Mr. D. Taylor  
Mr. K. Bowers  
Ms. Cathy Biden  
Mr. P. Rogal  
Ms. S. Moffatt-Thomas  
Ms. V. Avinashi  
Mr. Bill Bender  
Ms. Peggy Miller

**1. Leisure Services Advisory Board  
1997 Annual Report  
(File No. CK. 175-4)**

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

*ADOPTED.*

**INTRODUCTION**

In accordance with Bylaw No. 7067, the Leisure Services Advisory Board is advisory to City Council and shall:

- a) advise City Council as to policies and services which are required to address the leisure needs of the public;
- b) advise City Council on issues which constitute major barriers to participation in leisure services activities by users or volunteers;

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- c) advise City Council on any other matters referred to it; and
- d) submit a report to City Council at the end of each year.

In 1997, membership on the Leisure Services Advisory Board was as follows:

Jill Postlethwaite, former City Councillor  
Ms. Myra Powell, Saskatoon Access to Leisure Committee  
Ms. Louise Gurry, Public at Large  
Ms. Donna Scissons, Saskatoon Catholic School Board  
Mr. Brian Gallagher, Aboriginal Recreation Advisory Committee  
Ms. Muriel Dickson, Saskatoon Public Library Board  
Ms. Maxine Kinakin, City Centre Suburban Program Advisory Committee  
Mr. Larry Stewart, Lawson Suburban Program Advisory Committee  
Mr. David Taylor, Lakewood Suburban Program Advisory Committee  
Mr. Kelly Bowers, Saskatoon Public School Board  
Mr. Francis Kreiser, Nutana Suburban Program Advisory Committee  
Mr. Paul Rogal, University of Saskatchewan  
Ms. Susan Moffatt-Thomas, Public at Large  
Ms. Nancy Scott, Confederation Park Suburban Program Advisory Committee  
Ms. V. Avinashi, Public at Large  
Ms. Celia Noga, Cultural Advisory Subcommittee  
Ms. Nancy Burns, Zone 6 Sports Council

**BOARD'S REMARKS**

Over the past year there has been an increased interest by the City in consulting with the Leisure Services Advisory Board on various issues within its mandate. The Planning and Operations Committee, City Council and the Leisure Services Department have asked for input on a number of occasions and while this is appreciated, more demand could be managed by the Board in the future.

The Vice-Chair of the Board was able to attend the C.P.R.A. Conference this year. It provided an opportunity for the Board to become more aware of the issues that exist in communities across Canada and to discuss problems and possible solutions that have been used in other areas. Since the Saskatchewan Parks and Recreation Association Conference will be held in Saskatoon in 1998, the Board has made a commitment to have as many members attend this conference as possible.

The Board would like to express appreciation to the Leisure Services Department for their responsiveness to the requests for information on the issues before the Board.

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**GUESTS AT BOARD MEETINGS**

The Board met with the following people during consideration of the various matters before the Board:

- Mr. Bob Cameron, Chair, Saskatoon Field House Advisory Committee;
- Mr. Al Evans, Marketing Branch Manager, Leisure Services Department; and
- Mr. Paul Gauthier, General Manager, Leisure Services Department.

**VISITS TO FACILITIES**

The Board held meetings at the following facilities and tours were provided:

- Westmount Youth Centre
- Indian and Metis Friendship Centre; and
- Albert Community Centre.

**HIGHLIGHTS OF TOPICS DISCUSSED**

During 1997, the Leisure Services Advisory Board reviewed a number of topics, as outlined below:

**General Admission Rates and Fees - Fitcard Facility Pass**

In November, 1996, City Council had asked the Board to review the matter of the elimination of the Fitcard facility pass. The Leisure Services Advisory Board met with Mr. Al Evans, Marketing Branch Manager, Leisure Services Department and Mr. Bob Cameron, Chair, Saskatoon Field House Advisory Committee, to discuss the issues around the elimination of the Fitcard facility pass. During discussion of the matter, the importance of being aware of the needs of the people that are purchasing services at the various facilities was raised. It was felt that there should be some way of addressing the needs of the different niche markets, such as the runners using the Field House to change and shower. While the Board was aware that having one card would simplify the administration of the program, it also felt that it was important to be responsive to the unique demands of the various populations at the centres.

**Youth Centres**

The availability of cost-effective youth centres and the rate of participation of girls between the ages of 10 and 16 are ongoing concerns of the Board. The Leisure Services Advisory Board has requested a report on the usage of the youth centres during the summer of 1997. The Board will be reviewing these issues in 1998.

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The Board has also discussed the effects that the closure of youth centres may have on a community and felt that the closure of the Eastside Youth Centre would provide a good opportunity to study this. The Leisure Services Department was asked to provide comments on this matter. The Board was advised that, wherever possible, the suggestion offered by the Board on a study to determine if youth centres do decrease vandalism and criminal activity will be built into the evaluation techniques undertaken by the Leisure Services Department.

**University Heights Recreation Facility**

The Board discussed the lack of a recreational facility in the University Heights area and the possibility of a smaller recreational facility perhaps in connection with the Forestry Farm or something similar to the Albert Community Centre. The Board was advised by the Leisure Services Department that there are no plans to construct a recreation facility in the University Heights Suburban Area.

**Membership on the Leisure Services Advisory Board**

The Leisure Services Advisory Board reviewed the issue of membership on the Board and determined that there was a need to make revisions to address changes that had occurred over the past year. The following is a summary of the recommendations for revisions to the membership:

- Change “Advisory Boards” to “Advisory Committees”;
- Include representation by the Saskatoon Field House Advisory Committee;
- Change “Cultural Advisory Subcommittee Representative” to “Cultural Representative” since the Cultural Advisory Subcommittee is no longer in existence; and
- Delete “Saskatoon Access to Leisure Committee Representative” since this Committee is no longer in existence and include two representatives - one to represent seniors and one to represent people with disabilities.

**Discussion Paper - Neighbourhoods Deficient in Park Space - Exploring Sources of Financing**

This matter was brought forward to the Leisure Services Advisory Board from the Planning and Operations Committee. Mr. Paul Gauthier, General Manager, Leisure Services Department, gave a presentation to the Board on this matter.

The Board discussed this matter on several occasions and brought forward various comments and concerns regarding the proposed program. At its meeting held on October 23, 1997, the Board resolved that the Leisure Services Department and the Planning and Operations Committee be advised that the Leisure Services Advisory Board affirms its belief that park land is a significant

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component of the infrastructure of any neighbourhood, as much as roads and sewers, and, as such, should be publicly funded.

**Review of Youth Sports Subsidy and the Sports Component  
of the Assistance to Community Groups Cash Grants Program**

The Board is awaiting a report from the Leisure Services Department on the following:

- how funding was allocated in the three areas;
- to whom funding was allocated;
- the demand in each area; and
- whether funds were transferred between areas due to lack of demand in a particular area.

This matter will be reviewed further in 1998.

**Saskatoon Transit**

An ongoing concern that has been brought to the Board's attention is transportation and accessibility to leisure facilities. Members of the Leisure Services Advisory Board have expressed interest in participating in the focus group sessions with respect to the marketing study being undertaken by the Transit Services Branch.

**Aboriginal Population Leisure Needs in the Future**

The Board is awaiting a report from the Leisure Services Department on the outcomes and objectives for Aboriginal leisure needs and has indicated interest in being a part of the process.

**Assistance to Community Groups: Cash Grants Program  
Cultural Component**

Earlier this year, the Leisure Services Advisory Board was made aware of changes to the above program and expressed interest in being part of the process. The Board has asked for a report from the Leisure Services Department regarding the new Cultural Grant program and have been advised that a report will be available in October of 1998. The Board will be reviewing the new changes following receipt of the report.

**C.P.R.A. Conference**

Ms. Nancy Scott attended the C.P.R.A. Conference in St. John's, Newfoundland, on behalf of the Board. Of specific interest to Ms. Scott was the Adopt A Park and Youth at Risk sessions. There was a lot of sharing of ideas and information between representatives of the various cities and it

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was apparent that many of the cities have the same types of problems as Saskatoon in terms of dealing with leisure services.

**REPORT NO. 1-1998 OF THE MUNICIPAL HERITAGE ADVISORY COMMITTEE**

Composition of Committee

Mr. D. Kerr, Chair  
Ms. M. Boechler, Vice-Chair  
Councillor K. Waygood  
Ms. P. Melis  
Ms. M. Schappert  
Mr. R. Jaremko  
Mr. S. Hanson  
Mr. W.J. Campbell  
Saskatoon Chamber of Commerce  
Ms. B. Anderson  
Mr. B. Schaffel  
Ms. C. Yates  
Ms. G. Vanderlinde  
Mr. J. McLeod  
Mr. B. Kowaluk

**1. Municipal Heritage Advisory Committee  
History Leading to its Development  
(File No. CK. 225-12)**

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

*ADOPTED.*

Your Committee has reviewed the following report of the General Manager, Planning and Building Department and is forwarding this report to City Council for its information:

**“BACKGROUND**

On December 16, 1996, City Council reviewed and approved the Civic Heritage Policy. As well as approving the policy, City Council directed, in part:

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"that the Administration provide a synopsis of the history that led to the development of the Municipal Heritage Advisory Committee."

This report responds to that directive.

**REPORT**

In accordance with the direction received from City Council, and in association with the Municipal Heritage Advisory Committee, Civic Administration has had an historic research report prepared which provides a synopsis of the history that led to the development of the Municipal Heritage Advisory Committee. A copy of the report is attached (Attachment 1).

**ATTACHMENTS**

1. "The Municipal Heritage Advisory Committee: A Narrative Review of the Main Issues and Events That Led to Its Development 1970-1981."

**REPORT NO. 2-1998 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 \$8,726,412.04	Dec. 11, 1997	Dec. 30,1997
Schedule of Accounts Paid \$1,599,808.15	Dec. 22, 1997	Dec. 29, 1997
Schedule of Accounts Paid \$1,404,241.39	Dec. 29, 1997	Jan. 5, 1998
Schedule of Accounts Paid \$404,122.43	Jan. 2, 1998	Jan. 7, 1998
Schedule of Accounts Paid	Jan. 7, 1998	Jan. 12, 1998



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\$1,128,482.39  
Schedule of Accounts Paid                      Jan. 8, 1998                      Jan. 14, 1998  
\$5,178,117.10  
(File No. 1530-2)

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

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

*ADOPTED.*

Report of the General Manager, Finance Department, January 5, 1998:

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

**ATTACHMENT**

1.      Schedule of Securities Transactions (December 16-31, 1997)

**A3) Light and Water Accounts to be Written-Off for 1996  
(File No. 1985-3)**

**RECOMMENDATION:**      that City Council approve the net write-off of utility accounts for 1996.

*ADOPTED.*

Report of the General Manager, Finance Department, December 29, 1997:

“The following is a summary of 1996 utility accounts which are considered due for write-off. The accounts total \$162,368. After deducting the 1997 collections of \$52,469 for previously written-off accounts, which were in fact collected, the net write-off is \$109,899 which is equal to .08 percent of the gross revenue for 1996 (\$127M). A detailed listing of the accounts is available in the City Clerk’s Office.

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The services of a collection agency have also been utilized. Bankrupt and delinquent accounts have, where possible, been charged back to property taxes in attempt to realize payment.

An analysis of the accounts recommended for write-off is as follows:

Eight Commercial Accounts over \$1,000.00:	
- Consumers Distributing Inc. (3020-8 <sup>th</sup> St. E)	\$ 1,273.00
- Caprice Theatres Ltd. (233-2 <sup>nd</sup> Ave. S)	\$ 1,320.00
- AAAA Sunderland Auto Inc. (1-824-43 <sup>rd</sup> St.)	\$ 1,532.00
- Centre Devel Ltd. (210-48 <sup>th</sup> St. E)	\$ 1,050.00
- 614570 Saskatchewan Ltd. (T/A Classic Billiards)	\$ 3,231.00
- Miracle Manor Church (640 Ave. N S)	\$ 2,207.00
- Multi-Tech Warehouse (7-80-5 Circle Dr. E)	\$ 1,843.00
- McLeod, John - O/A Treasurers N Treats (1202-20 <sup>th</sup> St. W)	\$ 2,032.00
27 Commerical Accounts under \$1,000.00 (average \$261.54)	\$ 7,062.00
1315 Residential Accounts (average \$107.08)	<u>\$140,818.00</u>
Total of 1350 Accounts	\$162,368.00

The following is a summary of write-offs for the last five years, indicating the ratio of utility write-offs to utility gross revenue:

<u>Year</u>	<u>Gross Amount of Write-Off</u>	<u>Collection of Accounts Previously Written-Off</u>	<u>Net Amount of Write-Off</u>	<u>% of Gross Revenue</u>
1992	\$114,875	\$21,318	\$ 93, 557	.09
1993	\$129,660	\$26,544	\$103,116	.09
1994	\$237,664	\$43,604	\$194,060	.16
1995	\$239,652	\$55,785	\$183,867	.15
1996	\$162,368	\$52,469	\$109,899	.08

The 1996 write-off represents .08 percent of the utility gross revenue.”

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**A4) Landfill Fees and Commercial Garbage Collection Rates  
(File No. 1720-3)**

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**RECOMMENDATION:** that City Council consider Bylaw No. 7728.

*ADOPTED.*

Report of the City Solicitor, January 5, 1998:

“City Council, at its meeting on April 14, 1997, approved several increases to landfill fees and commercial garbage collection rates. Many of these changes to landfill fees and commercial garbage collection rates were adopted by City Council in Bylaw No. 7631. However, part of the recommendation adopted by City Council provided that landfill tipping fees were to be increased to \$18.00 a tonne effective February 1, 1998. Bylaw No. 7728 amends the general landfill tipping fee to \$18.00 per tonne. In addition, the Environmental Services Department noticed that the landfill disposal fees for asbestos in Schedule “B” of the Waste Bylaw did not conform with the special handling fees previously adopted by City Council. Bylaw No. 7728 amends the minimum charge for the disposal of asbestos to \$60.00 per load to bring it into conformity with the special handling fees of \$60.00 per load.”

**ATTACHMENT**

1. Proposed Bylaw No. 7728.

**A5) Mill Rate Valuation - Impact on City Policies and Bylaws  
(File No. 1905-5)**

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**RECOMMENDATION:** 1) that Bylaw 6774 - Capital Reserves, be amended as follows:

- a) the provision to the Infrastructure Replacement Reserve - Surface and Storm Sewers be revised to equal 0.7174 mills (or an equivalent resulting from future reassessments) applied to the City’s taxable property assessment of the previous year and any other supplementary funding approved by City Council;

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- b) the Parks Infrastructure Reserve be added to the Bylaw and include a provision to be approved by City Council annually;
  - c) the provision to the Albert Community Centre Major Repair Reserve be revised to equal 0.3342% of one mill (or an equivalent resulting from future reassessments) applied to the City's taxable property assessment of the previous year;
- 2) that references to the value of a mill be eliminated in Policy C03-001 - The Budget Process, and Policy C03-003 - Reserves for Future Expenditures, and updated as outlined in this report; and,
  - 3) that references to the value of a mill in all Civic Boards Policies, specifically C03-016, C03-017, C03-019, C03-020 and C03-025, be updated to reflect the new assessment valuations (or an equivalent resulting from future reassessments).

*ADOPTED.*

Report of General Manager, Finance Department, January 13, 1998:

“A number of City policies, as well as Bylaw 6774 - Capital Reserves Bylaw, use the City's mill rate as a basis for reserve contributions and signing authorities. As a result of the 1997 reassessment, amendments to these policies and the Bylaw are required. This report will highlight the changes required.

Bylaw 6774 - Capital Reserves

Infrastructure Replacement Reserve - Surface and Storm Sewers

The current source of funds for this reserve is equal to three mills applied to the previous year's taxable assessment which, based on the 1996 mill rate, equals \$3,519,600. Due to reassessment, this now equates to 0.7174 mills.

It is proposed that Section 27(2) Funding for the Infrastructure Replacement Reserve - Surface and Storm Sewers in the Capital Reserves Bylaw be replaced with the following:

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‘This Reserve shall be funded annually from an authorized provision in the City’s Operating Budget. The provision shall be equal to 0.7174 mills (or an equivalent value resulting from future re-assessments) applied to the City’s taxable property assessment of the previous year, and any other supplementary funding approved by City Council.’

Parks Infrastructure Reserve

During the 1997 budget process, City Council endorsed the transfer of funds to this reserve in an amount equal to a portion of the current debt retirement, totaling \$750,000, and ear-marked it for neighbourhood park upgrading. Bylaw 6774 should be amended as follows to acknowledge City Council’s decision:

‘Purpose

The purpose of the Parks Infrastructure Reserve is to finance the capital costs of infrastructure replacements, repairs and/or upgrades of existing parks.

Source of Funds

This Reserve shall be funded annually from an authorized provision in the City’s Operating Budget.

Expenditures

Funds in this Reserve shall only be used for capital expenditures for infrastructure replacement, repair and/or upgrade of existing parks.’

Albert Community Centre Major Repair Reserve

The current source of funds for this reserve is equal to 1.4% of one mill applied to the previous year’s taxable assessment which, based on the 1996 mill rate, equals \$16,400. Based on the current value of a mill, this equates to .3342% of one mill. Accordingly, it is proposed that Section 15(2) Funding for the Albert Community Centre Major Repair Reserve, be revised as follows:

‘This Reserve shall be funded annually from an authorized provision in the City’s Operating Budget. The provision shall be equal to .3342% of one mill (or an equivalent resulting from future reassessments) applied to the City’s taxable property assessment of the previous year.’

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Policy C03-001 - The Budget Process

This policy includes references to approval levels for budget variances that are reflected as percentages of a mill. It is proposed to replace Section 3.3(e)(ii) relating to operating programs, with the following:

‘ii) Overexpenditures/Revenue Shortfalls

For all revenues, over-expenditures, and expenditure reallocations (excluding permanent-continuous staff estimates) which do not affect the service level from that approved in the Operating estimates, the following authorization is required:

- a) General Manager may approve a budget variance provided the variance can be absorbed within the department’s total budget
- b) City Commissioner may approve a budget variance provided the variance can be absorbed within the City’s total budget
- c) City Council approval is required when the variance cannot be absorbed within the City’s total budget.’

It is also proposed to replace Section 3.4(d)(ii) relating to capital projects with the following:

‘Overexpenditures

Prior approval is required to over-expend previously-approved capital projects. For all overexpenditures which do not affect the service level from that approved in the capital estimates, the following authorization is required:

- a) City Commissioner may approve a budget variance provided that:
  - the variances does not exceed the lesser of 10% of the project cost estimate approved in the Capital Budget or \$100,000, subject to identifying an appropriate source of funding for the over-expenditure from other than current year’s general revenues;
  - all variances exceeding \$100,000 be reported to City Council for information.
- b) City Council approval is required when:

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- the variance will exceed the lesser of 10% of the approved project cost estimate or \$100,000; or
- an appropriate source of funding for the overexpenditure from other than the current year's general revenues cannot be identified.

All overexpenditure requests should be accompanied by a summary of all previous changes to the approved budget (Refer to Budget Procedures Manual).'

Policy C03-003 - Reserves for Future Expenditures

Snow and Ice Management Reserve

This policy includes references to approval levels for budget variances that are reflected as percentages of a mill. It is proposed to replace Section 14.3 with the following:

'Application of Funds

The Reserve shall only be used to finance unanticipated overexpenditures arising when actual snow and ice management operating expenditures exceed budgeted snow and ice management expenditures due to variations in normal winter weather conditions.

Withdrawals from the Reserve shall be subject to the following authorizations:

- a) General Manager, Public Works may approve a cumulative withdrawal during the fiscal year, not to exceed 5% of the Snow and Ice Management program.
- b) City Commissioner may approve a cumulative withdrawal during the fiscal year, not to exceed 10% of the Snow and Ice Management program.
- c) City Council approval is required when the cumulative withdrawal during the fiscal year exceeds 10% of the Snow and Ice Management program.

City Council shall be kept informed of all withdrawals from the Reserve.'

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Civic Boards Policies

The Mendel Art Gallery, Centennial Auditorium and Public Library currently have policies which require provisions to reserves that are based on the value of a mill. It is proposed that the policy references to the value of a mill be revised and include a provision to allow future revisions resulting from future reassessments:

<u>Policy</u>	<u>Reserve</u>	<u>Current Provision</u>	<u>Restated Provision</u>
C03-016	Mendel Capital Replacement	5% of one mill	1.2% of one mill
C03-017	Auditorium Capital Replacement	1/8 of one mill	3.0% of one mill
C03-017	Auditorium Capital Expansion	1/10 of one mill	2.4% of one mill
C03-019	Library Equipment Replacement	1/12 of one mill	2.0% of one mill
C03-020	Library Capital Expansion	1/5 of one mill	4.8% of one mill
C03-025	Library Stabilization Reserve	capped at 0.10 mills	capped at 0.025 mills

**Section B - Planning and Operations**

**B1) Enquiry - Councillor D. L. Birkmaier (December 1, 1997)  
Use of "B" Trains within the City  
(File No. 6320-3)**

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

*ADOPTED.*

The following enquiry was made by Councillor Birkmaier at the meeting of City Council held on December 1, 1997:

"The Provincial Government recently announced approval of the use of 'B' trains on Highway 11 between Regina and Saskatoon.

Would the Administration please report:

1. will these be vehicles be allowed to use the roadways within City limits?
2. if yes, what impact would this have on our infrastructure?
3. what effect will this have on traffic flow?"

Report of the General Manager, Transportation Department, January 8, 1998:



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“According to the Highway Traffic Board, heavy truck vehicles known as B-trains have been travelling on major roadways within the City of Saskatoon since the early 1980’s. The maximum weight of a loaded, eight axial B-train is 62,500 kilograms. All heavy trucks are limited to designated Truck Routes as shown in Attachment 1. All major truck routes followed by the B-trains have an allowable weight limit of 62,500 kilograms.

Councillor Birkmaier’s enquiry was more likely directed at the relatively new category of heavy trucks known as Fuel/Merchandise Trains operated by Federated Co-operatives Ltd. These trucks have thirteen axials and generally have three box containers attached together. Although these trucks are over dimensioned, their loaded weight is still within the 62,500 kilograms limit. At the moment, only Federated Co-operatives Ltd. has been given a permit to operate such vehicles within City limits under the following conditions:

1. Movement is restricted to the following route: Circle Drive, between the junction of Highway 16 east and Highway 11 south to Faithfull Avenue; Faithfull Avenue, between Circle Drive and 46<sup>th</sup> Street; and, 1<sup>st</sup> Avenue, between 46<sup>th</sup> Street and Circle Drive.
2. The permit allows the unit on the route described above between the hours of 1830 to 0600 only.
3. Movement of the unit during inclement weather is prohibited.

Heavy truck volume on City roadways does indeed impact traffic flow by increasing traffic congestion. This impact is more prominent at intersections. Heavy trucks also contribute to the structural damage to the roadway system over a period of time.”

**ATTACHMENT**

1. Schedule No. 8 - Truck Route Map

**B2) Proposed Yield Signs  
Prairie Avenue and Cruise Street  
(File No. 6280-2)**

**RECOMMENDATION:** that the installation of Yield signs on Prairie Avenue and Cruise Street, as shown on attached Plan No. N6-6D (SP), be approved.

*ADOPTED.*

Report of the General Manager, Transportation Department, January 12, 1998:

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“The Transportation Department has been requested to review the intersection of Prairie Avenue and Cruise Street with respect to the installation of Yield signs. This is the intersection of two local roadways, and is currently uncontrolled.

There have been four collisions at this location over the past five years. Visibility has been inspected and is good for all directions of traffic.

Bus Route 17 reverses direction from westbound 115<sup>th</sup> Street to eastbound 115<sup>th</sup> Street via Cruise Street and Dunlop Street. It is proposed that Yield signs be installed on Prairie Avenue at Cruise Street to assign right-of-way to Bus Route 17.

The proposed installation conforms to City Policy 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)

**B3) Application for Registration of Condominium Plan  
102 Willow Street - RM.4 District  
Block A, Plan G 659  
Applicant: Thomas R. Webb, S.L.S.  
(File No. PL 4132 - 11/97)**

**RECOMMENDATION:**

- 1) that City Council authorize the issuance of the Certificate required under Section 10(1)(b) of *The Condominium Property Act, 1993* to Thomas R. Webb, S.L.S, (222 Jessop Avenue, Saskatoon, S7N 1Y4) for the condominium development at 102 Willow Street; and,
- 2) that the City Clerk be authorized to prepare and forward the Certificate to the applicant.

*ADOPTED.*

Report of the General Manager, Planning and Building Department, January 5, 1998:

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“An application for registration of a condominium plan involving a development on Block A, Plan G 659 (102 Willow Street) has been received from Thomas R. Webb, S.L.S., on behalf of 610087 Saskatchewan Ltd. The proposal is for twenty units in one building. Thirty-five parking spaces have been included on the site, twenty-six of which are enclosed.

The proposal has been examined under the provisions of the Zoning Bylaw and, as such, complies with the requirements of this Bylaw in all respects. This property is zoned RM4 District, by agreement, in the City’s Zoning Bylaw.

A copy of the construction plans, together with the requisite survey plans have been forwarded to the City Clerk’s Department for review, if necessary, by members of City Council.

In view of the above noted considerations, 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 the separate occupancy of the units;
- c) the buildings and the division of the buildings into units of separate occupancy, as shown on the plans which have been submitted and as constructed, will not interfere with the existing or likely future amenities of the neighbourhood; and,
- d) the requirements to designate at least one parking space as an exclusive use area for each unit has been met, as at least one space is included as a part of each unit.”

**B4) School Signing Revisions  
St. Dominic School  
(File No. 6280-3)**

**RECOMMENDATION:** that the signing changes at St. Dominic School, as shown on attached Plan No. A10-2B, be approved.

*ADOPTED.*

Report of the General Manager, Transportation Department, January 12, 1998:

“The Transportation Department has received a request from the Catholic School Board to review the signing at St. Dominic School. The review has been completed, and it is proposed that the signing be revised so that it meets the current needs of the school. The investigation procedure for this school included a site meeting with representatives of the Transportation Department, the Catholic School Board and the School’s Principal. Based upon the results of this investigation, a

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new school signing plan has been prepared using the School Signing Guidelines and considering the particular needs of this school.

The recommended signing changes are described below:

- Install a 'SCHOOL BUS LOADING ZONE' (RB-58L) of approximately 25 metres along the south side of Dieppe Street near the school's front entrance.
- Install a 'NO STOPPING' zone (RB-55) of 15 metres along the south side of Dieppe Street west of Crerar Drive.
- Install a 'PARKING 5 MINUTES, 08:00-17:00 MONDAY-FRIDAY' zone (RB-53B) along the south side of Dieppe Street from the staff parking lot crossing to the school's front entrance.

These changes will make available a dedicated loading zone for school buses near to the school's front entrance and provide limited short-term parking nearer to the school on the school side of the street for parents transporting their children to and from the school.

The above changes have been reviewed and approved by the Transportation Department, the Catholic School Board and the School's Principal."

**ATTACHMENT**

1. Plan No. A10-2B

**B5) Enquiry - Councillor Heidt (September 8, 1997)  
Crosswalk on Hunt Road between Nesbitt Crescent and Sumner Crescent Intersection  
and Wedge Road Intersection  
(File No. 6150-1)**

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

The following enquiry was made by Councillor Heidt at the meeting of City Council held on September 8, 1997:

"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).

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Would the Administration review the following:

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

Report of the General Manager, Transportation Department, January 12, 1998:

“The Transportation Department has reviewed closing the walkway between 127 and 131 Hunt Road and relocating the pedestrian corridor facility, and proposes that neither action be taken.

The walkway between 127 and 131 Hunt Road provides a pedestrian connection between Hunt Road and Nesbitt Way. At the intersection of the walkway and Hunt Road, a pedestrian corridor has been installed across the roadway surface. This facility consists of overhead, illuminated signing with down-shining lights to improve the visibility of pedestrians in the crosswalk. There are also side-mounted pedestrian signs and a painted zebra-style crosswalk. ‘No Stopping’ signs have been placed at 15 metres to either side of the crosswalk, and ‘No Passing’ signs have been installed at 30 metres in advance of the crosswalk. To the east of the crosswalk, a path leads through the park to the two neighbourhood schools.

A pedestrian and vehicle study was undertaken on September 30, 1997 between the hours of 8:00 - 9:00 AM, 11:30 AM - 1:30 PM, and 3:30 - 5:00 PM. During the 4.5 hour study period, there were 165 elementary school aged pedestrian crossings, 1 high school aged pedestrian crossing and 7 adult crossings. During this same period, there were 713 vehicle crossings of the crosswalk.

There have been two collisions on Hunt Road between Nesbitt/Sumner Crescents and Wedge Road over the past five years. Neither of these collisions involved pedestrians or cyclists.

The safety of pedestrians using this crossing point is not unlike any other legal crossing in the City. Even though pedestrians have the legal right-of-way, they must exercise caution and due regard for their own safety and that of others. The facilities that have been provided identify this crossing location to a higher degree than most other crossings in the City. Allowances have been made to improve the visibility of pedestrians using the crosswalk by removing parking and by improving lighting. There is no indication that this crosswalk is unsafe if used in an appropriate and prudent manner. Closing the walkway in an attempt to improve pedestrian safety would only serve to increase pedestrian walking distances and inconvenience. The neighbourhood is shown on Plan A5-1J (Attachment 1). Closure of the walkway would reroute all of the pedestrian trips from Nesbitt Crescent, Lane and Way to the intersection of Nesbitt Crescent and Hunt Road. For pedestrians destined for Dundonald School, this represents an increased trip length of 200 meters.

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This would represent quite an inconvenience for the in-excess-of 173 pedestrian trips through the walkway on a daily basis.

Given the amount of pedestrian crossing activity at this location, the current facilities and the lack of evidence that a safety hazard exists, the Transportation Department proposes that the walkway remain open and that the pedestrian corridor facility continues to operate at this location.”

**ATTACHMENT**

1. Plan A5-1J (SP)

*IT WAS RESOLVED: that the matter be referred to the Planning and Operations Committee to review other options.*

**B6) Appointment of Weed Inspector - 1998  
*The Noxious Weed Act*  
**(File No. 4200-2 and 4510-1)****

**RECOMMENDATION:** that Mr. Don Ross of the Public Works Department be appointed as the City of Saskatoon’s 1998 Weed Inspector, in accordance with the provisions of *The Noxious Weed Act*.

*ADOPTED.*

Report of the General Manager, Public Works Department, January 7, 1998:

“Section 7, Article 1 of *The Noxious Weed Act* (Saskatchewan) requires that City Council appoint a weed inspector annually. To carry out this year’s program, a weed inspector is required for a six-month period from May 1 to October 31, 1998.

Mr. Don Ross, Superintendent, Horticulture Maintenance, Public Works Department, is recommended to fulfil this requirement during 1998.”

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**B7) Appointment of Pest Control Officer - 1998  
Dutch Elm Disease Control Regulations, *The Pest Control Act*  
(File No. 4200-1)**

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- RECOMMENDATION:**
- 1) that Mr. Don Ross and Mr. Jeff Balone of the Public Works Department be appointed as the City of Saskatoon's 1998 Pest Control Officers, in accordance with the provisions of *The Pest Control Act*; and,
  - 2) that the City Clerk notify the Minister of Agriculture and Food as per Article 14 of *The Pest Control Act*.

*ADOPTED.*

Report of the General Manager, Public Works Department, January 7, 1998:

“Section 13, Article 1 of *The Pest Control Act* (Saskatchewan) requires that City Council appoint one or more Pest Control Officers annually. The function of the Officer is to enforce the Dutch Elm Disease Regulations specified in this *Act*.

Mr. Don Ross, Superintendent, Horticulture, and Mr. Jeff Balone, Pest Control Technician, both of the Public Works Department, are recommended for appointment to this office for 1998.”

**B8) Request to Lease City-Owned Property  
Lot 30, Block 144, Plan 79S18673  
814 - 59<sup>th</sup> Street, North Industrial  
(File No. LA 4225-1)**

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- RECOMMENDATION:**
- 1) that Lot 30, Block 144, Plan 79S18673 be leased to Arrow Star Bumper and Automotive Inc. under the terms and conditions outlined in this report, and in accordance with the City's Industrial Land Sales Policy regarding the long-term leasing of land, and;

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- 2) that the City Solicitor be instructed to prepare the necessary documentation for execution by His Worship the Mayor and the City Clerk.

*ADOPTED.*

Report of the General Manager, Planning and Building Department, January 8, 1998:

“The City is currently leasing the most easterly 18.29 metres of Lot 30 to Arrow Star Bumper and Automotive Inc. on a short-term basis. This short-term lease was approved by City Council at its meeting held on June 16, 1997, and has a term of one year. Arrow Star is located adjacent to Lot 30 and is utilizing the leased portion of the lot for material storage.

Arrow Star is now requesting to lease all of Lot 30 on a long-term basis for the storage of material. Your staff recommend that the request be granted with terms and conditions in accordance with the City’s Industrial Land Sales Policy (C09-009), as follows:

1. The term of the lease shall be 15 years, beginning February 1, 1998, with an option to renew for an additional five years.
2. The annual lease rate shall be \$4,730.90, plus the Goods and Services Tax. (This annual lease rate is determined by applying an interest rate to the selling price of the land. The interest rate used to calculate the lease rate shall be equivalent to that which the City is able to issue debentures for a ten-year period or the remaining length of the lease, whichever is shorter. Currently the interest rate is 6% and the selling price of the land is \$78,848.38.)
3. The lease rate will be adjusted only to reflect changes in the interest rate component of the formula and only (a) after the initial 10 years of the lease agreement; and (b) every 5 years thereafter.
4. The lease agreement may be transferred by assignment, subject to prior approval of the City Land Manger.
5. The tenant shall have the option to purchase the land at any time during the term of the lease agreement. The purchase price shall be equivalent to the City's selling price of the serviced lot at the time the lease agreement is entered into and shall be subject to GST.
6. The tenant shall be responsible for all taxes (property taxes and business taxes) throughout the term of the lease agreement.

In addition, the Administration may require other conditions of Arrow Star depending on the nature of the tenants operation on the land.”



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**ATTACHMENT**

1. Plan showing Lot 30, Block 144, Plan No. 79S18673

**B9) A Population Projection for Saskatoon 2001 & 2006  
December 10, 1997  
(File No. PL 425 - 4)**

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

*ADOPTED.*

Report of the General Manager, Planning and Building Department, January 13, 1998:

“The projection of future population growth is undertaken by the City of Saskatoon Planning and Building Department to assist in determining land requirements for future housing, commercial, industrial, and institutional needs of Saskatoon's population. In this way, future land requirements can be provided for and serviced in an orderly and cost efficient manner. Population projections are undertaken on a regular basis as background research for the City of Saskatoon Development Plan which provides a policy framework for the use and development of land. These policies define and control development to ensure that such development occurs in an orderly and rational manner, and guide the physical, social, and economic development of the City. The scope of the Development Plan is currently defined by a population threshold of 270,000.

Population projections are also used by other civic departments for planning future municipal service levels. Furthermore, other levels of government, community organizations, and businesses also utilize population projections to assist in planning for future service demands and markets.

The previous population projection using the cohort survival projection method (Halley Population Analysis Program) was completed by the Planning and Building Department in 1993. Since that time, Saskatoon's growth rate has increased except for 1994, when the growth rate was negative. This projection takes the recent change in growth rate into account, and projects future populations of Saskatoon for the years 2001 and 2006. Following are some highlights from ‘A Population Projection for Saskatoon 2001 & 2006’:

- a) The expected total population for Saskatoon is 215,495 for 2001, and 224,476 for 2006. This represents a 5.6 percent increase between 1996 and 2001, a 4.0 percent increase between 2001 and 2006, and an average annual increase of approximately 0.91 percent over the ten-year period 1996 - 2006.

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- b) The average annual population increase is projected to be 2,054 per year from 1996 to 2006.
- c) The largest increase in the 1996 to 2001 period is expected to occur in the 40 to 49 year age groups. This illustrates the aging of the 'Baby Boom' population born after the end of World War II until the early 1960's.<sup>1</sup>
- d) The proportion of the total population in the 20 to 29 year age groups is expected to decline from 15.9 percent in 1996 to 9.0 percent in 2006, while the proportion in the 45 to 54 year age groups is expected to increase from 10.8 percent in 1996 to 15.6 percent in 3006.
- e) Although the proportion of the total population in the 60+ age groups is not expected to increase significantly over the term of the projection (14.5% in 2001 to 16.8% in 2006), the actual number of persons over 60 years old is anticipated to increase from 29,477 in 1996 to 37,714 in 2006.
- f) The proportion of the population under 19 years of age will decrease slightly, approximately 29.1 percent in 1996 to 27.9 in 2006; however, the actual number of persons in these age groups is projected to increase from 59,259 in 1996 to 62,539 in 2006. This is the first evidence of what demographers have called the 'echo boom' which are offspring of the 'baby boom' generation.<sup>2</sup>

<sup>1</sup>The "baby boom" generation was born in the years 1947 to 1966. Boom, Bust & Echo. David K. Foot. Macfarlane, Walter & Ross, Toronto, 1996. P. 18.

<sup>2</sup>The "echo boom" are children of the baby boomers and they were born in the years 1980 to 1995. Boom, Bust & Echo. David K. Foot. Macfarlane, Walter & Ross, Toronto, 1996. P. 23.

**ATTACHMENT**

1. A Population Projection for Saskatoon 2001 & 2006

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**B10) Communications to Council**

**From:** Sheila Tarasoff  
413 Avenue L North  
**Date:** June 25, 1997  
**Subject:** Pedestrian Crossing on 22<sup>nd</sup> Street West and Avenue L  
**(File No. 6150-1)**

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- RECOMMENDATION:**
- 1) that the following report be received as information; and,
  - 2) that a copy of this report be forwarded to Ms. Tarasoff.

*ADOPTED.*

Report of the General Manager, Transportation Department, January 5, 1998:

“The above-noted communication was forwarded to the Transportation Department on June 27, 1997, from the City Clerk. Additionally, the communication was placed on the July 14, 1997, agenda of City Council.

The Transportation Department has investigated Ms. Tarasoff’s request for a pedestrian-actuated signal on 22<sup>nd</sup> Street at Avenue L as outlined in her June 25, 1997 letter, and is not recommending that any additional facilities be constructed at this location.

22<sup>nd</sup> Street, between Avenue H and Avenue P, is a six-lane arterial roadway with an average daily traffic volume of 31,000 vehicles. Traffic signals are in operation at Avenue H and at Avenue P, and the intersections between these two streets are controlled with stop signs for side-street traffic with right-of-way assigned to 22<sup>nd</sup> Street. Median openings exist at Avenues I, K and M. There are no median openings for traffic at Avenues J, L, N and O.

Traffic collisions and, specifically, pedestrian collisions were reviewed at the intersection of 22<sup>nd</sup> Street and Avenue L. There have been nine motor vehicle collisions and one motor vehicle-bicycle collision at the intersection since 1992. According to the collision database, there has not been a pedestrian collision reported at this intersection. None of these collisions resulted in a fatality.

During the recent reconstruction of the median along 22<sup>nd</sup> Street, pedestrian crossings were reviewed at all intersections along this portion of 22<sup>nd</sup> Street. This review took place in 1993. All of the pedestrian crossings were counted at all intersections along this roadway segment. At the intersection of Avenue L, there were 31 pedestrian crossings during the study period. Of these crossings, two were elementary school aged, 22 where high school aged and seven were adults.

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The study was undertaken during the hours of 7:30 - 9:00 AM, 11:30 AM - 1:30 PM, and 4:00 - 6:00 PM. All of the intersections experienced approximately the same number of crossings and none of the crossing points generated enough priority points to warrant consideration for a pedestrian-actuated signal at that time.

This count information was used during the redesign and subsequent reconstruction of the median. At all of the locations where median openings were not provided for vehicles, ramps were constructed in the median to allow full access across the intersection to all pedestrians including wheelchair users. Recognizing that pedestrians have the right-of-way at all unsignalized intersections, accommodation was made for pedestrians with support of the pedestrian count information; however, given the low pedestrian volumes, none of these locations have been signed or marked as pedestrian crosswalks. As is the case throughout the City, marking of pedestrian crosswalks is the exception rather than the rule. Not only would marking and signing all crosswalks be a costly annual expense, it would reduce the impact of marking only specific locations.

As the intersection currently operates, motorists are not likely to stop for pedestrians at intersections along 22<sup>nd</sup> Street that do not have median openings even though pedestrians have the right-of-way. Motorists do not recognize these locations as intersections and do not treat them as such. As well, motorists generally do not stop for pedestrians on multi-lane roadways for fear that a motorist travelling in the same direction in an adjacent lane will not stop. These two factors increase the inconvenience for pedestrians wanting to cross 22<sup>nd</sup> Street but do not decrease the safety. It is possible to safely cross 22<sup>nd</sup> Street along this section as there are adequate gaps in the vehicle platoons. As well, the presence of a wide, raised median allows pedestrians to cross half the roadway at a time with a safe refuge in the centre.

Based on this investigation, the Transportation Department is not recommending that any action be taken at this location.”

**B11) Enquiry - Councillor Birkmaier (June 23, 1997)  
Pedestrians and Cyclists on Bridges  
(File No. 6330-4)**

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

*ADOPTED.*

The following enquiry was made by Councillor Birkmaier at the meeting of City Council held on June 23, 1997:

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“Would the Administration please address the problems pedestrians are encountering with cyclists on the bridges with a view as to how the City can ensure safety to its citizens.”

Report of the General Manager, Transportation Department, January 5, 1998:

“The Transportation Department has investigated the current regulation, operation, and concerns regarding cyclists’ use of bridges within the City of Saskatoon. Based upon this investigation, no changes to the current Bicycle Bylaw or to the signing are proposed.

Bicycle use within the City of Saskatoon is governed by the *Highway Traffic Act* and the Bicycle Bylaw. Generally, bicycle use is not permitted on sidewalks with the exception of sidewalks on bridges. Further to this provision, the Bicycle Bylaw stipulates the operation of bicycles on the sidewalks of bridges. The section of the Bylaw reads as follows:

‘Crossing on Sidewalk

In traversing any bridge or river crossing upon the sidewalk as provided in Section 20 (b), every person operating a bicycle shall:

- (a) proceed with due care and attention and with reasonable consideration for all pedestrians; and,
- (b) yield the right of way to all pedestrians; and,
- (c) dismount and walk the bicycle when passing a pedestrian proceeding in the same direction upon such sidewalk.’

The onus rests fully with the cyclists to yield the right-of-way to pedestrians, and signs to this effect have been posted at the entrance to all sidewalks on bridges crossing the river. The Bylaw allows cyclists to remain on their bicycles while passing a pedestrian heading in the opposite direction; however, it requires that cyclists dismount when overtaking a pedestrian travelling in the same direction. This requirement is not well known to the public and is not practised by cyclists in the City. It is not a practical requirement, as a dismounted cyclist and a pedestrian are essentially travelling at the same speed; therefore, it is unlikely that they are able to overtake each other.

The practice that is used, and seems to be the most desirable, is the notification of pedestrians that they are going to be overtaken by a cyclist. This is normally accommodated through the use of a horn, bell, or by verbal notification. The current Bicycle Bylaw requires bicycles to be equipped with a horn or bell for this purpose. The two most prevalent problems with this method of overtaking are that it is only used by a small number of cyclists, and some pedestrians are startled

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by the notification and react inappropriately. A public education campaign would have a significant beneficial effect in increasing the number of cyclists using appropriate notification methods, and the interaction of cyclists and pedestrians, not only on the bridges but also on the shared-use paths in the City, would improve. The Traffic Safety Committee is currently formulating a public education campaign for release this spring. This campaign will focus on reducing pedestrian, cyclists, and skateboarding conflicts.

Proper notification by cyclists when overtaking a pedestrian would rectify the vast majority of complaints and concerns that are expressed to the City regarding cyclist/pedestrian conflicts. Most of these conflicts are not safety related, but involve the comfort of pedestrians using the facilities. Discourteous use of the sidewalks by cyclists is as aggravating to pedestrians as is discourteous use of the roads by fellow motorists.

It should be noted that bicycles are allowed on the sidewalks of all bridges within the City, including sidewalks on overpass bridges. Bicycles are also allowed on the road surfaces of all bridges with the exception of the Idylwyld Bridge and the Circle Drive Bridge, where bicycle use has been expressly prohibited in accordance with Traffic Bylaw No. 7200. The University Bridge sidewalks are currently scheduled for replacement during 1998. During this replacement, the width will be increased from 1.2 to 2.2 metres.

Occasionally, more serious safety concerns, arising from cyclists and pedestrians sharing the sidewalks on bridges, are expressed to our Department. These concerns are normally the result of a collision or a near collision. The frequency of these types of enquiries to the Transportation Department would typically be about one per year. Although these conflicts are regrettable, they are beyond the control of our civic administration, just as is the case where collisions between other users of the roadway network occur. A physical and legal environment has been created for the safe operation of these facilities. Users who flagrantly violate the law, or operate vehicles in an unsafe manner, should be held accountable for their actions.”

**B12) Proposed Disabled Person’s Loading Zone  
3339 33rd Street West  
(File No. 6145-1)**

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**RECOMMENDATION:** that a Disabled Person’s Loading Zone be installed in front of 3339 33<sup>rd</sup> Street West.

*ADOPTED.*

Report of the General Manager, Transportation Department, January 12, 1998:

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“The Transportation Department has received a request from the residents of 3339 33<sup>rd</sup> Street West, for the installation of a Disabled Person’s Loading Zone in front of their residence. A resident is physically handicapped and requires direct access to the front of their home. The Tri-City Hospital van will utilize this Disabled Person’s Loading Zone.

The loading zone conforms to City guidelines with respect to Disabled Person’s Loading Zones and no fee is assessed for its installation.”

**REPORT NO. 2-1998 OF THE PLANNING AND OPERATIONS COMMITTEE**

Composition of Committee

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

**1. Communications to Council**

**From: Shannon Miller  
20 - 3144 Laurier Drive  
Date: September 4, 1997  
Subject: Request to Build and Dedicate a Park to Princess Diana  
(File No. CK. 4205-14)**

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

**2. Communications to Council**

**From: Menno E. Dirks  
Circle Drive Place Residents’ Council  
Date: September 27, 1997  
Subject: Intersection at Circle Drive and Preston Avenue  
(File No. CK. 6250-1)**

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*DEALT WITH EARLIER. SEE PAGE NO. 18.*

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**3. Speed Limit Change - Attridge Drive, Rever Road to McOrmond Drive  
(File No. CK. 6000-6)**

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- RECOMMENDATION:**
- 1) that the speed limit on Attridge Drive between Rever Road and McOrmond Drive be reduced from 70 km/h to 60 km/h; and
  - 2) that the City Solicitor be instructed to prepare the necessary amendment to Traffic Bylaw No. 7200 to effect this change.

*ADOPTED.*

Your Committee has considered and supports the following report of the General Manager, Transportation Department dated December 23, 1997:

**“BACKGROUND**

In the early 1990's, prior to any significant development occurring adjacent to Attridge Drive in the University Heights Suburban Centre, the former Engineering Department recommended that the speed limit on Attridge Drive between Circle Drive and McOrmond Road be raised from 60 km/h to 70 km/h. City Council approved this recommendation which had been put forth following a review of the existing speed limit and motorist behaviour with respect to conformance. It was evident from the review that, due to the lack of adjacent roadside development, motorists were travelling in excess of the 60 km/h posted limit and that a 70 km/h limit better served the motorists using the facility.

**JUSTIFICATION**

Since the time of the speed limit increase, a number of factors have changed in this area which has led the Transportation Department to reconsider the existing posted speed limit. The operational characteristics of Attridge Drive, between Circle Drive and Rever Road, have not changed since the earlier review and no change to the speed limit along this section is being recommended; however, due to the increased development activity east of Rever Road, a change to the speed limit along this section of Attridge Drive is now warranted.

A number of recent developments along the north and south sides of Attridge Drive have increased the overall vehicle and pedestrian activity on the section of Attridge Drive between Rever Road and McOrmond Drive. St. Joseph High School is now in full operation with Grades 9 to 12. Condominium development in the area has been strong, and a grocery store has opened at the corner of Attridge Drive and Kenderdine Road. These



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developments, coupled with the overall strong growth in the Northeast Sector, have increased traffic flows in general and increased pedestrian activity in the area, particularly near the intersection of Attridge Drive/Berini Drive. A four-way stop control was recently implemented at the intersection of Attridge Drive/Berini Drive, and traffic signals will be installed in 1998.

A roadway consistent with Attridge Drive's character, along with the type of adjacent development now in place (and more being planned), typically has a posted speed limit of 60 km/h. The Transportation Department is now of the opinion that the speed limit along Attridge Drive should be lowered to reflect its current operating characteristics and to provide a reasonable degree of motorist and pedestrian safety. This opinion is shared by the Saskatoon Police Service. As such, it is recommended that the speed limit along Attridge Drive between Rever Road and McOrmond Drive be reduced from 70 km/h to 60 km/h.

**OPTIONS**

Other available options include leaving the speed limit at 70 km/h. The Department would not support this as it would not be prudent based upon current operating characteristics of the roadway, and the potential for more serious pedestrian/vehicle conflicts that higher speed roadways present. The option of lowering the speed limit even further to 50 km/h is also not reasonable based upon motorist behaviour on this class of roadway. Four-lane divided, controlled access arterial roadways such as Attridge Drive are considered higher class facilities and motorists' expectations are that the speed limit is set accordingly. Study and experience have shown that motorists will drive at the speed they deem reasonable for road conditions, and Attridge Drive is designed for and readily capable of supporting a 60 km/h speed limit.

**POLICY IMPLICATIONS**

There are no policy implications, and the establishment of the recommended speed limit on Attridge Drive is consistent with other similar roadways in the City.

**FINANCIAL IMPACT**

The costs associated with the proposed change will be absorbed within the Roadways Signing and Markings Operating Budget.”

4. **Transportation System Performance Indicators (Part Two)**  
**Mode Shares**  
**(File No. CK. 6330-1)**

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

*ADOPTED.*

Your Committee has reviewed and submits the following report of the General Manager, Transportation Department dated December 23, 1997 to City Council as information:

**“BACKGROUND**

This is the second part of an informational report on transportation system indicators. The first report, which discussed typical travel times on selected routes, was received by City Council on November 12, 1997. The current report describes two closely related performance indicators: Vehicle Occupancy Rates and Transportation Mode Shares. Both indicators are useful in planning roadway capacities, evaluating transportation system effectiveness, and determining the proportion of each mode of transportation.

As was the case with the first part of the report, the intent is to keep City Council abreast of the efforts being undertaken by the Department while working towards the fulfillment of its mandate.

**DISCUSSION**

Vehicle Occupancy Rates

Vehicle Occupancy Rate is a measure of the number of people in each vehicle during a trip at a given time, while Mode Share measures the proportion of each mode of transportation. Both indicators significantly influence the roadway capacity to be provided or planned for in a given corridor. For example, a combination of a lower vehicle occupancy and a high private automobile mode share have a direct impact on which roads need to be widened, or the requirement and timing of a new river crossing.

During the first and second weeks of June, 1997, Vehicle Occupancy and Mode Share surveys were conducted by the Transportation Department on several locations around the Central Business District (CBD). The objective was to measure the number of people crossing a count station by their transportation mode choice. This included counting the number of occupants in a vehicle on a given trip in the peak period. Counting stations were set up at eight locations representing major entries into the CBD. Locations of survey

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stations are shown in Attachment 1. For the purpose of this study, the CBD was considered to be an area bounded by 25<sup>th</sup> Street to the north, 1<sup>st</sup> Avenue to the west and the river to the south/east as shown in Attachment 1. The survey concentrated on the morning, home-to-work trips and afternoon, work-to-home trips (these being peak travel times).

Study times coincided with observed historical peak periods and were generally between the hours of 7:30 a.m. and 8:30 a.m., and between 4:45 p.m. and 5:45 p.m. Data collected represented four modes of transportation: private automobile, transit, cycling and walking.

Data collection was conducted during the first and second weeks of June, 1997. The month of June was selected because it represents the time when private automobile traffic is closest to the annual averages. This avoids count distortion which results from traffic volume fluctuations observed during certain times of the year. This may not necessarily be true for transit, which generally tends to experience higher ridership during the fall months.

Data collection at each station was recorded at 15 minute intervals. The following data were collected:

- a) all vehicles crossing the count station;
- b) number of occupants in each vehicle;
- c) all cyclists;
- d) all pedestrians; and,
- e) the number of buses, but not passengers, was also recorded. The Transit Services Branch already collects passenger-counts data in the same general locations; therefore this was done for comparison purposes. All Transit passenger data was supplied courtesy of the Transit Services Branch.

By collecting data in this manner, the total number of persons trips entering the CBD in the a.m. peak hour or leaving in the p.m. peak hour was recorded. This information was then analyzed and tabulated.

Observations

All automobile person trips and the number of vehicles for all eight count stations are shown in Table 1 and Table 2 below. Also shown in these tables is the breakdown by the number of occupants in each vehicle. The following are significant characteristics of the automobile trips entering/leaving the CBD:

1. The majority of all automobile person trips (68.6%) enter the CBD in single occupant vehicles (SOV's). Less than 4% of all automobile trips enter the CBD in high occupancy vehicles (HOV's) with three or more occupants.

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2. Vehicle occupancy rates vary according to time of day. For example, in the afternoon peak hour, a vehicle occupancy rate of 1.31 was observed while a lower rate of 1.20 was observed in the morning peak hour. It is worthwhile to note that the overall vehicle occupancy rate has not changed significantly since 1977. In 1977 a vehicle occupancy rate of 1.30 was reported, while in 1990 a vehicle occupancy rate of 1.26 was observed as part of a Transportation Study conducted in that year.
  
3. A higher vehicle occupancy was observed on the west cordon line as compared to the east cordon line in both the morning and afternoon peak periods. A similar trend was observed in 1990 between what are referred to as east and west cordon lines in this study.

**Table 1: Inbound AM Vehicle Occupancy Count (Private Automobiles Only)**

COUNT STATION	NUMBER OF PEOPLE IN VEHICLE				TOTAL VEHICLES	TOTAL AUTO PERSONS	VEHICLE OCCUPANCY RATES
	ONE	TWO	THREE	FOUR			
<b>1. University Bridge</b>	*985 **(985)	163 (326)	18 (54)	2 (8)	1,168	1,373	1.18
<b>2. Broadway Bridge</b>	1,055 (1,055)	200 (400)	8 (24)	4 (16)	1,267	1,495	1.18
<b>3. Victoria Bridge</b>	599 (599)	98 (196)	9 (27)	0 (0)	706	822	1.16
<b>4. 1<sup>st</sup> Avenue</b>	806 (806)	145 (290)	4 (12)	0 (0)	955	1,108	1.16
<b>5. 20<sup>th</sup> Street</b>	231 (231)	62 (124)	5 (15)	1 (4)	299	374	1.25
<b>6. 22<sup>nd</sup> Street</b>	388 (388)	123 (246)	6 (18)	7 (24)	524	676	1.29
<b>7. 23<sup>rd</sup> Street</b>	105 (105)	19 (38)	3 (9)	0 (0)	127	152	1.20
<b>8. 2<sup>nd</sup> Avenue</b>	375 (375)	100 (200)	13 (39)	3 (12)	491	626	1.28
<b>Totals</b>	4,544 (4,544)	910 (1,820)	66 (198)	17 (64)	5,537	6,626	1.20

\* Numbers without brackets indicate number of vehicles.  
 \*\* Numbers within brackets indicate number of people.

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**Table 2: Outbound PM Vehicle Occupancy Count (Private Automobiles Only)**

COUNT STATION	NUMBER OF PEOPLE IN VEHICLE				TOTAL VEHICLES	TOTAL AUTO PERSONS	VEHICLE OCCUPANCY RATES
	ONE	TWO	THREE	FOUR			
1. University Bridge	*1,099 **(1,099 )	322 (644)	39 (117)	17 (68)	1,477	1,928	1.30
2. Broadway Bridge	1,135 (1,135)	378 (756)	37 (111)	12 (48)	1,562	2,050	1.31
3. Victoria Bridge	595 (595)	144 (288)	16 (48)	6 (24)	761	955	1.25
4. 1 <sup>st</sup> Avenue	757 (757)	200 (400)	25 (75)	8 (32)	990	1,264	1.28
5. 20 <sup>th</sup> Street	235 (235)	83 (166)	11 (33)	14 (56)	342	490	1.43
6. 22 <sup>nd</sup> Street	526 (526)	233 (466)	18 (54)	4 (16)	781	1,062	1.36
7. 23 <sup>rd</sup> Street	80 (80)	27 (54)	5 (15)	0 (0)	112	150	1.34
8. 2 <sup>nd</sup> Avenue	538 (538)	170 (340)	12 (36)	7 (28)	727	942	1.30
<b>Totals</b>	4,965 (4,965)	1,557 (3,114)	163 (489)	68 (272)	6,753	8,840	1.31

\* Numbers without brackets indicate number of vehicles.

\*\* Numbers within brackets indicate number of people.

Mode Shares

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The intent of this part of the study, the Mode Share Survey, is to determine the number of total person trips in the peak periods entering and leaving the CBD, and their mode of transportation choice.

As is the case in any other North American city, the private automobile is clearly the most dominant mode of transportation in Saskatoon. As such, the objective of this exercise was to review the current role of each supporting mode of transportation during the peak periods. In order to observe the characteristics of trips crossing certain boundaries, cordon lines were created, as shown in Attachment 1. Three cordon lines completely enclosed the CBD in order to count most of the person trips to and from the CBD. To record general long-term trends and movements to and from the CBD in the morning and afternoon peak hours, eight count stations (representing major entries into the CBD) were established at strategic locations where major roadways intersect cordon lines. Counting was carried out in 15 minute intervals.

Table 3 and Table 4 below show the number of person trips and their corresponding observed mode shares at selected count station and cordon lines. A brief description, with reference to each mode, is presented below:

Private Automobile Usage

Overall, the private automobile accounts for 80.5% of all 10,980 person trips leaving the CBD in the afternoon peak period (4:45 p.m. - 5:45 p.m.). In the morning, the automobile share is 78.8% of the 8,400 person trips entering the CBD. As was the case with vehicle occupancy in Part I of the study, the east cordon line has a higher observed automobile share than the other two cordon lines.

For comparison purposes, a 1990 City-wide survey observed that 85% of all trips were by private automobile in the afternoon (4:00 p.m. - 5:00 p.m.). The difference between this year's percentage and the one observed in 1990 is likely due to the difference in sample size and what was classified as peak period, and does not necessarily indicate that there has been a significant shift in modal choice.

Transit

Transit accounts for approximately 17% of the total person trips entering the CBD in the morning peak hour, and 16% of the trips leaving the CBD in the afternoon peak period. A higher transit share was observed on the west cordon and the north/west cordons than on the east cordon. This is consistent with a lower automobile share and higher vehicle occupancy observed in the previous sections. There is no historical data to effectively analyze the trends in transit mode share. A transit share included in the 1992 Transportation Study was

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observed on a City-wide basis as opposed to a cordon basis. All transit ridership data in this report was collected by the Transit Services Branch in 1996.

Walking and Cycling

Although walking and cycling are relatively less expensive and have little environmental or social impacts compared to other travel modes, very few people utilize these methods as real modes of transportation. As such, walking and cycling account for a small portion of the mode share. Only 4% of the total person trips observed chose either walking or cycling as their mode of transportation. In general, a larger number of cyclists and walkers was observed on the east cordon line than on the west cordon line. This is due to the fact that pedestrian and cyclist-friendly facilities such as the protected sidewalk/cycle path on the Broadway and University Bridges make these modes more attractive. The presence of University of Saskatchewan students on these count stations is another reason for higher pedestrian and cycling numbers. This confirms, to some degree, that given the right environment, it is possible to increase the share of these two modes of transportation.

**Table 3: Inbound A.M. Peak Hour Travel**

		<b>TRANSPORTATION MODAL SHARES</b>			
<b>COUNT STATION</b>	<b>PERSON TRIPS</b>	<b>AUTO</b>	<b>TRANSIT</b>	<b>CYCLE</b>	<b>WALK</b>
1. University Bridge	1,742	1,373 (78.8%)	270 (15.5%)	75 (4.3%)	24 (1.4%)
2. Broadway Bridge	1,855	1,495 (80.6%)	220 (11.9%)	75 (4.0%)	65 (3.5%)
3. Victoria Bridge	857	822 (95.9%)	N/A (0%)	15 (1.8%)	20 (2.3%)
4. 1 <sup>ST</sup> Avenue	1,308	1,108 (84.7%)	200 (15.3%)	0 (0%)	0 (0%)
<b>East Cordon Totals</b>	<b>5,762</b>	<b>4,798 (86.3%)</b>	<b>690 (12.0%)</b>	<b>165 (2.9%)</b>	<b>109 (1.9%)</b>
5. 20 <sup>th</sup> Street	579	374 (64.6%)	195 (33.7%)	5 (0.8%)	5 (0.8%)

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6. 22 <sup>nd</sup> Street	965	670 (69.4%)	270 (27.9%)	10 (1.0%)	15 (1.5%)
<b>West Cordon Totals</b>	<b>1,544</b>	<b>1,044 (67.6%)</b>	<b>465 (30.1%)</b>	<b>15 (1.0%)</b>	<b>20 (1.3%)</b>
7. 23 <sup>rd</sup> Street	318	152 (47.8%)	140 (44.0%)*	15 (4.7%)	11 (3.5%)
8. 2 <sup>nd</sup> Avenue	781	626 (80.2%)	140 (17.9%)	0 (0%)	15 (1.9%)
<b>Northwest Totals</b>	<b>1,099</b>	<b>778 (70.8%)</b>	<b>280 (25%)</b>	<b>15 (1.4%)</b>	<b>26 (2.4%)</b>
<b>TOTALS</b>	<b>8,405</b>	<b>6,620 (78.8%)</b>	<b>1,435 (17.1%)</b>	<b>195 (2.3%)</b>	<b>155 (1.8%)</b>

\*Transit Terminal approach.

**Table 4: Outbound P.M. Peak Hour Travel**

		TRANSPORTATION MODAL SHARES			
COUNT STATION	PERSON TRIPS	AUTO	TRANSIT	CYCLE	WALK
1. University Bridge	2,291	1,928 (84.2%)	275 (13.0%)	57 (2.5%)	31 (1.4%)
2. Broadway Bridge	2,523	2,050 (81.3%)	350 (13.9%)	51 (2.0%)	72 (2.9%)
3. Victoria Bridge	1,019	955 (93.7%)	N/A (0%)	39 (3.8%)	25 (2.4%)
4. 1 <sup>ST</sup> Avenue	1,495	1,264 (94.6%)	230 (15.4%)	0 (0%)	0 (0%)
<b>East Cordon Totals</b>	<b>7,328</b>	<b>6,197 (84.6%)</b>	<b>855 (11.7%)</b>	<b>147 (2.0%)</b>	<b>128 (1.7%)</b>



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5. 20 <sup>th</sup> Street	726	490 (67.5%)	210 (28.9%)	10 (1.3%)	16 (2.2%)
6. 22 <sup>nd</sup> Street	1,425	1,062 (73.8%)	330 (22.2%)	15 (1.1%)	18 (1.3%)
<b>West Cordon Totals</b>	<b>2,151</b>	<b>1,552 (72.2%)</b>	<b>540 (25.1%)</b>	<b>25 (1.1%)</b>	<b>34 (1.6%)</b>
7. 23 <sup>rd</sup> Street	365	150 (40.1%)	180 (49.3%)*	20 (5.5%)	15 (4.1%)
8. 2 <sup>nd</sup> Avenue	1,144	942 (82.3%)	180 (15.7%)	10 (0.9%)	12 (1.1%)
<b>Northwest Totals</b>	<b>1,509</b>	<b>1,092 (72.4%)</b>	<b>360 (23.9%)</b>	<b>30 (2.0%)</b>	<b>27 (1.8%)</b>
<b>TOTALS</b>	<b>10,988</b>	<b>8,841 (80.5%)</b>	<b>1,755 (16.0%)</b>	<b>202 (1.8%)</b>	<b>189 (1.7%)</b>

\* Transit Terminal approach.

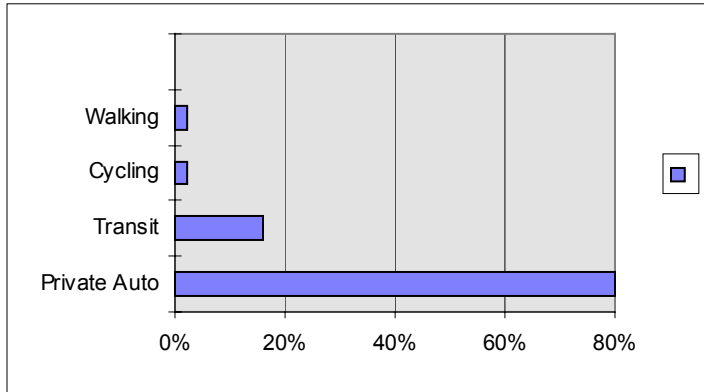
Conclusions

A reasonable number of travel options are available to residents of the City. Travel times and cost of travel are moderate; however, the distribution of those trips into various modes is unbalanced. The majority of all vehicle person trips entering or leaving the CBD do so in single occupant vehicles (SOV's). This has an overall effect of reducing the vehicle occupancy rate. Based upon the eight count stations, a composite vehicle occupancy rate of 1.3 was observed in this study. Previous records show that the vehicle occupancy rate has essentially remained the same since 1977.

All other modes of transportation play a secondary role to the private automobile, which is still the dominant mode of transportation in the City. Currently, the private automobile accounts for approximately 80% of all person trips entering or leaving the CBD during the peak times. Transit is the second most popular mode, and accounts for about 17% of all trips entering or leaving the CBD. Chart 1 below provides a graphical representation of mode shares:

Chart 1: Graphical Representation of Mode Shares

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Cycling and walking are clearly underrepresented as modes of transportation. The challenge facing the Department is how to encourage people to shift from the dominant mode to other modes. To a certain extent, the Bicycle Plan (which is being developed) will attempt to address this imbalance. The Bicycle Plan will recommend a number of supportive policies to encourage the use of cycling as a realistic alternative to travel by automobile for some trips in the peak hours. In the same manner, the on-going Integrated Transportation Study will, on a policy level, address some of the issues associated with transit operations and transit mode share. An increase in the share of other modes of transportation will reduce the share of the private automobile. Both a reduction in automobile dependency and the encouragement of other forms of transportation are supported by the Department as indicated in the 'Ends Directive' document approved by City Council on December 16, 1996.

As a means of tracking trends of various transportation indicators, including any progress in the use of other modes of transportation, the Department will conduct regular studies similar to this one. The objective is to work towards providing a more balanced transportation system for the City through specific measures/policies.

**POLICY IMPLICATION**

There are no policy implications.

**FINANCIAL IMPACT**

There are no financial implications.

**ATTACHMENTS**

1. Mode Share - Vehicle Occupancy Study (Exhibit 1: Count Locations & Cordon Lines)"

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**5. Water Quality Protection  
(File No. CK. 7920-1)**

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

*ADOPTED.*

Your Committee has considered and submits the following report of the General Manager, Environmental Services Department dated January 6, 1998, to City Council as information:

**“BACKGROUND**

As recently as a decade ago, *Cryptosporidium parvum*, a protozoan parasite, was not recognized as a waterborne pathogen. In April of 1993 the parasite was responsible for the largest waterborne disease outbreak in US history. The outbreak caused an estimated 400,000 people to become ill, 4,000 to be hospitalized, and may have been responsible for the death of 112 people in the city of Milwaukee, Wisconsin. The incident was a wake up call for the water treatment industry.

Regulators, researchers, and water treatment managers began forming a line of defence to protect consumers from waterborne parasites. The US Environmental Protection Agency (EPA) has proposed a rule to control *Cryptosporidium*, but it is still in the developmental stage. Guidelines for protozoa, which will include *Cryptosporidium* and *Giardia*, are under review by Health Canada. The protozoa guidelines are part of a larger document that will also include guidelines for bacteriological quality, virological quality, and the issuance and rescinding of Boil Water Advisories. The American Water Works Association (AWWA) has recommended that water supply managers throughout North America not wait for federal government regulations, but rather, take action as soon as possible to protect consumers. Action plans to do just that have been designed and implemented in Saskatoon.

**REPORT**

**Challenges**

Protozoan parasitic cysts present unique problems to water treatment professionals. The cysts are resistant to normal disinfection processes such as chlorination. The cysts are extremely small and pass through anything but the best operated filtration system. Cysts are found in nearly all surface water supplies, however, identification is difficult. To detect

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*Cryptosporidium*, large volumes of water must be filtered to capture the cysts, which are then concentrated and final identification is made by special microscopic techniques. Current methods are not effective in distinguishing between cysts that will cause infections and non-viable cysts.

*Cryptosporidium parvum* can cause an infection characterized by diarrhea, abdominal cramping, vomiting, and fever. The diarrhea may last a month or more, but is self-limiting in otherwise healthy people. The infection can last indefinitely and may contribute to the death of people with AIDS, those undergoing chemotherapy, and other people with compromised immune systems.

**Action Plan**

Those responsible for the supply of safe drinking water in Saskatoon have implemented barriers to keep *Cryptosporidium* out of the tap water. A Multiple Barrier Action Plan is in its final stages of implementation. The plan can be summarized:

1. An upstream watershed monitoring program has been implemented. The program is designed to provide data with respect to actual and potential sources of the parasite. The monitoring program includes aerial photography, identification of upstream land uses, visual inspection of the shoreline upstream of the city intakes, and sampling/analysis for *Cryptosporidium* and *Giardia* in point source effluents and the river. River monitoring to date has not detected *Cryptosporidium*. The monitoring program will be refined to reflect seasonal and source variations that correlate to increased potential for the presence of the parasites.
2. The optimization of the water treatment plant's filtration system has resulted in a ten-fold increase in particle removal. Instruments have been installed to provide real time information on water quality from each of the treatment plant's filters. Instruments capable of counting the number of particles in the size range of parasitic cysts, and thereby alerting the operator to potential problems, have been installed as well. Operator training has focused on water quality.
3. The distribution system water quality monitoring program has been expanded to include data acquisition at and in the vicinity of all main breaks. Public Works staff are working with Environmental Services staff to ensure contamination does not occur due to distribution system maintenance and repair. This program is scheduled for a further expansion in 1998 which will include installing continuous pressure sensors within the distribution system. Low pressure situations will be alarmed and a monitoring team will be sent to check the system for cross-contamination.

4. Because of the limitations of current analytical methods, finding low levels of *Cryptosporidium* or *Giardia* in the tap water is not a reason to panic. If, however, the findings are supported by other data and circumstances that indicate an unacceptable water quality, the City will require a detailed plan to notify and safeguard customers. A plan, to respond to incidents of deteriorated water is currently being developed, with input from representatives of Saskatoon Public Health and Saskatchewan Environment and Resource Management.

### **Deteriorated Water Quality Response Plan**

A serious water quality deterioration in any community results in problems that cross many jurisdictional lines and, therefore, a response plan that involves as many stakeholders as possible and that serves to facilitate sound and timely responses is necessary. The Manager of Water Treatment and Meters, of the Environmental Services Department has taken a leadership role in developing a response plan that:

- involves all appropriate decision making officials
- involves community groups with special interests
- standardizes and coordinates response tactics
- coordinates public communication
- facilitates a post assessment of the effectiveness of the response.

A critical aspect of a deteriorated water response plan is the formation of a local task force before an outbreak occurs. The Task Force will include an Executive Group and an Advisory Group. The Executive Group will include agency representatives and technical experts who are responsible for water quality and disease outbreak investigations, as well as, people responsible for public communications. The following is a list of initial contacts made and slated to form the Executive Group:

Saskatoon District Health - Dr Liana. Nolan  
Saskatchewan Environmental Resource Management - Dale Lorentzen-Bonke  
Water Treatment Manager - Mark Keller  
Water Treatment Chemist - Bruce Clark  
Water Distribution System Operations Engineer - Dale Clancy  
Communications Manager - Chris Dekker

The Executive Group will meet several times over the course of the next six months in order to become familiar with bylaws, regulations, areas of responsibility, resources, available technology etc. An initial meeting of the Executive Group will be held by the end

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of January at which time groups and or individuals to serve on the Advisory Group will be discussed along with potential responsibilities for the Advisory Group.

The Advisory Group is expected to include representatives from the following groups/agencies:

- Saskatchewan Health
- Agricultural (watershed)
- Clinical Laboratory
- Immunosuppressed
- Local Community Group
- Local Medical Association
- Local Hospital Association
- Red Cross
- Emergency Measures
- Members of Associations Representing (restaurants, hotels, food and water industries)
- Daycare
- Nursing Homes
- University/Research Expert

As part of the Environmental Department's efforts to deal with the issues surrounding *Cryptosporidium/Giardia* and to be prepared for an event that might require a Boil Water Advisory, an initial draft 'Cryptosporidium Action/Response Plan' has been developed and is included in the Appendix.

The Executive Group will, over the next six months, refine the draft by developing appropriate trigger criteria based on assessments of the City's water source, treatment, and monitoring programs. Although industry professionals encourage very high standards for turbidity levels, pathogen presence and particle counts, concentrations that would trigger the issuance of Boil Water Advisory have not been developed. In addition, factors such as the failure or interruption of a key component of the treatment process, an acute violation of the total coliform maximum concentration level, or a natural disaster must be evaluated.

An assessment of the status of local epidemiologic surveillance will be required. The local public health officials will be responsible for developing one or more surveillance systems for establishing baseline data on the occurrence of *Cryptosporidium*, sales of anti-diarrheal medication, complaints of diarrheal illness, and/or incidence of diarrhea in nursing homes. Epidemiologic investigations must be handled rapidly when disease surveillance on water quality data indicates that the public might be at risk. Public Health will coordinate and

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direct information to be received by the Clinical Laboratories and each laboratory will be expected to determine its own appropriate public health response plan and coordinate it with other agencies. This internal planning is essential in preventing delay in the detection of a potential outbreak.

High risk users and an alternate sources of drinking water will have to be identified. The Executive Group will also have to develop public education and information materials. Information for specialized groups such as hospitals, renal dialysis units, nursing homes, day-care facilities, dental offices, commercial ice makers, etc. will be developed. Experience has shown that information hot lines are especially useful in conveying information during emergencies.

A chain of command for notification and designated spokespersons will have to be identified. Frequently asked questions will serve as a basis for the communications plan. Everyone involved in handling any aspect of the crisis will be kept in the 'communications loop'.

**ATTACHMENT**

1. Appendix"

**6. Resolutions for Consideration - FCM's National Board of Director's Meeting  
(File No. CK. 155-2)**

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**RECOMMENDATION:** that the following resolution be submitted to the Federation of Canadian Municipalities for consideration at its meeting to be held on March 5 to 7, 1998:

**Housing Policies**

WHEREAS the health, economic and social well-being of individuals and families in our municipalities is fundamentally determined by the adequacy, affordability and appropriateness of their housing; and

WHEREAS the health, economic and social effects of inadequate, unaffordable and inappropriate housing are most directly borne by municipalities and their citizens; and

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WHEREAS the on-going transfer of responsibility for housing from the Federal Government to other levels of government effectively eliminates funding for new social housing; and

WHEREAS the lack of access to capital and financing, whether public or private, is the key problem in ensuring the adequate availability of affordable housing in our communities; and

WHEREAS legislation and policies that regulate sources of financing for housing, such as the Bank Act and Health and Social spending, were designed for an environment where public funds were available for social housing, and either impede, are unavailable or are insufficient to address these housing needs today; and

WHEREAS the local level of government is unable on its own to adequately deal with the problem;

BE IT RESOLVED that the Federation of Canadian Municipalities (FCM) urge Federal and Provincial governments to facilitate access to alternative methods of financing affordable housing, including enabling Economic Development, Health and Social funding to address housing issues, and implementing changes to regulatory legislation such as the Bank Act and Acts governing Charitable Corporations.

*ADOPTED.*

Your Committee has reviewed the above-noted resolution with respect to housing policies submitted by the Planning and Building Department and supports the submission of this resolution to the Federation of Canadian Municipalities for consideration at its meeting to be held on March 5 to 7, 1998.



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7. **Communications to Council**  
**From: Tom Semeschuk**  
**3406 Balfour Street**  
**Date: November 6, 1997**  
**Subject: Traffic Noise From Circle Drive**  
**(File No. CK. 6320-1)**

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

*ADOPTED.*

Your Committee has considered the report of the General Manager, Transportation Department dated December 8, 1997, as well as the attached letter dated January 12, 1998 from Mr. Semeschuk, regarding traffic noise from Circle Drive. The following report of the General Manager, Transportation Department is submitted to City Council for its information:

**“BACKGROUND**

In his letter to His Worship the Mayor dated October 28, 1997, Mr. Tom Semeschuk expressed concerns with traffic noise levels in the College Park area originating from Circle Drive. Mr. Semeschuk also inquired about the following specific items:

- a) What are the criteria for determining that sound barriers are required along a highway through a residential area in our City?
- b) Will Circle Drive be reconstructed north of 8<sup>th</sup> Street so that the roadway is recessed below the existing terrain, and will earth berms be added as barriers to traffic noise?
- c) As a minimum, will sound barriers be installed along the existing Circle Drive roadway north of 8<sup>th</sup> Street to College Drive, assuming that the final elevation of Circle Drive remains as is, high above the existing terrain?

**DISCUSSION**

a) Criteria For Sound Attenuation Devices

In 1991, a Traffic Noise Study was conducted by the former Engineering Department. The objective of the Study was, in part, to identify areas within the City that would warrant the installation of noise attenuation devices based upon policy guidelines. The major goals of the Study were to:

1. Establish traffic noise level guidelines (policy statement) for existing and proposed development areas.
2. Identify areas in the City that would warrant the installation of noise attenuation devices based upon the developed policy guidelines.
3. Conduct a cost:benefit analysis for existing areas in order to determine a possible traffic noise attenuation retrofit program on a priority basis.

The following paragraphs outline the most salient points regarding the study. For the Committee's information, the Study's Executive Summary is contained in Attachment 1. Copies of the complete Study are available from the Transportation Department.

At the policy level, the Study recommended the adoption of a traffic noise level guideline of 65 dBA Ldn. The Ldn standard was adopted because it places greater significance on the effect of traffic noise during the nighttime hours. The level of 65 dBA was selected after weighing the pros and cons of selecting either a higher or lower standard. Most other major Canadian and U.S. cities have adopted a similar traffic noise level as a policy guideline. A higher level, such as 70 dBA, would amount to having no policy as there are few areas in the City where traffic noise reaches this level. A lower standard of 60 dBA would require adoption of an extensive sound attenuation program as there are numerous locations in the City where traffic noise exceeds this level. The additional benefit gained by such a lower policy level did not, in the opinion of the Study's Steering Committee, outweigh the significant additional expenditure that would be required. The 65 dBA level makes sense, has been widely accepted by other jurisdictions, and will address the existing concerns with respect to traffic-generated noise in the City. It is also a realistic guideline to apply to new developments.

The 1991 Study only examined the effects of traffic-generated noise on adjacent residential developments along arterial, expressway and freeway standard roadways. Only those locations where the rear of the residential properties abutted the roadway were considered

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(i.e. areas of residential frontage on these roadways were not considered). In addition, the areas examined had to have sufficient right-of-way available in order for sound attenuation devices to be constructed. Sound attenuation devices include such methods as earth berms, sound-absorptive walls, sound-reflective walls and additional insulation in homes for retrofit applications. For new developments, increasing the setback of homes from roadways and buffering residential development with non-residential land uses can be effective. The use of vegetation has a limited effect on traffic noise. It would take a 30 metre wide band of dense tree and shrub growth to produce a 3 to 4 dBA reduction in the noise level. This reduction would be barely perceptible to the average person.

As a result of the 1991 Study, the following guidelines have been adopted by the Transportation Department:

1. For existing or proposed transportation corridors abutting residential land, a noise level standard of 65 dBA Ldn is applied subject to a maximum barrier height of five metres, a minimum barrier height of two metres, and a minimum reduction of 5 dBA Ldn from installation of the sound barrier.
2. The noise level standards apply to all existing roadways included in the Study and proposed transportation corridors with roadway classifications of freeway, expressway and arterial, with rear-abutting residential land use.
3. For future or existing transportation corridors where abutting lands are to be zoned industrial or commercial, and where a realistic expectation that buildings will occupy these lands and where enforcement of such zoning exists, no noise attenuation will apply.
4. Where residential developments are being planned adjacent to existing or proposed transportation corridors, noise levels in the ground level outdoor living space area should not exceed 65 dBA Ldn based upon predictions of future traffic volumes provided by the City of Saskatoon and traffic noise levels calculated using noise prediction methods approved by the City's Transportation Department.
5. For residential development where the incident sound level at the facade of any dwelling unit is projected to exceed 59 dBA Ldn, the City should require, as a condition of approval, that the building construction standard shall be in accordance with Canada Mortgage and Housing Corporation recommendations for 'adequate sound insulation'.

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As previously indicated, a number of sites which require noise attenuation were identified in the 1991 Traffic Noise Study. Candidate sites were also prioritized for noise barrier installation according to the relative cost:benefit ratio for each site. For instance, Figure 3.2 of Attachment 1 shows the projected traffic noise levels for various major roadways in the City, while Figure 3.4 shows all the locations where noise attenuation devices are recommended based upon a policy sound level of 65 dBA. It should be noted that the location for traffic noise attenuation requested by Mr. Semeschuk is not part of the recommended retrofit locations.

b) Circle Drive Profile between 8<sup>th</sup> Street and College Drive

There are plans to construct an interchange at the intersection of Circle Drive and 8<sup>th</sup> Street, with Circle Drive passing over 8<sup>th</sup> Street. The profile of Circle Drive between 8<sup>th</sup> Street and College Drive will remain roughly at the existing elevation except at 8<sup>th</sup> Street where the grade line of the overpass will be approximately six metres above 8<sup>th</sup> Street. The road grade of 8<sup>th</sup> Street and intersection configuration will not change. In fact, existing Circle Drive northbound and southbound lanes will be retained as the on/off ramps for the interchange.

Another constraint against lowering the Circle Drive profile is the presence of an overpass structure at 14<sup>th</sup> Street, just to the north of 8<sup>th</sup> Street. The existing Circle Drive goes over 14<sup>th</sup> Street, making it unfeasible to lower the profile of Circle Drive between 8<sup>th</sup> Street and College Drive without rebuilding the structure on 14<sup>th</sup> Street and 14<sup>th</sup> Street itself.

c) Requirements For Traffic Attenuation Devices

Projected future traffic noise levels for the year 2001 are shown in Figure 3.2 of Attachment 1. The section of Circle Drive between 8<sup>th</sup> Street and College Drive is predicted to experience noise levels between 59 dBA and 64 dBA. This is lower than the policy of 65 dBA level at which sound attenuation devices are required; however, the Transportation Department is conducting additional noise level measurements in certain areas with the intent to verify noise levels predicted in the 1991 Noise Study. Preliminary results for some areas are shown in Table 1 below, and locations are also shown on the 1997 Sound Study Map (Attachment 2). Depending upon the new readings, some locations presently identified as requiring no sound attenuation devices may be added to the retrofit list. It is the Department's intent to forecast future traffic noise levels from Circle Drive near 8<sup>th</sup> Street based upon the interchange being constructed.

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<b>Location</b>	<b>Reading (dBA)</b>	<b>Year Noise Reading Taken</b>
75 O'Neil Crescent	60.7	1987
190 Carleton Drive	60.7	1997
120 Carleton Drive	60.7	1987
26 Spinks Drive	62.2	1989
138 Spinks Drive	53.3	1997
93 Sparling Crescent	59.1	1987
39 Baldwin Crescent	55.0	1997
67 Baldwin Crescent	58.5	1997
1453 East Heights	59.8*	1987
439 Costigan Road	59.3	1997
238 Christopher Crescent	52.7	1997

\*Reading taken before Circle Drive grade line was depressed.

Future Strategy

As traffic volumes and the percentage of trucks increase, more and more areas will experience noise levels above the policy level of 65 dBA. This is more apparent in residential neighbourhoods which back onto major roadways such as Circle Drive, Idylwyld Freeway, Warman Road, etc. Residents from other neighbourhoods along Spinks Drive, Balfour Street, Carleton Drive and Dalhousie Crescent have complained bitterly regarding the traffic noise in the area. As members of the Committee will recall, the Planning and Operations Committee, at its November 25, 1997 meeting, considered a similar issue requested by residents of Vancouver Avenue. This indicates that there is a need for City Council to direct the Administration on a course of action in dealing with traffic noise attenuation.

The Transportation Department's current practice has been to incorporate noise attenuation only as part of a major construction. For example, earth berms were built as part of the Circle Drive and Taylor Street overpass construction. This approach, although inadequate on a comprehensive basis, is realistic based upon the current funding strategy. A better way would be to develop a realistic and comprehensive strategy for traffic noise reduction.

As such, the Transportation Department has proposed a two-part strategy. Firstly, an annual Noise Attenuation Capital Project in the Capital Budget would need to be established. Secondly, an updated list of projects comprised of those identified in the 1991 study and the new complaints which have been received to date would need to be prepared, evaluated and

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prioritized. By following this strategy, a consistent and fair evaluation of competing projects could be carried out, and those locations deserving noise relief can be identified for implementation.

**POLICY IMPLICATION**

If City Council wishes to address sound attenuation complaints on an ad hoc basis, the policy guidelines developed from the 1991 Study would be rendered more or less meaningless, and development of a comprehensive strategy to address the problem would be somewhat of a useless exercise.

**FINANCIAL IMPACT**

There are no direct financial implications relating to this specific report; however, in order to comprehensively address the issue of traffic noise on a City-wide basis, an annual estimated expenditure of \$500,000 is required for the next five years. The 1998 Capital Budget provides the details of this proposed expenditure, but the project is currently unfunded and no work is planned for 1998.

**ATTACHMENTS**

1. Saskatoon Traffic Noise Study Executive Summary, June 1991
2. 1997 Sound Study Map”

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**REPORT NO. 1-1998 OF THE ADMINISTRATION AND FINANCE COMMITTEE**

Composition of Committee

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

**1. 1998 SUMA Membership Fees  
(File No. CK. 155-3)**

**RECOMMENDATION:** that the 1998 SUMA Membership Fees be paid in the amount of \$72,070.84.

*ADOPTED.*

Attached is a copy of a letter dated December, 1997 from Councillor Mike Badham, Interim President, Saskatchewan Urban Municipalities Association, forwarding information on the 1998 SUMA Membership Fees as well as meeting dates.

Your Committee has reviewed this matter and supports membership in SUMA.

**2. 1998 FCM Membership Fees  
(File No. CK. 155-2)**

**RECOMMENDATION:** that the 1998 FCM Membership Fees be paid in the amount of \$18,590.11.

*ADOPTED.*

Attached is a copy of an Invoice dated December 17, 1997 from the Federation of Canadian Municipalities forwarding information on the 1998 Membership Fees.

Your Committee has reviewed this matter and supports membership in FCM.

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**3. Request to Exempt Amusement Tax  
Bridge City Cosmopolitan Club  
(File No. CK. 1910-2)**

**RECOMMENDATION:** that Bridge City Cosmopolitan Club be exempted from Amusement Tax for the Bridge City Cosmo Home Trends Show to be held February 12-15, 1998 inclusive.

*ADOPTED.*

Your Committee has reviewed the following report of the General Manager, Finance Department, dated January 6, 1998, and supports this exemption from amusement tax:

**“REPORT**

An application for exemption from Amusement Tax has been received from the Bridge City Cosmopolitan Club for its Bridge City Cosmo Home Trade Show to be held February 12-15, 1998 inclusive. A financial statement relating to the 1997 show has been provided. The net profit from Home Trends 97 is shown as \$35,192.97.

The estimated amount of Amusement Tax is \$10,800.00.

Bridge City Cosmopolitan Club is a registered charitable organization under *The Societies Act*.

City Council has the authority under the Amusement Tax Bylaw to exempt this organization from Amusement Tax on the grounds that it is an ‘entertainment, the receipts of which are for charitable purposes...’.”



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**4. Request to Exempt Amusement Tax  
Persephone Theatre  
(File No. CK. 1910-2)**

**RECOMMENDATION:** that Persephone Theatre be exempted from Amusement Tax for the year ending June 30, 1998.

*ADOPTED.*

Your Committee has reviewed the following report of the General Manager, Finance Department dated January 6, 1998 and supports this exemption from Amusement Tax:

**“REPORT**

An application for exemption from Amusement Tax for the year 1997/98 has been received from Persephone Theatre. The Audited Financial Statement for the year ending June 30, 1997, has been provided.

Significant figures from the Financial Statement are as follows:

	<u>1997</u>	<u>1996</u>
Total Assets	279,562	140,702
Total Liabilities	309,183	218,371
Surplus (Deficit)	(29,621)	(77,669)
Operating Profit (Loss)	48,048	50,678

Estimated amount of Amusement Tax: July 1, 1997 to June 30, 1998 - \$27,666

Persephone Theatre is a registered charitable organization and has been designated as a registered charity by Revenue Canada.

City Council has the authority under the Amusement Tax Bylaw to exempt this organization from Amusement Tax on the grounds that it is an ‘entertainment, the receipts of which are for charitable purposes...’. Similar requests in previous years have received favourable consideration.”

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**5. Request to Decrease Taxicab Ratio  
(File No. CK. 307-2)**

**RECOMMENDATION:**

- 1) that the City Solicitor be requested to prepare a Bylaw amendment to provide for a cap on taxicab licenses at the current number; and
- 2) that the Administration review this matter on an annual basis.

*ADOPTED.*

Attached is a copy of a letter dated September 26, 1997 from Gerry Adams, Manager, Saskatoon Radio Cabs Ltd. and Tony Rosina, Manager, United Blueline Taxi. Your Committee has met with the writers to review the requests outlined in the letter. A report was submitted to City Council on November 3, 1997 regarding the requested increase in taxicab fare rates. This report deals with the request to decrease the taxicab ratio per population which is currently at 1/1000. Your Committee has determined that there are currently 162 taxicabs licensed in the City, which is significantly lower than the ratio of 1/1000 - it is approximately 1/1400. Taxicab business has been eroded over the years by the introduction of other services including couriers, hospital transfer vehicles, private buses, and limousine services, and an increase in the number of taxicabs would make it very difficult for cab drivers to make a decent living.

Your Committee supports the status quo and, therefore, supports a cap in taxicab licenses at the current number.

Report of the General Manager, Finance Department, dated December 12, 1997:

**“BACKGROUND**

At its meeting held on October 20, 1997, the Administration and Finance Committee resolved, in part:

- ‘2) that the issue of a decrease in the ratio of taxicabs/population and licensing be referred to the Administration for a report.’

A recent survey of major cities within the western region indicates that other municipalities do not issue taxicab licenses based on population, with the exception of Regina.

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Results are as follows:

- Calgary - Number of plates issued has been capped on February 6, 1986, at 1307 (no bearing on population).  
- Number of taxis actually working is 1150. The balance are not being used.
- Edmonton - Number of taxi licenses had been capped at 1343 in February 1995 (no relation to population).  
- Renewed licenses in 1997 totalled 1200.
- Winnipeg - Taxi licenses are issued under different classes, e.g. regular cab, handi-van, executive cars, etc.  
- Total licenses issued in 1997 is 522. No bearing on populations size.
- Regina - The number taxi licenses issued are set at 120 by Section 8 of their taxi bylaw.  
- Many years ago the number of licences was based on 1 in 10,000 population. The ratio has not been reviewed since.  
- Most people in the taxi industry feel 120 cabs is too many and there are no plans to revise the ratio at this time.
- Saskatoon - The number of taxi licenses issued is 160. This amount has remained consistent for the past twelve years. Originally the number of licenses issued was based on a ratio of 1 for every 1000.

**CONCLUSION**

Similar requests to increase the ratio from 1 for every 1000 to 1 for every 1400 have been received by Council in the past.

At its meeting on September 9, 1996, the Administration and Finance Committee did not support the increase in the ratio. It was felt that more discussion was required from the owners of the two taxi companies. A copy of that report is attached.

**ATTACHMENT**

1. Report 13, 1996 of the Administration and Finance Committee”

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**REPORT NO. 2-1998 OF THE AUDIT COMMITTEE**

Composition of Committee

Councillor D.L. Birkmaier, Chair  
Councillor D. Atchison  
Councillor J. Maddin  
Councillor P. McCann  
Councillor R. Steernberg

**1. Comprehensive Audit - Human Resources Department  
(File No. CK. 1600-9)**

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

*ADOPTED.*

Your Committee has reviewed the following report of the Auditor General dated December 19, 1997 containing the Comprehensive Audit of the Human Resources Department with the General Manager of the Human Resources Department, and supports the Audit recommendations (however, a further recommendation is to come from the Executive Committee with respect to recommendation 4.1 which reads as follows:

“that the direction of City Council issue on the Administration’s pursuit of the recovery of all significant and direct administrative support costs provided to benefit programs.”

**“BACKGROUND**

The 1996-97 Corporate Audit Plan included provision to audit the Human Resources Department. The audit had two purposes. The first was to assess the degree to which systems, practices and controls are in place to allow the Department’s major processes to be managed with due regard to efficiency, economy and effectiveness. The second purpose was to pursue issue-specific lines of enquiry as they were identified during the course of the audit. Major human resources processes which were reviewed included recruitment and organization and staff development. Issue-specific lines of enquiry pursued included human resources delivery structure and employee benefit support cost recovery.

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**REPORT**

Attached for consideration is the Report of the Auditor General's Office on the comprehensive audit of the Human Resources Department. Major audit findings are highlighted in the Executive Summary section of the Report. The Audit Findings section contains detailed audit findings, audit recommendations and the Human Resources Department management responses to the recommendations. Management is in agreement with all recommendations. The Human Resources implementation plan for audit recommendations is included in Section IV of the Report.

The recommendation in the Administrative Support Costs section of the Report requests City Council direction on the Administration's pursuit of the recovery of all significant and direct administrative support costs provided by the Corporation to the employee benefit programs.

**ATTACHMENT**

1. Auditor General's Office Report on the Comprehensive Audit of the Human Resources Department."

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**REPORT NO. 2-1998 OF THE EXECUTIVE COMMITTEE**

Composition of Committee

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

**1. Appointments to the Saskatoon Regional Economic Development Authority  
(File No. CK. 175-37)**

**RECOMMENDATION:** that the City's representatives be instructed to vote the City's proxy at the 1998 Annual Meeting of the Saskatoon Economic Development Authority for the following appointments for the years 1998 and 1999:

Councillor P. McCann  
Councillor P. Roe  
City Commissioner M. Irwin

*ADOPTED.*

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**REPORT NO. 3-1998 OF THE EXECUTIVE COMMITTEE**

Composition of Committee

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

- 1. Saskatoon Community Services Village Project (YWCA Co-location)  
Lots 1-12 except the North 5 feet of Lot 12  
Block 181, Registered Plan Q13  
Parking Lot Corner of 5<sup>th</sup> Avenue and 25<sup>th</sup> Street  
FILE NO: LA 4215-1**

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*DEALT WITH EARLIER. SEE PAGE NO. 5.*

- 2. Local Tax Review Committee  
(File No. CK. 225-52)**

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**RECOMMENDATION:** that Council approve the payment of \$15,000 stipend per member of the Local Tax Review Committee, and that each member of the Committee be authorized to direct the payment to their employer, if applicable.

*ADOPTED.*

When City Council appointed the Local Tax Review Committee informal discussions were held with Committee members to review expenses and potential honorariums. As it was impossible to determine the time commitment required, or the overall complexity of drafting a report, the Committee indicated that if the time was not too onerous, no compensation would be required.

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However, the Committee held six public meetings, received 27 presentations and held several private meetings with Saskatoon residents. The report took countless hours to research, review and write. The actual time commitment made went well beyond the expectations of a "volunteer" committee. It would be appropriate, therefore, to provide an honorarium or stipend to each member of the Committee.

Your Committee feels that a payment of \$15,000 per members is appropriate. The matter has been discussed with members of the Committee and Ms. Brown and Mr. Vicq have asked that the payment be made to their respective employers to compensate them for the time lost to do the study. As Mr. Osborn is retired, a similar payment will be made directly to him.

**3. Board of Revision  
(File No. CK. 175-6)**

- RECOMMENDATION:**
- 1) that the following individuals be re-appointed to the Board of Revisions for 1998:
    - Alfred Bentley
    - Dennis Dibski
    - Joe Jeerakathil
    - Ron Luciuk
    - Ron McGrath
    - John McWilliam
    - Bernard Rodych
    - Richard Ternier
    - Jenny Yu
  
    - Jeannette Beatty (Alternate Member)
    - Larry Dinter (Alternate Member)
  - 2) that the Board Chair receive an honorarium of \$3,000 for 1998; Panel Chairs receive an honorarium of \$1,500 for 1998 and all Board members receive daily remuneration of \$125 per day; and



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- 3) that appeal fees be reimbursed for appeals which are withdrawn at least twenty days prior to the date of the hearing.

*ADOPTED.*

Your Committee has reviewed the activities of the Board of Revision in 1997, the first year of reassessment, and puts forward the above recommendation for the operation of the Board in 1998.

**4. Dissemination of Assessment Information  
File No. CK. 1615-2)**

- RECOMMENDATION:**
- 1) that the Assessment Roll be open all year; and,
  - 2) that where an individual is not an owner of a property and requests a search of the Assessment Roll, the following fee be charged:
    - a) \$5.00 for the search of the Assessment Roll;
    - b) a printing cost of \$ .25 per page for any information obtained.

*ADOPTED.*

Your Committee has considered and concurs with the following report of the General Manager, Finance Department, dated January 13, 1997:

”The Tax Review Committee, in its report of December 1997, has recommended that the assessment roll be transparent and ‘be open and available for review by the citizens of Saskatoon at their convenience’.

The Assessment Branch has always provided the owner of a property with assessment information at any time during the year and will continue to do so at no charge for his/her own property.

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For 1998, the Assessment Branch is proposed that:

- a) the assessment roll be open for inspection for the entire year; however, property owners will still be only allowed to appeal their assessment during the appeal period as per Section 251(3) of *The Urban Municipality Act, 1984*.
- b) any property owner be allowed to receive a copy of 'the printed property profile' and assessment roll information for any property as long as the information provided does not violate *The Freedom of Information Act*.

In order to offset the added cost of this service, the Assessment Branch is proposing to charge anyone who is not the owner of the property the following fee:

- i) a \$5.00 fee for the search of the assessment roll.
- ii) a printing cost of \$ .25 per page for any information obtained from the Assessment Branch regarding the assessment of the searched property.

It is estimated that the above proposal will result in approximately 1,000 to 1,500 property searches with approximately six printed pages per search. The cost recovery of searching and printing information would be between \$6,500 and \$9,500 per year. I would point out that this will not pay near the complete cost of supplying this information.

The above charges conform with Section 297.1(3)(4) of *The Urban Municipality Act, 1984*.

'297.1(3) The treasurer or assessor, shall, on request of any person, search the assessment or tax roll or furnish a statement of taxes.

(3.1) The treasurer or assessor who:

- (a) furnishes a certificate pursuant to subsection (1);
- (b) pursuant to subsection (3), searches the assessment or tax rolls or furnishes a statement of taxes;

shall include in the certificate or statement or in the results of the search:

- (c) the amount of any local improvement special assessment:
  - (i) due with respect to any parcel of land; or

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- (ii) shown on a special assessment roll for a local improvement but not at the time certified by the assessor; and
- (d) notice of any intention to undertake a local improvement that the Saskatchewan Municipal Board has approved and that may affect the land.
- (4) The fee to be charged for furnishing a certificate or statement or making a search pursuant to this section is the amount prescribed by the minister and the fees collected form a part of the revenues of the urban municipality.’

The fee prescribed by the minister is set out in the Urban Municipality Regulations (No. 2, S.16(2)).

Fees re tax certificates, statements and searches

- ‘16(1) the fee for furnishing a tax certificate in respect of a parcel of land pursuant to Section 297.1 of the Act is \$10.
- (2) Pursuant to Section 297.1 of the Act, the council of an urban municipality may require the treasurer or assessor to charge any person other than the owner of any property a fee of \$5 per parcel for:
  - (a) a statement of taxes on the property; or
  - (b) a search of the assessment or tax roll.’

The Saskatchewan Assessment Agency presently charges anyone \$5 as a service fee for government information.

The authority to charge is set out in The Saskatchewan Assessment Act Regulations, No. 1, S. 6.1(9).

Charges for Copies of Records

- ‘9 Where any request for information requires the location and provision of a property record, value map or townsite plan by the staff of the authority, the following service charges are payable by the user:
  - (a) \$5 for the first property or copy;

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- (b) \$2 for each additional property or copy;
- (c) no charge for property information and copies of property records for any specific property within a municipality requested by the owner of the property under appeal;
- (d) the actual reproduction cost of microfiche records of non-private information, plus a handling charge based on the actual cost of staff time required to provide the reproductions calculated on the basis of hourly rates set out in the current agreement between Her Majesty in the Right of the Province of Saskatchewan and The Saskatchewan Government Employees Union.”

*Moved by Councillor Roe, Seconded by Councillor Maddin*

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

*CARRIED.*

**ENQUIRIES**

**Councillor D.L. Birkmaier  
Feasibility of Installing Four-Way Stop  
8<sup>th</sup> Street and Boychuk Drive  
(File No. CK. 6250-1)**

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Would the Administration please report on the feasibility of a four-way stop at 8<sup>th</sup> Street and Boychuk Drive.

Safety is of major concern to the residents in the area.

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**Councillor Langford  
Surcharge - Uncovered Garbage  
(File No. CK. 7830-3)**

Due to recent concerns expressed by the Montgomery Community Association, and past concerns of Holiday Park residents regarding garbage strewn along roadways to the landfill, could the Administration please research the appropriateness or possibility of adding a surcharge to “uncovered” garbage being dumped at the landfill.

**INTRODUCTION AND CONSIDERATION OF BYLAWS**

**Bylaw No. 7728**

Moved by Councillor Roe, Seconded by Councillor Maddin,

THAT permission be granted to introduce Bylaw No. 7728, being "*The Waste Amendment Bylaw, 1998*" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Roe, Seconded by Councillor Heidt,

THAT Bylaw No. 7728 be now read a second time.

CARRIED.

The bylaw was then read a second time.

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Moved by Councillor Roe, Seconded by Councillor Steernberg,

THAT Council go into Committee of the Whole to consider Bylaw No. 7728.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 7728 was considered clause by clause and approved.

Moved by Councillor Roe, Seconded by Councillor Langford,

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

CARRIED.

Moved by Councillor Roe, Seconded by Councillor Waygood,

THAT permission be granted to have Bylaw No. 7728 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Roe, Seconded by Councillor Harding,

THAT Bylaw No. 7728 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 Roe,*

*THAT the meeting stand adjourned.*

*CARRIED.*

The meeting adjourned at 8:23 p.m.

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Mayor

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City Clerk