

Council Chambers  
City Hall, Saskatoon, Sask.  
Monday, November 22, 2010  
at 6:00 p.m.

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

**PRESENT:** His Worship the Mayor, in the Chair;  
Councillors Clark, Dubois, Heidt, Hill, Lorje, Neault,  
Paulsen, Penner, and Pringle;  
City Manager Totland;  
City Solicitor Dust;  
General Manager, Corporate Services Bilanski;  
General Manager, Community Services Gauthier;  
A/General Manager, Fire and Protective Services Paulsen;  
General Manager, Infrastructure Services Gutek;  
General Manager, Utility Services Jorgenson;  
City Clerk Mann; and  
Council Assistant Mitchener

*Moved by Councillor Penner, Seconded by Councillor Dubois,*

*THAT the minutes of meetings of City Council held on November 8 and November 10, 2010, be approved.*

*CARRIED.*

*Moved by Councillor Dubois, Seconded by Councillor Pringle,*

*THAT Council go into Committee of the Whole to consider the reports of the Administration and Committees.*

*CARRIED.*

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

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

*Committee arose.*

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*Councillor Dubois, 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:*

**“ADMINISTRATIVE REPORT NO. 19-2010**

**Section A – COMMUNITY SERVICES**

**A1) Land-Use Applications Received by the Community Services Department  
For the Period Between October 28, 2010 to November 10, 2010  
(For Information Only)  
(Files CK. 4000-5, PL. 4355-D, PL. 4350, and PL. 4300)**

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

*ADOPTED.*

The following applications have been received and are being processed:

Discretionary Use

- Application No. D19/10: 1140 – 12<sup>th</sup> Street East  
Applicant: Emilie Schira  
Legal Description: Lot 43, Block 14, Plan 101452485  
Current Zoning: R2  
Proposed Use: Bed and Breakfast  
Neighbourhood: Varsity View  
Date Received: November 8, 2010

Rezoning

- Application No. Z33/10: 15 – 23<sup>rd</sup> Street East  
Applicant: 23<sup>rd</sup> Street Ventures Inc.  
Legal Description: Lots 1 - 6, Block 2, Plan F4570  
Current Zoning: B3  
Proposed Zoning: B6  
Neighbourhood: Central Business District  
Date Received: November 4, 2010

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## Subdivision

- Application No. 76/10: 18 Harrison Crescent and  
2715 and 2801 McConnell Avenue  
Applicant: Webb Surveys for Various Owners  
Legal Description: Part of Lane L44 and Lots 13, 39, 39A, and 40,  
Block 244, Plan No. G867  
Current Zoning: R2  
Neighbourhood: Avalon  
Date Received: November 1, 2010
  
- Application No. 77/10: 3603 Kochar Avenue  
Applicant: Webb Surveys for Various  
Legal Description: Lot 9, Block 923, Plan 101947372  
Current Zoning: IL1  
Neighbourhood: Marquis Industrial  
Date Received: November 4, 2010
  
- Application No. 78/10: 150 Langlois Way  
Applicant: Webb Surveys for Dundee Realty Corp.  
Legal Description: Parcel FF, Plan 102026663  
Current Zoning: RMTN  
Neighbourhood: Stonebridge  
Date Received: November 4, 2010

## **ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications and/or greenhouse gas implications.

## **PUBLIC NOTICE**

Public Notice pursuant to Section 3 of Policy C01-021, Public Notice Policy, is not required.

## **ATTACHMENTS**

1. Plan of Proposed Discretionary Use No. D19/10
2. Plan of Proposed Rezoning No. Z33/10
3. Plan of Proposed Subdivision No. 76/10
4. Plan of Proposed Subdivision No. 77/10
5. Plan of Proposed Subdivision No. 78/10

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**A2) Heritage Designation Options for the Traffic Bridge  
(Files CK. 710-1, x CK. 6050-8 and PL. 710-1)**

- RECOMMENDATIONS:**
- 1) that this report be received as information; and
  - 2) that a copy of this report be forwarded to Municipal Heritage Advisory Committee for information.

*IT WAS RESOLVED: that the matter be considered with Clause 12b) Matters of Particular Interest. See Page No 65.*

**Section D – HUMAN RESOURCES**

**D1) City of Saskatoon – 2009 Absenteeism Report  
(Files CK. 4630-1 and HR. 4500-13)**

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

*ADOPTED.*

**BACKGROUND**

On an annual basis, your Administration provides City Council with a copy of its corporate-wide, short-term absenteeism report. Attached, for Council's review, is the report for the year ended December 31, 2009. In an effort to identify opportunities for improvement pertaining to absenteeism, the report was reformatted and expanded in 2009. The five year trend information which includes the 2008 statistics is located in the Corporate Totals section of the report on pages 50-52.

The Absenteeism Report now separates short term absenteeism into two separate categories: Periodic Absences (less than 10 days for the same illness/injury) and absences due to Ongoing Medical Conditions (10 days or more for the same illness/injury). In addition, as of 2009 the report includes statistics related to occupational injuries and illnesses (WCB-Worker's Compensation Board).

**REPORT**

The City of Saskatoon began tracking and reporting short term absenteeism statistics in 2001. Over the past five years the number of employees eligible for sick leave benefits has increased by 10.6% as the employee population has grown. In addition to this growth, the hours worked (exposure hours) as a corporation have also increased by 12.4% since 2005. These increases will have impacted the absenteeism rate over the past few years.

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Statistics for Saskatchewan obtained from the 2009 Statistics Canada Labour Force Survey have identified the average number of incidents of absence due to illness or injury is 7.6 for the Public Sector and the average number of days missed per employee as 10.3 for that same group. Statistics Canada has shown a rising trend in absence rates for personal reasons since 1999.

Comparatively, in 2009 the City of Saskatoon's corporate average number of incidents of short term absenteeism per employee was 3.3 and the average number of days missed per employee was 7.4. In 2009, 532 employees (20% of those eligible for sick benefits) had zero (0) incidents of absenteeism.

For the first time the 2009 Absenteeism Report also includes statistics pertaining to occupational injuries and illnesses. The report shows a significant decrease in both duration of injury (days lost due to occupational injury/illness) and also in WCB costs. The lost time injury frequency (injuries per 100 workers) for the corporation at 6.60 is slightly higher than the comparative industry rate of 5.59. The focus for 2010 is on hazard recognition and implementation of effective corrective actions which will both significantly reduce workplace injuries.

Over the past two years the corporation has focused on better reporting and management of short term absenteeism as well as statistics relating to work related injuries and illnesses. This increased focus has allowed departments to identify areas of improvement.

Through existing, as well as new initiatives the City is taking a comprehensive approach to reducing absenteeism in the workplace. The Health Management System (HMS) is currently being implemented throughout the Corporation and was developed to ensure we are supporting the employee from the first day of injury or illness through to a functional return to their job or an accommodation. The HMS is an integration of short and long term absences and works in conjunction with the Attendance Support Program as well as the Disability Assistance program.

The Corporation continues to strive to ensure that employees struggling with injury or illness are supported while at the same time ensuring that we are monitoring and managing workplace absenteeism. The focus on employee health and wellness is through programs such as: Workplace Wellness Programs, Health Management System, Attendance Support Program, and Disability Assistance Program. In addition, health and safety initiatives are focused on a more proactive, preventative approach to reducing injuries both in the workplace and at home.

### **PUBLIC NOTICE**

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

### **ATTACHMENT**

1. City of Saskatoon 2009 Absenteeism Report.

**Section E – INFRASTRUCTURE SERVICES**

**E1) Capital Project 2018 - Circle Drive and Clarence Avenue Grade Separation  
(Files CK. 6001-1 and IS. 6001-16)**

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- RECOMMENDATION:**
- 1) that City Council approve the over expenditure of \$1,177,077.41 for Capital Project 2018 – Circle Drive and Clarence Avenue Grade Separation; and
  - 2) that the funding shortfall of \$499,540.28 be funded from incremental municipal property taxes.

*ADOPTED.*

**REPORT**

Capital Project 2018 – Circle Drive and Clarence Avenue Grade Separation was approved for construction in 2005 in the amount of \$19,880,000. This project was funded as follows:

Developer Contribution (20%)	\$ 3,976,000
Transportation Infrastructure Expansion Reserve (TIER)	1,400,000
Funding from incremental municipal property taxes	5,600,000
Funding from the interchange levy	2,954,000
Electrical Distribution Expansion Reserve (EDER)	300,000
Municipal Rural Infrastructure Reserve (MRIF)	650,000
Province of Saskatchewan	<u>5,000,000</u>
<b>Total</b>	<b>\$19,880,000</b>

The Circle Drive and Clarence Avenue grade separation was completed at a total cost of \$21,057,077, resulting in an over expenditure of \$1,177,077, as explained below:

1. The project included upgrading street lighting, additional street lighting and electrical transmission line relocations. The work was performed by Saskatoon Light & Power. More street lights were required than was estimated in the original construction plan. There were issues with grades and flooding which caused delays in installing the new steel poles and the cable. Material costs were higher than anticipated in the transmission line relocation component. The short length of the circuit meant accepting a cable that was available as opposed to optimizing cable design and length. As a result, labour costs incurred to complete the electrical component were higher than estimated. The electrical component of this project was over expended by \$413,097.
2. Increases to the earthwork, storm sewer and manhole chamber quantities were required during roadway construction, which was not part of the original tender,

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resulting in higher construction and internal engineering costs in the amount of \$763,980.

These additional costs are partially offset due to securing additional funding from private developers in the amount of \$267,677.13, as well as the approval to transfer available Municipal Rural Infrastructure Funding from the sound wall construction on Circle Drive between College Drive and 14<sup>th</sup> Street in the amount of \$409,860.

**FINANCIAL IMPACT**

The net effect of the additional costs and funding as identified above results in a net funding shortfall of \$499,540.28. It is recommended that the additional funding required for this project be funded by using incremental property taxes.

The original funding of \$5,600,000 from incremental municipal property taxes was to be generated from the new commercial development in the site southeast of the overpass. The original projection was to pay for this funding over a period of 15 to 17 years. To date, \$1,600,000 has been generated since 2006, leaving just over \$4,000,000. In 2010, a base of \$607,000 in municipal property tax revenue was allocated to the project. Using this projection, it would take just under seven years to pay the outstanding balance. By adding the additional \$499,540, approximately 7.5 years of taxes would be required to pay for the project.

**ENVIRONMENTAL IMPACT**

There is no environmental impact.

**PUBLIC NOTICE**

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

**E2) 2011 Membership  
South Saskatchewan River Watershed Stewards Incorporated  
(Files CK. 225-1 and IS. 155-01)**

- RECOMMENDATION:**
- 1) that the City of Saskatoon continue its membership on the South Saskatchewan River Watershed Stewards Incorporated; and
  - 2) that the 2011 membership fee of \$20,000 (plus G.S.T.) be funded from the 2011 Operating Budget.

*IT WAS RESOLVED: that the matter be considered with the presentation of the speaker. See Page No. 33.*

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**Section F – UTILITY SERVICES**

**F1) Conversion to Individual Roll-out Cart Timelines  
(Files CK. 7830-3 and US. 7835-1)**

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

*ADOPTED.*

**BACKGROUND**

At its meeting of July 21, 2010 Council approved funding to complete the conversion of remaining neighbourhoods still utilizing communal waste containers over to individual roll-out waste carts. This approval was based on a report that also included a proposed order in which the remaining neighbourhoods would be converted, but did not include specific timelines.

**REPORT**

Administration has now developed an implementation plan that specifies the order in which the remaining neighbourhoods have or will be converted, including tentative timelines specific to each neighbourhood.

All neighbourhoods will follow the same process with respect to pre-conversion, implementation and post-conversion steps. These steps are as follows:

**Pre-Conversion:**

Neighbourhood field studies to determine operational requirements and prepare maps and database of residences	10 weeks in advance
Meet with appropriate Ward Councillor	7 weeks in advance
Set date for open house	5 weeks in advance
Distribute letters regarding open house and conversion details	3 to 4 weeks in advance
Hold open house	2 weeks in advance

**Implementation:**

Deliver individual containers and collection calendars along with any special instructions	1 <sup>st</sup> week
Empty and collect 300-gallon containers	2 <sup>nd</sup> week
Conduct lane clean up and refurbishing of communal containers	3 <sup>rd</sup> week



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**Post-Conversion:**

Prepare follow-up survey regarding front vs. rear-lane collection	10 <sup>th</sup> week
Deliver follow-up survey to residents (2 week response time)	12 <sup>th</sup> week
Analyze survey results and make final determination on method of collection	15 <sup>th</sup> week
Deliver letters to residents informing them of ongoing method of collection	16 <sup>th</sup> to 17 <sup>th</sup> week

These timelines are general and subject to adjustment neighborhood by neighbourhood. The tentative dates for the implementation of each neighbourhood conversion are as follows:

Brevoort Park	Conversion commenced October 25, 2010
Greystone	November 22, 2010
Eastview	January 3, 2011
Nutana Park	January 17, 2011
Adelaide Churchill	January 31, 2011
Holliston	February 14, 2010
Haultain	March 7, 2011
Westmount	March 28, 2011
Meadow Green	April 18, 2011
Buena Vista	May 23, 2011
Nutana	June 13, 2011
King George	July 11, 2011
Holiday Park	July 25, 2011

**ENVIRONMENTAL IMPLICATIONS**

As a policy report there are no identified environmental implications.

**PUBLIC NOTICE**

Public Notice pursuant to Section 3 of Policy No.C01-021, Public Notice Policy, is not required.

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**LEGISLATIVE REPORT NO. 16-2010**

**Section A – OFFICE OF THE CITY CLERK**

**A1) Appointment of Deputy Mayor  
(File No. CK. 255-3)**

**RECOMMENDATION:** that the following be appointed Deputy Mayor for the months indicated:

Councillor G. Penner	-	For the Month of January 2011
Councillor T. Paulsen	-	For the Month of February 2011
Councillor M. Neault	-	For the Month of March 2011
Councillor P. Lorje	-	For the Month of April 2011
Councillor D. Hill	-	For the Month of May 2011
Councillor M. Heidt	-	For the Month of June 2011
Councillor B. Dubois	-	For the Month of July 2011
Councillor C. Clark	-	For the Month of August 2011
Councillor Ward 5	-	For the Month of September 2011
Councillor Ward 7	-	For the Month of October 2011
Councillor G. Penner	-	For the Month of November 2011
Councillor T. Paulsen	-	For the Month of December 2011

*ADOPTED.*

Pursuant to *The Cities Act*, City Council is required to appoint a Deputy Mayor.

In the past, Council has appointed the Deputy Mayor on a reverse alphabetical basis with a monthly rotation. This report is being submitted in order to appoint the Deputy Mayor for the year 2011.

**PUBLIC NOTICE**

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

**Section B – OFFICE OF THE CITY SOLICITOR**

**B1) Jaywalking in the Downtown Core  
(File No. CK. 5200-1)**

**RECOMMENDATION:** that City Council consider Bylaw No. 8899, The Traffic Amendment Bylaw, 2010 (No. 7).

*ADOPTED.*

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City Council at its meeting on November 8, 2010, received Report No. 17-2010 from the Planning and Operations Committee regarding jaywalking in the downtown core. City Council resolved that the discounted penalty for jaywalking be increased from \$6.00 to \$20.00, and that the City Solicitor be requested to prepare the appropriate bylaw amendment.

Further to Council's instructions, we are pleased to submit for Council's consideration Bylaw No. 8899, The Traffic Amendment Bylaw, 2010 (No. 7). It amends Schedule No. 10 of The Traffic Bylaw to increase the discounted penalty for jaywalking from \$6.00 to \$20.00. There is no change to the fixed penalty of \$40.00.

**PUBLIC NOTICE**

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

**ATTACHMENT**

1. Proposed Bylaw No. 8899, The Traffic Amendment Bylaw, 2010 (No. 7).

**B2) 2010 Budget Approval - Business Improvement Districts  
(File No. CK. 1680-1)**

**RECOMMENDATION:** that City Council consider Bylaw No. 8900.

*ADOPTED.*

City Council at its meeting on October 25, 2010, received a report from the Corporate Services Department regarding the budget approval process for Business Improvement Districts. In considering the report, Council resolved that the Business Improvement Districts be required to submit their annual budget requests to the City by January 15<sup>th</sup> of each year rather than December 1<sup>st</sup> of the previous year. Council also resolved that the "Insurance" section in each of the City's four Business Improvement District Bylaws be updated and standardized. Our Office was instructed to prepare the necessary bylaw changes for each of the Business Improvement District Bylaws for Council's consideration.

We are pleased to enclose for Council's consideration Bylaw No. 8900, The Business Improvement Districts Budget and Insurance Amendment Bylaw, 2010. The Bylaw amends each of the four Business Improvement District Bylaws to provide that annual budget requests must be submitted to the City by January 15<sup>th</sup> of each year for the upcoming year, rather than December 1<sup>st</sup> of the previous year.

The proposed Bylaw also updates and standardizes the "Insurance" section in each of the four Business Improvement District Bylaws. The proposed amendment clarifies that the City will provide commercial general liability insurance against third party liability and third party property damage for each of the four Business Improvement Districts. The Business Improvement Districts

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will be responsible for the payment of the applicable deductible under the policy, which deductible is currently \$2,500.00. It should also be noted that the policy does not provide Directors and Officers Liability Insurance, and your administration has advised the Business Improvement Districts that if they want this type of coverage they would be responsible to obtain this type of policy through their own broker and at their own cost.

**PUBLIC NOTICE**

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

**ATTACHMENT**

1. Proposed Bylaw No. 8900, The Business Improvement Districts Budget and Insurance Amendment Bylaw, 2010.

**REPORT NO. 18-2010 OF THE PLANNING AND OPERATIONS COMMITTEE**

Composition of Committee

Councillor P. Lorje, Chair  
Councillor B. Dubois  
Councillor C. Clark  
Councillor B. Pringle

**1. Funding Assistance – Saving the William Pehudoff Murals  
(Files CK. 710-1, x 1870-1 and PS. 718-39)**

- RECOMMENDATION:**
- 1) that City Council approve further funding of an amount up to \$30,000 to be provided from the Heritage Reserve towards Phase II of the Pehudoff Murals retrieval and restoration project; and
  - 2) that the General Manager, Community Services Department continue to work with the stakeholders identified in the October 25, 2010 report to secure as much of the remaining funding required for this project from sources in the community.

*ADOPTED.*

Attached is the report of the General Manager, Community Services Department dated October 25, 2010, proposing further funding assistance for Phase II of the Pehudoff Murals retrieval and

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restoration project, along with continued work with stakeholders to secure additional funding from sources in the community.

Your Committee has reviewed the report with the Administration and supports the above recommendations.

**2. Culture Plan Update  
(Files CK. 5608-1 and LS. 5608-18)**

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

*ADOPTED.*

Attached is the report of the General Manager, Community Services Department dated November 3, 2010, providing an update on the development of a municipal culture plan.

Your Committee has reviewed the proposed location with the Administration and is forwarding the report to City Council for information.

**3. Cosmopolitan Couple's Club – Proposed Children's Safety Village  
(Files CK. 5300-1, x 4205-1 and LS. 5500-11, x 4206-AR)**

**RECOMMENDATION:** that City Council agree, in principle, to the use of G.D. Archibald Memorial District Park as a location for the proposed Children's Safety Village.

*ADOPTED.*

Attached is the report of the General Manager, Community Services Department dated October 26, 2010, with respect to the above matter.

Your Committee has reviewed the report with the Administration and Mr. Waddington, representative of the Cosmopolitan Club, and is supporting the above recommendation.

**4. Capital Project No. 1936 – CY – Mayfair Pool Site Project Update  
(Files CK. 613-7 and LS. 613-5)**

**RECOMMENDATION:** 1) that Stantec Architecture Ltd. be instructed by the City of Saskatoon Administration to use best practices in the design of Mayfair Swimming Pool to ensure maximum energy savings are achievable;

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- 2) that the use of a solar water heating system and an insulated swimming pool blanket be excluded in the design; and
- 3) that the Mayfair Pool Project not pursue a Leadership in Energy and Environmental Design certification.

*ADOPTED.*

Attached is the report of the General Manager, Community Services Department dated November 3, 2010, providing an update on the above project.

Your Committee has reviewed the report with the Administration and supports the above recommendations.

**5. New Rental Construction Land Cost Rebate Program  
University of Saskatchewan, Student Housing  
College Quarter Project, Phase II, 100 Block Cumberland Avenue South  
(Files CK. 750-4 and PL. 952-6-11)**

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- RECOMMENDATION:**
- 1) that the application for funding of \$575,000 received from the University of Saskatchewan for the creation of 115 new purpose-built rental units on university land east of Cumberland Avenue be approved;
  - 2) that the City Solicitor's Office be instructed to prepare the necessary incentive agreement; and
  - 3) that His Worship the Mayor and City Clerk be authorized to execute the agreement on behalf of the City of Saskatoon.

*ADOPTED.*

Your Committee has reviewed and supports the attached report of the General Manager, Community Services Department dated October 29, 2010, with respect to the above application for funding under the New Rental Construction Land Cost Rebate Program.

**6. North Downtown Master Plan  
(Files CK. 4130-13 and LA. 4110-24)**

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- RECOMMENDATION:**
- 1) that the report of the General Manager, Community Services Department dated November 2, 2010, be referred to the Budget Committee for information as part of the 2011 budget deliberations; and

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- 2) that the John Deere Building be reserved for use by the University of Saskatchewan for a School of Architecture, pending all required approvals.

*ADOPTED.*

Attached is the report of the General Manager, Community Services Department dated November 2, 2010, with respect to the above matter.

Your Committee has reviewed the report with the Administration and supports the recommendations outlined above.

**REPORT NO. 17-2010 OF THE EXECUTIVE COMMITTEE**

Composition of Committee

His Worship Mayor D. Atchison, Chair  
Councillor C. Clark  
Councillor B. Dubois  
Councillor M. Heidt  
Councillor D. Hill  
Councillor P. Lorje  
Councillor M. Neault  
Councillor T. Paulsen  
Councillor G. Penner  
Councillor B. Pringle

**1. Property Acquisition – Circle Drive South Project  
3001 – 11<sup>th</sup> Street West  
Parcel “B”, Plan 101407317, Extension 118, Surface Parcel #135938863  
(File No. CK. 4020-12)**

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- RECOMMENDATION:**
- 1) that the City purchase the property located 3001 – 11<sup>th</sup> Street West, a portion of which is required to accommodate development of the Circle Drive South Project, for a purchase price of \$150,000; and
  - 2) that the cost of acquisition and related expenses be charged to the Property Realized Reserve, as an interim source of financing.

*ADOPTED.*

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Your Committee has considered and supports the following report of the City Manager dated November 2, 2010:

**“BACKGROUND**

At its meeting held May 28, 2007, City Council considered Clause 6, Report No. 9-2007 of the Executive Committee and adopted the following recommendation with respect to the Circle Drive South Project:

- “3) that the Administration be authorized to negotiate with all land owners identified for the acquisition of the necessary rights-of-way for the construction of this project.”

**REPORT**

The subject property is a triangular-shaped parcel situated on 11<sup>th</sup> Street West between the former Maple Leaf parking lot and the abandoned CNR spur line that extends from 11<sup>th</sup> Street West to Dundonald Avenue. The site encompasses an area of approximately 0.88 acres. (See Attachment 1 for reference.)

The lands are required as part of the Circle Drive South Project to accommodate a new access road into the southwest industrial area, as indicated on Attachment 2. This is to replace the Fletcher Road access that will be closed once the Circle Drive South roadway is constructed.

The City's property agent has negotiated a purchase agreement with Western Canadian Equities Ltd. for the required lands.

Significant terms and conditions of the Offer to Purchase agreement are as follows:

1. Purchase Price  
Purchase price is \$150,000 with an initial deposit of \$10,000 with the balance to be paid on closing.
2. Conditions Precedent  
Approval of Saskatoon City Council by November 22, 2010.
3. Legal Costs and Disbursements  
Each party shall be responsible for its own legal costs.
4. Possession Date  
November 30, 2010, or sooner as agreed to by the parties.
5. Closing Date  
November 30, 2010, or sooner as agreed to by the parties.



**OPTIONS**

There are no options.

**POLICY IMPLICATIONS**

There are no policy implications.

**FINANCIAL IMPLICATIONS**

It is recommended that the cost of acquisition and related expenses be charged to the Property Realized Reserve as an interim source of funding.

**ENVIRONMENTAL IMPLICATIONS**

A Phase II Environmental Site Assessment completed on the adjacent property, along with knowledge of prior use of the subject site, indicate some degree of environmental contamination may exist. Although the subject site is being acquired for roadway purposes, additional testing will be required to ensure that suitable disposal or treatment of the soil is conducted to meet Saskatchewan Environment and Resource Management (SERM) regulations. The Administration will complete the necessary site assessments to ensure that all requirements are met and that we proceed with acquisition.

**PUBLIC NOTICE**

Public Notice, pursuant to Section 3 of the City of Saskatoon Policy C01-021 (Public Notice Policy) is not required.

**ATTACHMENTS**

1. Location of Subject Property – 3001 - 11<sup>th</sup> Street West.
  2. Additional Access to Holiday Park from 11<sup>th</sup> Street West.”
- 2. Property Acquisition for Future Civic Use  
Parcel A, Plan 101315630, Extension 71 and SE1/4 24-36-06 W3, Extension 69  
(File No. CK. 4020-1)**
- 

**RECOMMENDATION:**

- 1) that the City purchase Parcel A, Plan 101315630, Extension 71 and SE1/4 24-36-06 W3 Extension 69 from 101010352 Saskatchewan Ltd. and 101057041 Saskatchewan Ltd. for future civic purposes at a purchase price of \$2,250,000;
- 2) that the Administration be directed to commence site preparation at an estimated cost of \$2,000,000;

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- 3) that the cost of acquisition, site preparation costs and related expenses be charged to the Property Realized Reserve, as an interim source of financing; and
- 4) that the Administration arrange for a public meeting at the appropriate time.

Your Committee has considered and supports the following report of the General Manager, Community Services Department dated October 29, 2010:

**“REPORT**

The subject property consists of two vacant parcels of land north of Valley Road and south of Canadian National Railway’s yard site in the southwest corner of the city. The parcels comprise an area of approximately 180.09 acres and owned jointly by 101010352 Saskatchewan Ltd. and 101057041 Saskatchewan Ltd., each being registered owners to an undivided ½ interest.

The most westerly site, described as Parcel A, Plan 101315630 Extension 71 and is 82.27 acres in size, while the adjacent site is described as SE¼ 24-36-06 W3 Extension 69 and is 97.82 acres in size (Attachment 1).

Upon becoming aware that this property was available for sale, the Land Branch advised Senior Management that this property is ideally suited to be considered as a prime candidate for the headquarters and operations centre for the co-relocation of Transit Services and Public Works. The location of the sites allows for a variety of options for other possible future civic uses. Proximity to the Circle Drive South River Crossing roadway network makes these sites strategically well positioned. The Land Branch was directed to arrange for an agreement to purchase this property subject to Council’s approval.

Given the site’s size at 180 acres, your Administration will be considering opportunities for other civic uses of the property and will report further on these possibilities as well as a further report on financing options including the timing for the relocation of the Transit and Civic Yards operations.

While not all of the details and implications have been fully considered at this time, civic uses include the following:

- Combined Transit Operations and Civic Yards Centre
- City Yard Functions including paint and electronics shops, solid waste truck depot, V&E, and winter material storage
- Re-cycling Centre for IS material handling
- Impound Car Lot relocation from Malouf Road

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- Purchasing and Inventory/Disposal Services
- Possible relocation of Infrastructure Offices from City Hall (and current leased offices)
- Snow Dump

Two significant implications will be to consider visual and noise separation from the adjacent Montgomery Neighbourhood as well as financing of this opportunity. Your Administration is currently examining options for both required noise attenuation (e.g. construction of a 1.5 kilometre berm) and financing and will provide further details respecting these matters at the appropriate time.

In the meantime your Administration is desirous of proceeding with site preparation this fall, weather permitting. This includes topsoil stripping and preliminary grading work at an estimated cost of \$2,000,000. Funding for this initial project including both the land acquisition costs and site preparation would be funded on an interim basis from the City's Property Realized Reserve. While the agreement to purchase indicates a closing date of December 28, 2010, your Administration will proceed to obtain the Seller's permission to have an earlier possession date.

Significant terms and conditions of the Offer to Purchase agreement are as follows:

1. Purchase Price  
Purchase price is \$2,250,000 with a first instalment of \$1,050,000 to be paid on December 28, 2010. A series of three annual payments of \$400,000 to be paid on the anniversary of the Closing Date.
2. Conditions Precedent
  - a) Approval of Saskatoon City Council by within 60 days of written acceptance of this offer.
  - b) Seller to provide a copy of all Environmental or Geotechnical studies completed on the subject lands on their behalf or that are in their possession.
  - c) The City shall have access to the Lands to conduct subsurface environmental investigations as part of an Environmental Site Assessment (ESA) to be completed at the Buyer's expense, before December 10, 2010. The results of the examination and testing must be to the satisfaction of the City.
3. Legal Costs and Disbursements  
Each party shall be responsible for its own legal costs.
4. Closing & Possession Dates  
December 28, 2010.

**POLICY IMPLICATIONS**

There are no policy implications

**FINANCIAL IMPLICATIONS**

It is recommended that the cost of acquisition and related expenses be charged to the Property Realized Reserve as an interim source of funding.

**STAKEHOLDER INVOLVEMENT**

Your Administration will be preparing various options for civic use of these lands. Part of the process in preparing these options will include one or more community engagement activities.

**ENVIRONMENTAL IMPLICATIONS**

There are no environmental and/or greenhouse gas implications respecting the purchase of this property. Further reports respecting possible civic facilities and uses, and their environmental implications will be submitted in due course.

**PUBLIC NOTICE**

Public Notice, pursuant to Section 3 of the City of Saskatoon Policy C01-021 (Public Notice Policy) is not required.

**ATTACHMENT**

1. Diagram of Southwest Industrial Area”

*Councillor Paulsen excused herself from discussion and voting on the matter due to a conflict of interest and left the Council Chamber.*

*IT WAS RESOLVED: that the recommendation of the Executive Committee be adopted.*

*Councillor Paulsen re-entered the Council Chamber.*

**3. Kinsmen Park and Area Master Plan**  
**(File No. CK. 4205-9)**

- RECOMMENDATION:**
- 1) that the objectives identified in Attachment 1 of the report of the General Manager Community Services Department dated November 1, 2010 be approved as the foundation for the development of the Kinsmen Park and Area Master Plan;
  - 2) that the public consultation process and timeline for development of the Kinsmen Park and Area Master Plan as identified in Attachment 2 of the report of the General Manager Community Services Department dated November 1, 2010 be approved;
  - 3) that the Administration be authorized to release the Request for Proposals for Consultant Services for the Kinsmen Park and Area Master Plan (Attachment 3) and the Call for Ideas for the Mendel Building Adaptive Re-use (Attachment 4) in January 2011, subject to approval of the 2011 Capital Budget; and
  - 4) that a copy of this report be referred to the Budget Committee for information as part of its 2011 budget deliberations.

*ADOPTED.*

Your Committee has reviewed and supports the attached report of the General Manager Community Services Department dated November 1, 2010 regarding the above matter. Attachments 3 and 4 have previously been provided to members of City Council and are not being recopied. They are posted on the City's website with this agenda ([www.saskatoon.ca](http://www.saskatoon.ca), click on "C" for "City Council" and follow the link to City Council agendas) and are also available for viewing in the City Clerk's Office.

**4. Traffic Bridge – 2010 Detailed Visual Assessment and Load Rating**  
**(File No. CK. 6050-8)**

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

*ADOPTED.*

The following is a report of the General Manager, Infrastructure Services Department, dated November 2, 2010, which is being submitted to City Council as information.

**“BACKGROUND**

On August 23, 2010, preliminary results from a detailed visual inspection of the Traffic Bridge, carried out by Stantec Consulting Ltd., revealed that deterioration in a number of critical members had progressed significantly further than previously observed in past detailed inspections. In addition, severe deterioration was found in critical locations which had not been previously observed. Based on these preliminary inspection results, and in the interest of public safety, the Administration closed the Traffic Bridge on August 24, 2010.

The bridge is currently closed to all forms of vehicular and pedestrian traffic, both above and below, pending the results of a compilation of the final findings of the detailed inspection and additional analysis to determine if the structure has reached the point where it can no longer safely carry the loads imposed upon it.

**REPORT**

In general, the detailed visual inspection identified significant section loss in all structural elements below the bridge's deck surface. The corrosion observed has significantly increased beyond previous projections, resulting in increased measured section loss in all the elements measured in the last load rating in 2005. In addition, severe corrosion was observed in elements not previously strengthened in the 2006 rehabilitation, which have now jeopardized the structural capacity of the bridge. The detailed inspection has also revealed that severe corrosion has occurred adjacent to the anchor points of the post-tensioning system installed in Spans 1, 2 and 3 as part of the lower chord strengthening in 2006, essentially rendering the strengthening/post-tensioning ineffective. Attachment 1 shows where the spans of the Traffic Bridge are located.

The 2010 load rating incorporated the same elements completed in the 2005 load rating, as well as additional elements, in order to gain a complete perspective of the bridge's current situation. The estimated section losses due to corrosion, obtained from the 2010 inspection, as well as the effects of the strengthening from the 2006 rehabilitation, have also been incorporated into the structural analysis. The results of the analysis must be considered an approximation of the condition of the bridge, as severe corrosion in the elements, and the complexity of the truss connections makes accurate measurement of remaining section loss challenging. While this introduces a significant amount of uncertainty in the final calculations, it should be stressed that every effort was made to identify the critical section losses used in the load rating process; however, other issues could occur resulting in localized failures as the deterioration process continues.

As well, nearly all connections on the truss have some form of deterioration which is causing rivets to fail. This type of failure mechanism cannot be accurately quantified as the change in connection properties is abrupt when a rivet fails. While the 2010 load rating analysis has attempted to capture this uncertainty, there still remains the potential that a connection could fail abruptly, causing an entire truss span to collapse.

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The final results of the 2010 load rating confirm that the structure must remain closed to all forms of vehicular and pedestrian traffic, both above and below the structure. The analysis determined that the entire bottom chord of the upstream truss of Span 5 (downtown side) and portions of the bottom chords (on both the upstream and downstream truss) in Spans 1, 2, and 3 (previously strengthened with the post-tensioning system) have deteriorated to a point where they can no longer safely support live loads. Of more concern, the load rating determined that nearly the entire bottom chord in Span 4 (on both the upstream and downstream truss) cannot support live loads and that portions of bottom chord on the downstream truss of Span 4, by current bridge code, cannot even support dead loads (i.e. its own self weight). The analysis also determined that pedestrians cannot use the structure, either on the sidewalk or the roadway, as the individual sidewalk stingers have reached a point where they cannot support both live and dead loads.

As the entire length of Span 1 (Nutana side), and portions of Span 2 and 5 are over dry land and cross over the MVA trails (on both the Nutana and downtown sides of the river) and Saskatchewan Crescent East, access to these areas should be prohibited as the potential exists that the truss above could abruptly fail. Currently, the MVA trails are closed on both sides of the river directly under the bridge. Temporary fencing is in place to prevent access to these areas and concrete jersey barriers have been placed on Saskatchewan Crescent East. Marker buoys were placed in the river to direct river traffic to pass under a portion of Span 3 when crossing under the bridge and to avoid crossing under all other spans. These marker buoys have been removed for the season and will be put back in place in the spring, when the ice comes off of the river.

The recommendations of Stantec's final report are:

- All vehicle and pedestrian loads must remain off the structure until repairs are complete;
- Temporary shoring must be installed on the trusses over the Meewasin Valley Trail and Saskatchewan Crescent East or the traffic accommodated by these facilities must be directed to alternate accesses; and
- If repairs are implemented, the extent of the repair must be increased to address all components of the bridge. At this time, Stantec believes that the only viable future option for the structure is to either replace with a new facility or completely remove the lower portions of the truss and the entire deck structure system and replace with new.

During the traffic needs assessment review process, the Administration identified the opportunity for a significant reduction of initial construction costs and future operating costs by the elimination of Span 1 (the span entirely over the riverbank on the south-side). Potentially, the elimination of this span prior to rehabilitation/replacement would enable restoration of the MVA trail on the Nutana side of the river, permitting traffic to return to Saskatchewan Crescent East without the use of shoring.

**POLICY IMPLICATIONS**

There are no policy implications.

**ENVIRONMENTAL IMPLICATIONS**

To meet environmental/health standards any rehabilitation work, including painting, would require an extensive containment system (i.e. negative air) to properly collect and dispose of potentially toxic debris (i.e. blast grit, pack rust, airborne dust, etc.) from the original lead-based paint system.

All construction over and/or adjacent to waterways is subject to an environmental review by both provincial and federal ministries. This approval process can take upwards of six months, and should be taken into account when planning any rehabilitative/replacement strategy.

**PUBLIC NOTICE**

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

**ATTACHMENT**

1. Victoria Avenue Bridge – General Arrangement - Span Locations.”

*His Worship the Mayor assumed the Chair.*

*Moved by Councillor Dubois, Seconded by Councillor Pringle,*

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

*CARRIED.*



**COMMUNICATIONS TO COUNCIL**

The following communications were submitted and dealt with as stated:

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

**1) Tammy Thompson, Executive Director, Broadway Business Improvement District dated November 9**

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Requesting to temporarily close Broadway Avenue from Main Street to 12<sup>th</sup> Street on December 16, 2010, for the Broadway Spirit of Christmas Evening. (File No. CK. 205-1)

**RECOMMENDATION:** that the request to temporarily close Broadway Avenue from Main Street to 12<sup>th</sup> Street on December 16, 2010, for the Broadway Spirit of Christmas Evening be granted, subject to any administrative conditions.

*Moved by Councillor Dubois, Seconded by Councillor Pringle,*

*THAT the request to temporarily close Broadway Avenue from Main Street to 12<sup>th</sup> Street on December 16, 2010, from 6:30 – 9:00 p.m., for the Broadway Spirit of Christmas Evening be granted, subject to any administrative conditions.*

*CARRIED.*

**2) Laurie Bourgeois and Mike Thibault, undated**

Submitting petition with approximately 19 signatures with respect to recurring flooding problems on the 700 block of 1<sup>st</sup> Street East. (File No. CK. 7820-1)

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

*Moved by Councillor Heidt, Seconded by Councillor Dubois,*

*THAT the matter be referred to the Administration.*

*CARRIED.*

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**C. INFORMATION ITEMS**

**1) Community of Sant' Egidio, dated September 19**

Providing information with respect to world movement of cities for life – cities against the death penalty. (File No. CK. 277-1)

**2) Christine Markewich, dated November 4**

Commenting on garbage not being picked up. (Note – Writer has been advised that City has reverted to bi-weekly pick up.) (File No. CK. 7830-3)

**3) Brendan Brown, dated November 5**

Commenting on intersection of 33<sup>rd</sup> Street and Avenue D. (File No. CK. 6250-1)

**4) Michael Woitas, dated November 4**

Extending appreciation for traffic barrier adjacent to Tim Horton's on 33<sup>rd</sup> Street. (File No. CK. 6230-1)

**5) Ron Lambert, dated November 7**

Extending appreciation for traffic barrier adjacent to Tim Horton's on 33<sup>rd</sup> Street. (File No. CK. 6230-1)

**6) Jared Bakke, dated November 10**

Extending appreciation for traffic barrier adjacent to Tim Horton's on 33<sup>rd</sup> Street. (File No. CK. 6230-1)

**7) Dynelda Deitner, dated November 8**

Commenting on bed bugs. (File No. CK. 150-1)

**8) Dawn Bevan, dated November 16**

Commenting on ticket received for parking 10 metres from corner. (File No. CK. 6120-1)

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**9) Linda Keller, dated November 10**

Commenting on salaries of city bus drivers. (File No. CK. 4670-1)

**10) Joanne Sproule, Deputy City Clerk, dated November 3**

Advising of hearing of Development Appeals Board with respect to property located at 1309 Jackson Avenue. (File No. CK. 4352-1)

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

*Moved by Councillor Lorje, Seconded by Councillor Penner,*

- 1) *that, with respect to Item C7), the writer be advised to address her concerns to both the Saskatoon Regional Health Authority and the Office of the Residential Tenancies (Rentalsman); and*
- 2) *that the information be received.*

*CARRIED.*

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

**1) Quentin Attwater, dated November 3**

Commenting on Marquis Drive access onto Highway 16. (File No. CK. 6000-1) **(Referred to Administration to respond to the writer.)**

**2) R. Bruce Chamberlin, dated November 3**

Commenting on school zones. (File No. CK. 5200-5) **(Referred to Administration for consideration.)**

**3) W.J. DeCoursey, dated November 3**

Commenting on changes in transit services. (File No. CK. 7310-1) **(Referred to Administration to respond to the writer.)**

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**4) Richard Weishaupt, Manager of Health and Safety, BHP Billiton, dated November 4**

Requesting to re-direct alley traffic at one-way alley connecting 3<sup>rd</sup> and 4<sup>th</sup> Avenues south between the blocks of 22<sup>nd</sup> and 21<sup>st</sup> Streets. (File No. CK. 6320-2) **(Referred to Administration for consideration and response to the writer.)**

**5) Avery Spott, dated November 8**

Commenting on intersection of Nelson and McOrmond Roads. (File No. CK. 6280-1) **(Referred to Administration for consideration.)**

**6) Mahmood Shafqat, undated**

Submitting a petition with approximately 45 signatures with respect to issuing of taxi plates. (File No. CK. 307-4) **(Referred to Administration for consideration.)**

**7) Beth Hiibner, dated November 9**

Commenting on RV parking on residential property. (File No. CK. 6120-1) **(Referred to Administration for consideration.)**

**8) Debra Melnychuk, undated**

Commenting on recycling. (File No. CK. 7830-5) **(Referred to Administration for further handling.)**

**9) Gwen Wuschke, dated November 7**

Commenting on the future of the Traffic Bridge. (File No. CK. 6050-8) **(Referred to Administration for further handling.)**

**10) George Muzika, dated November 7**

Commenting on the future of the Traffic Bridge. (File No. CK. 6050-8) **(Referred to Administration for further handling.)**

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**11) Eileen Koberinski, dated November 8**

Commenting on the future of the Traffic Bridge. (File No. CK. 6050-8) **(Referred to Administration for further handling.)**

**12) Tom Molloy, dated November 8**

Commenting on the future of the Traffic Bridge. (File No. CK. 6050-8) **(Referred to Administration for further handling.)**

**13) Katherine Robinson, dated November 8**

Commenting on the future of the Traffic Bridge. (File No. CK. 6050-8) **(Referred to Administration for further handling.)**

**14) Ivan Olynyk, dated November 8**

Commenting on the future of the Traffic Bridge. (File No. CK. 6050-8) **(Referred to Administration for further handling.)**

**15) David Wilton, dated November 9**

Commenting on the future of the Traffic Bridge. (File No. CK. 6050-8) **(Referred to Administration for further handling.)**

**16) Louise Buckmaster, dated November 8**

Commenting on the future of the Traffic Bridge. (File No. CK. 6050-8) **(Referred to Administration for further handling.)**

**17) Judy Lang, dated November 10**

Commenting on the future of the Traffic Bridge. (File No. CK. 6050-8) **(Referred to Administration for further handling.)**

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**18) John Mikulcik, dated November 10**

Commenting on the future of the Traffic Bridge. (File No. CK. 6050-8) **(Referred to Administration for further handling.)**

**19) Glenda Brown, dated November 10**

Commenting on the future of the Traffic Bridge. (File No. CK. 6050-8) **(Referred to Administration for further handling.)**

**20) Yolanda van Petten, dated November 11**

Commenting on the future of the Traffic Bridge. (File No. CK. 6050-8) **(Referred to Administration for further handling.)**

**21) Joe Kuchta, dated November 12**

Commenting on the future of the Traffic Bridge. (File No. CK. 6050-8) **(Referred to Administration for further handling.)**

**22) Georgie Davis, dated November 12**

Commenting on the future of the Traffic Bridge. (File No. CK. 6050-8) **(Referred to Administration for further handling.)**

**23) Joslyn Fritz, dated November 13**

Commenting on the future of the Traffic Bridge. (File No. CK. 6050-8) **(Referred to Administration for further handling.)**

**24) Debra Morgan, dated November 14**

Commenting on the future of the Traffic Bridge. (File No. CK. 6050-8) **(Referred to Administration for further handling.)**

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**25) Saache Heinrich, dated November 14**

Commenting on the future of the Traffic Bridge. (File No. CK. 6050-8) **(Referred to Administration for further handling.)**

**26) Robert Patrick, dated November 14**

Commenting on the future of the Traffic Bridge. (File No. CK. 6050-8) **(Referred to Administration for further handling.)**

**27) Victoria Neufeldt, dated November 15**

Commenting on the future of the Traffic Bridge. (File No. CK. 6050-8) **(Referred to Administration for further handling.)**

**28) Heather Landine, dated November 15**

Commenting on the future of the Traffic Bridge. (File No. CK. 6050-8) **(Referred to Administration for further handling.)**

**29) Nathan Holth, dated November 15**

Commenting on the future of the Traffic Bridge. (File No. CK. 6050-8) **(Referred to Administration for further handling.)**

**30) Loleen Berdahl, dated November 15**

Commenting on the future of the Traffic Bridge. (File No. CK. 6050-8) **(Referred to Administration for further handling.)**

**31) Paul Koopman, dated November 16**

Commenting on the future of the Traffic Bridge. (File No. CK. 6050-8) **(Referred to Administration for further handling.)**

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**32) Jonas Kiedrowski, dated November 15**

Commenting on the future of the Traffic Bridge. (File No. CK. 6050-8) **(Referred to Administration for further handling.)**

**33) Claire Bullaro, dated November 16**

Commenting on the future of the Traffic Bridge. (File No. CK. 6050-8) **(Referred to Administration for further handling.)**

**34) Diane Boyko, Chair, Greater Saskatoon Catholic Schools, dated November 8**

Expressing concern about safety at new schools in Willowgrove. (File No. CK. 4131-26) **(Referred to Administration for consideration.)**

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

*Moved by Councillor Heidt, Seconded by Councillor Pringle,*

- 1) that, with respect to Item D4), the matter be referred to the Administration to report to the Planning and Operations Committee;*
- 2) that, with respect to Item D5), the matter be referred to the Administration for a report; and*
- 3) that the information be received.*

*CARRIED.*

**E. PROCLAMATIONS**

**1) Rhonda Rosenburg, Executive Director, Multicultural Council of Saskatchewan dated November 4**

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Requesting City Council proclaim November 21 to 28, 2010 as Multiculturalism Week. (File No. CK. 205-5)

**2) Slawko Kindrachuk, Ukrainian Congress-Saskatoon Branch, dated November 9**

Requesting City Council proclaim November 22 to 28, 2010 as Holodomor Awareness Week. (File No. CK. 205-5)



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

*Moved by Councillor Hill, Seconded by Councillor Dubois,*

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

*CARRIED.*

**ADMINISTRATIVE REPORT NO. 19-2010 – CONTINUED**

**E2) 2011 Membership  
South Saskatchewan River Watershed Stewards Incorporated  
(Files CK. 225-1 and IS. 155-01)**

- RECOMMENDATION:**
- 1) that the City of Saskatoon continue its membership on the South Saskatchewan River Watershed Stewards Incorporated; and
  - 2) that the 2011 membership fee of \$20,000 (plus G.S.T.) be funded from the 2011 Operating Budget.

**BACKGROUND**

The South Saskatchewan River Watershed Stewards Incorporated (SSRWSI) is a non-profit organization whose purpose is to protect the quality and quantity of water in the South Saskatchewan River watershed through the implementation of the South Saskatchewan River Source Water Protection Plan. The City of Saskatoon has been a member of the SSRWSI since 2007.

**REPORT**

The development of the Source Water Protection Plan began in 2004, with the City of Saskatoon and other stakeholders from urban and rural municipalities, as well as agriculture, industry and environmental groups, meeting in watershed advisory committees to share their concerns surrounding watershed protection. The SSRWSI was formed from these advisory committees in 2007 in order to implement the South Saskatchewan River Watershed Source Water Protection

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Plan. Currently, the City has two members on the Board of Directors, a Councillor and a member of the administration.

The South Saskatchewan River (SSR) watershed is the region that drains into the river, including all the land, air, plants and animals within its boundaries. The purpose of the Source Water Protection Plan is to protect the quality and quantity of water within the SSR and the ecosystem within the watershed.

The watershed planning process is based on recommendations from the Laing report of inquiry into the incident of a cryptosporidium outbreak in North Battleford. Justice Laing recognized source water protection as the first barrier in protecting drinking water, and that watershed planning is the process to commence that action.

Membership on the SSRWSI is of particular interest to the City of Saskatoon in terms of the ability to work with those upstream of the city's drinking water intakes in order to reduce the risk and quantity of contaminants potentially entering the river. It also provides the opportunity to communicate information and address concerns regarding the potential impact on those that are located downstream of the city.

The SSRWSI and City of Saskatoon goals are aligned, and they are collaborating on a monitoring project which includes a risk assessment on potential impacts to water quality which are of concern to the City's water treatment operations. With the proposed feedlot in the R.M. of Rudy entering the application stage, the SSRWSI will provide stakeholder input into the application process and communicate concerns around this potential development.

The Administration is recommending that the City of Saskatoon continue its membership on the South Saskatchewan River Watershed Stewards Incorporated and that the 2011 membership fee of \$20,000 (plus G.S.T.) be paid. Money raised through membership fees, along with funding received from the Provincial Government, is used for the operation of the SSRWSI and is directed towards watershed protection and improvement.

**FINANCIAL IMPACT**

There are sufficient funds within the Water and Wastewater Treatment Operating Budget.

**ENVIRONMENTAL IMPLACATIONS**

Supporting the South Saskatchewan River Watershed Stewards Incorporated through membership will help to protect the water quality and quantity of the South Saskatchewan River and the watershed's ecosystem.

**PUBLIC NOTICE**

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

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*Item A2) of Communications to Council was brought forward.*

**“A2) *Harold Martens, Chair, South Saskatchewan River Watershed Stewards  
dated November 9***

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*Requesting permission to address City Council with respect to the activities of the South Saskatchewan River Watershed Stewards. (File No. CK. 225-1)”*

*Moved by Councillor Heidt, Seconded by Councillor Penner,*

*THAT Harold Martens be heard.*

**CARRIED.**

*Mr. Harold Martens, Chair, South Saskatchewan River Watershed Stewards, advised Council of the Watershed’s mandate to protect the quality and quantity of water within the South Saskatchewan River Watershed and asked that the City renew its membership commitment at \$20,000 per year.*

*Moved by Councillor Penner, Seconded by Councillor Heidt,*

*THAT the recommendation of the Administration be adopted.*

**CARRIED.**

**COMMUNICATIONS TO COUNCIL - CONTINUED**

**A. REQUESTS TO SPEAK TO COUNCIL**

**1) Ruth Robinson, Chair, Saskatoon Women’s Community Coalition, undated**

*Requesting permission to address City Council with respect to flying flags on civic buildings at half mast on December 6, 2010, the National Day of Remembrance and Action on Violence Against Women in Canada. (File No. CK. 205-1)*

**RECOMMENDATION:** that Ruth Robinson or her representative be heard.

*Moved by Councillor Heidt, Seconded by Councillor Penner,*

*THAT Ruth Robinson be heard.*

**CARRIED.**

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*Ms. Ruth Robison, Chair, Saskatoon Women's Community Coalition, requested that City Council approve flying flags at half mast on civic buildings on December 6, 2010, the National Day of Remembrance and Action on Violence against Women in Canada.*

*Moved by Councillor Paulsen, Seconded by Councillor Lorje,*

*THAT the request to fly flags at half mast on civic buildings on December 6, 2010, in conjunction with the National Day of Remembrance and Action on Violence Against Women in Canada be approved, subject to administrative conditions.*

**CARRIED.**

**2) Harold Martens, Chair, South Saskatchewan River Watershed Stewards dated November 9**

Requesting permission to address City Council with respect to the activities of the South Saskatchewan River Watershed Stewards. (File No. CK. 225-1)

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

**3) Randy Robinson, on Behalf of Passion for Action Against Homelessness dated November 8**

Requesting permission to address City Council with respect to the issue of homelessness in Saskatoon. (File No. CK. 750-1)

**RECOMMENDATION:** that Randy Robinson be heard.

*His Worship the Mayor noted that Mr. Robinson's request to speak was for December 6, 2010, and will be placed on that agenda.*

**INTRODUCTION AND CONSIDERATION OF BYLAWS**

**Bylaw 8899**

Moved by Councillor Dubois, Seconded by Councillor Pringle,

THAT permission be granted to introduce Bylaw No. 8899, being "The Traffic Amendment Bylaw, 2010 (No. 7)" and to give same its first reading.

**CARRIED.**

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The bylaw was then read a first time.

Moved by Councillor Dubois, Seconded by Councillor Lorje,

THAT Bylaw No. 8899 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Dubois, Seconded by Councillor Hill,

THAT Council go into Committee of the Whole to consider Bylaw No. 8899.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 8899 was considered clause by clause and approved.

Moved by Councillor Dubois, Seconded by Councillor Paulsen,

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

CARRIED.

Moved by Councillor Dubois, Seconded by Councillor Neault,

THAT permission be granted to have Bylaw No. 8899 read a third time at this meeting.

CARRIED UNANIMOUSLY.

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Moved by Councillor Dubois, Seconded by Councillor Clark,

THAT Bylaw No. 8899 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.

**Bylaw 8900**

Moved by Councillor Dubois, Seconded by Councillor Pringle,

THAT permission be granted to introduce Bylaw No. 8900, being “The Business Improvement Districts Budget and Insurance Amendment Bylaw, 2010” and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Dubois, Seconded by Councillor Lorje,

THAT Bylaw No. 8900 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Dubois, Seconded by Councillor Hill,

THAT Council go into Committee of the Whole to consider Bylaw No. 8900.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 8900 was considered clause by clause and approved.

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Moved by Councillor Dubois, Seconded by Councillor Paulsen,

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

CARRIED.

Moved by Councillor Dubois, Seconded by Councillor Neault,

THAT permission be granted to have Bylaw No. 8900 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Dubois, Seconded by Councillor Clark,

THAT Bylaw No. 8900 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.

**ENQUIRIES**

**Councillor P. Lorje  
Pedestrian/Vehicle Issues – 22<sup>nd</sup> Street Corridor  
(File No. CK. 6150-1)**

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Will the Administration please review the pedestrian/vehicle issues along the 22<sup>nd</sup> Street corridor and report as soon as possible on any practical solutions to improve safety along the roadway, particularly from Avenue H through to Avenue W.

*The regular order of business was suspended and Councillor Penner rose on a point of privilege and moved the following motion:*

*Moved by Councillor Penner, Seconded by Councillor Dubois,*

*THAT His Worship the Mayor send a congratulatory letter on behalf of City Council to the Roughtider Organization wishing them well in the upcoming Grey Cup game.*

CARRIED.

*The meeting recessed at 6:56 p.m. and reconvened at 7:00 p.m. with His Worship the Mayor in the Chair.*

**HEARINGS**

- 9a) Discretionary Use Application  
Residential Care Home  
203A and 203B Cruise Street – R2 Zoning District  
Forest Grove Neighbourhood  
Applicant: The Salvation Army  
(File No. CK. 4355-010-10)**

**REPORT OF THE CITY CLERK:**

“The purpose of this hearing is to consider the above-noted discretionary use application.

The City Planner has advised that notification posters have been placed on site and letters have been sent to all adjacent land owners within 75 metres of the site.

Attached are copies of the following:

- Report of the General Manager, Community Services Department dated October 12, 2010, recommending that the application submitted by the Salvation Army requesting permission to use 203A and 203B Cruise Street for the purpose of a Residential Care Home – Type II, with a maximum of ten residents, be approved subject to the following conditions:
  - 1) the applicant obtaining a Development Permit and all other relevant permits and licenses (such as Building and Plumbing Permits);
  - 2) the final plans submitted be substantially in accordance with the plans submitted in support of this Discretionary Use Application; and
  - 3) the applicant satisfying the following conditions of the Infrastructure Services Department:
    - i) if both sides of the duplex maintain their own water and sewer services, this department has no issue. If one side of the duplex abandons its water and sewer connection and one connection is used for both sides, the abandoned site must be cut off at the main at the owner’s expense; and
    - ii) if sprinklers are installed, a 50 millimetre water connection will be required, as well as a signed and sealed sprinkler shop drawing,



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complete with hydraulic calculations from a sprinkler installer, licensed and certified with the Province of Saskatchewan. The abandoned connection must be cut off at the main.

- Letter from the Secretary, Municipal Planning Commission dated November 12, 2010, advising that the Commission supports the above-noted recommendation.”

*His Worship the Mayor opened the hearing.*

*Mr. Tim Steuart, Development Review Section Manager, Community Services Department, reviewed the discretionary use application and expressed the Department’s support.*

*Mr. Kurt Soucy, Chair, Municipal Planning Commission, advised that the Commission supports the discretionary use application.*

*Mr. Zach Jeffries, Community and Civics Coordinator, Sutherland/Forest Grove Community Association, provided feedback to Council from the Association’s recent meeting and advised that the Association would like to be provided with additional background information regarding discretionary use applications and that regarding this discretionary use application, the 75 meter catchment area for notifications may not have been adequate.*

*Moved by Councillor Penner, Seconded by Councillors Clark,*

*THAT the submitted report and correspondence be received.*

**CARRIED.**

*Moved by Councillor Dubois, Seconded by Councillor Pringle,*

*THAT the hearing be closed.*

**CARRIED.**

*Moved by Councillor Lorje, Seconded by Councillor Dubois,*

*THAT the application submitted by the Salvation Army requesting permission to use 203A and 203B Cruise Street for the purpose of a Residential Care Home – Type II, with a maximum of ten residents, be approved subject to the following conditions:*

- 1) *the applicant obtaining a Development Permit and all other relevant permits and licenses (such as Building and Plumbing Permits);*

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- 2) *the final plans submitted be substantially in accordance with the plans submitted in support of this Discretionary Use Application; and*
- 3) *the applicant satisfying the following conditions of the Infrastructure Services Department:*
  - i) *if both sides of the duplex maintain their own water and sewer services, this department has no issue. If one side of the duplex abandons its water and sewer connection and one connection is used for both sides, the abandoned site must be cut off at the main at the owner's expense; and*
  - ii) *if sprinklers are installed, a 50 millimetre water connection will be required, as well as a signed and sealed sprinkler shop drawing, complete with hydraulic calculations from a sprinkler installer, licensed and certified with the Province of Saskatchewan. The abandoned connection must be cut off at the main.*

*CARRIED.*

**9b) Discretionary Use Application  
Manufacturing Facility  
1006 – 17<sup>th</sup> Street West – MX1 Zoning District  
West Industrial Neighbourhood  
Applicant: RS Cabinet Doors  
(File No. CK. 4355-010-9)**

**REPORT OF THE CITY CLERK:**

The purpose of this hearing is to consider the above-noted discretionary use application.

The City Planner has advised that notification posters have been placed on site and letters have been sent to all adjacent landowners within 75 metres.

Attached are copies of the following:

- Report of the General Manager, Community Services Department dated October 14, 2010, recommending that the application submitted by RS Cabinet Doors requesting permission to use 1006 – 17<sup>th</sup> Street West for the purpose of a manufacturing facility be approved, subject to the following conditions:
  - 1) the use of the site as a manufacturing facility being limited to a time frame of no more than 12 months, commencing from the date of the Public Hearing, in order to further re-evaluate the proposal;

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- 2) the applicant (during the 12-month period) undertaking quarterly air quality tests, to ensure that emissions from the business operation are not negatively affecting nearby properties;
  - 3) the applicant obtaining a Development Permit and all other relevant permits, such as Building and Plumbing Permits; and
  - 4) the final plans submitted for this proposal being substantially in accordance with the plans submitted in support of this Discretionary Use Application.
- Letter from the Secretary, Municipal Planning Commission dated November 15, 2010, advising that the Commission supports the recommendation for approval of the discretionary use application for the proposed temporary time frame, and is further recommending, however, that there be an interim report in six-months' time regarding the level of emissions and that the Administration work with the applicants in determining the appropriate time frame for the air quality tests to occur and submits the following revised recommendation:

“THAT the application submitted by RS Cabinet Doors requesting permission to use 1006-17<sup>th</sup> Street West for the purpose of a manufacturing facility be approved, subject to the following conditions:

- 1) the use of the site as a manufacturing facility being limited to a time frame of no more than 12 months, commencing from the date of the Public Hearing, in order to further re-evaluate the proposal;
- 2) the applicant (during the 12-month period) undertaking quarterly air quality tests, to ensure that emissions from the business operation are not negatively affecting nearby properties;
- 3) the applicant obtaining a Development Permit and all other relevant permits, such as Building and Plumbing Permits;
- 4) the final plans submitted for this proposal being substantially in accordance with the plans submitted in support of this Discretionary Use Application;
- 5) the submission of a six-month interim report to City Council, through the Municipal Planning Commission, regarding the level of emissions from the business operation; and
- 6) the testing being done in discussion with the Administration with respect to time frames to ensure that they occur while spraying is happening.”

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- Letters from the following:
  - Michael Hoess, dated November 3, 2010;
  - Janice Scrivens, Civics Coordinator, King George Community Association, dated November 11, 2010;
  - Doug Ramage, President, Riversdale Community Association, dated November 11, 2010;
  - David Glaze, dated November 11, 2010;
  - Eileen Mackenzie, dated November 2, 2010; and
  - Dwight Mass, dated November 4, 2010.”

*The City Clerk distributed copies of the following letters:*

- *Fred Hawryliw, dated November 13, 2010;*
- *Del Thomson, dated November 19, 2010;*
- *Terry Beebe, dated November 19, 2010;*
- *Jamee Guimont, dated November 19, 2010;*
- *Mark Bobyn, Nutana Community Association, dated November 21, 2010;*
- *Peter Piersol, Orteck Environmental, dated November 19, 2010; and*
- *W. Randy Nielsen, dated April 6, 2009.*

*His Worship the Mayor opened the hearing.*

*Mr. Tim Steuart, Development Review Section Manager, Community Services Department, reviewed the discretionary use application, noting that approval of the proposal would be for a 12-month period only, and that the applicant would be responsible for undertaking quarterly air quality tests to ensure that emissions from the operation are not negatively affecting nearby properties. Following the 12-month period, if approved, the applicant may apply for renewal of the discretionary use approval.*

*Mr. Kurt Soucy, Chair, Municipal Planning Commission, advised that the Commission supports the recommendation for approval of the discretionary use application for the proposed temporary time frame, and is further recommending that there be an interim report in six-months' time regarding the level of emissions and that the Administration work with the applicants in determining the appropriate time frame for the air quality tests to occur.*

*Mr. Ted Koskie, legal counsel for RS Cabinets, provided background information on the operations of RS Cabinets and stated that in order to remain competitive, the finishing of wood products was seen as a viable option for business at this facility. He noted that they have no objection to the recommendation of the Administration as amended by the Municipal Planning Commission.*

*Mr. David Glaze, Wolf Willow Cohousing, expressed concern regarding the emissions from the lacquering plant and indicated that he does not support approval of the discretionary use application. He provided a copy of his presentation and a pamphlet.*

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*Mr. Doug Ramage expressed concern regarding the dangers of chemical emissions from the lacquering plant and asked that more testing be done before approval of the discretionary use application.*

*Mr. John Dubets, King George Community Association, expressed concerns about the safety and environmental impact of this operation, as well as the increase of industrial presence adjacent to residences and asked that Council not approve this application.*

*Moved by Councillor Heidt, Seconded by Councillor Dubois,*

*THAT the submitted report and correspondence be received.*

**CARRIED.**

*Moved by Councillor Hill, Seconded by Councillor Paulsen,*

*THAT the hearing be closed.*

**CARRIED.**

*Moved by Councillor Heidt, Seconded by Councillor Neault,*

*THAT the application submitted by RS Cabinet Doors requesting permission to use 1006-17<sup>th</sup> Street West for the purpose of a manufacturing facility be approved, subject to the following conditions:*

- 1) the use of the site as a manufacturing facility being limited to a time frame of no more than 12 months, commencing from the date of the Public Hearing, in order to further re-evaluate the proposal;*
- 2) the applicant (during the 12-month period) undertaking quarterly air quality tests, to ensure that emissions from the business operation are not negatively affecting nearby properties;*
- 3) the applicant obtaining a Development Permit and all other relevant permits, such as Building and Plumbing Permits;*
- 4) the final plans submitted for this proposal being substantially in accordance with the plans submitted in support of this Discretionary Use Application;*
- 5) the submission of a six-month interim report to City Council, through the Municipal Planning Commission, regarding the level of emissions from the business operation; and*

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- 6) *the testing being done in discussion with the Administration with respect to time frames to ensure that they occur while spraying is happening.*

*DEFEATED.*

**9c) Proposed Zoning Bylaw Amendment  
Clarifying Setbacks of Detached Accessory Buildings or Structures  
Applicant: City of Saskatoon  
Proposed Bylaw No. 8896  
(File No. CK. 4350-010-4)**

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**REPORT OF THE CITY CLERK:**

“The purpose of this hearing is to consider proposed Bylaw No. 8896.

Attached are copies of the following:

- Proposed Bylaw No. 8896;
- Clause 1, Report No. 7-2010 of the Municipal Planning Commission, which was adopted by City Council at its meeting held on September 27, 2010;
- Notice that appeared in the local press under dates of November 6 and November 13, 2010.”

*His Worship the Mayor opened the hearing.*

*Mr. Tim Steuart, Development Review Section Manager, Community Services Department, reviewed the proposed Zoning Bylaw Amendment and expressed the Department's support.*

*Mr. Kurt Soucy, Chair, Municipal Planning Commission, expressed the Commission's support of the proposed Zoning Bylaw Amendment.*

*His Worship the Mayor ascertained that there was no one present in the gallery who wished to address Council on this matter.*

*Moved by Councillor Penner, Seconded by Councillor Neault,*

*THAT the submitted report and correspondence be received.*

*CARRIED.*

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*Moved by Councillor Hill, Seconded by Councillor Paulsen,*

*THAT the hearing be closed.*

**CARRIED.**

*Moved by Councillor Hill, Seconded by Councillor Paulsen,*

*THAT Council consider Bylaw No. 8896.*

**CARRIED.**

*Councillor Clark was not present during the entire hearing, and therefore was not able to vote.*

- 9d) Proposed Zoning Bylaw Text Amendment  
Increase Building Height Maximum in the IB Zoning District  
for Hotels and Motels and Office Buildings  
Applicant: Kindrachuk Agrey Architecture  
Proposed Bylaw No. 8897  
(File No. CK. 4350-010-5)**

**REPORT OF THE CITY CLERK:**

“The purpose of this hearing is to consider proposed Bylaw No. 8897.

Attached are copies of the following:

- Proposed Bylaw No. 8897;
- Report of the General Manager, Community Services Department dated September 29, 2010, recommending that the proposal to amend Section 11.4.2 of the City of Saskatoon Zoning Bylaw 8770, be approved; and
- Notice that appeared in the local press under dates of November 6 and November 13, 2010.”

*His Worship the Mayor opened the hearing.*

*Mr. Tim Steuart, Development Review Section Manager, Community Services Department, reviewed the proposed Zoning Bylaw Amendment and expressed the Department’s support.*

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*Mr. Kurt Soucy, Chair, Municipal Planning Commission, expressed the Commission's support of the proposed Zoning Bylaw Amendment.*

*His Worship the Mayor ascertained that there was no one present in the gallery who wished to address Council on this matter.*

*Moved by Councillor Heidt, Seconded by Councillor Penner,*

*THAT the submitted report and correspondence be received.*

*CARRIED.*

*Moved by Councillor Dubois, Seconded by Councillor Hill,*

*THAT the hearing be closed.*

*CARRIED.*

*Moved by Councillor Pringle, Seconded by Councillor Paulsen,*

*THAT Council consider Bylaw No. 8897.*

*CARRIED.*

*Councillor Clark was not present during the entire hearing, and therefore was not able to vote.*

**MATTERS OF PARTICULAR INTEREST**

**12a) Taxi Study  
(File No. CK. 307-1)**

**REPORT OF THE CITY CLERK:**

“The following is a report of the General Manager, Corporate Services Department dated November 10, 2010:

**RECOMMENDATION:** 1) that City Council approve the move to ‘light’ taxi regulation, as follows:



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- a) that recommendations 1 through 17 (Attachment 1) regarding taxi service, appearance, and ability to provide data (fleet age, dress code) be approved;
  - b) that Administration review and report further on recommendations 18, 19, and 20 (Attachment 1) regarding service delivery, and investigation and review of lease and vehicle agreements by December 2013.
- 2) that the decision regarding the transfer of existing taxi plates be deferred until the conclusion of the current lawsuit regarding the taxi license system;
  - 3) that discussion and decision on the matter of issuing new permanent taxi plates be deferred until such time as data indicates additional permanent plates are required;
  - 4) that Administration be directed to allocate six seasonal licenses with two to each taxi broker company for use in the 2010/11 season only; and that a process for allocation to drivers be established for additional seasonal plates, as required, for the 2011/12 winter season and future years. The seasonal license is to be valid for the period of December 10, 2010 to April 10, 2011;
  - 5) that all taxi stands be open. The approximate cost of \$18,400 is to be recovered as an administrative cost through the annual license fee;
  - 6) that the taxi license renewal fee for 2011 and 2012 be set at an amount by which all costs of taxi regulation will be fully cost recovered. The program costs are to be monitored and any residual funds be transferred to a reserve for future industry service enhancements. Subsequent fees will be established by future Council approved Bylaw amendments; and
  - 7) that the City Solicitor be instructed to amend Bylaw 6066, the License Bylaw, and Bylaw No. 7200, the Traffic Bylaw, accordingly.

### **EXECUTIVE SUMMARY**

Your Administration has received the study of the Saskatoon taxi industry authorized by City Council in August 2009. The study by Dr. Ray Mundy, Tennessee Transportation and Logistics Foundation, began in January 2010 and included discussions with the three taxi companies, taxi drivers, and other stakeholders, as well as, 'secret shopper' trips, and a review of available data. The final report was received on October 18, 2010. Due to the size of the document only limited distribution is available. A full copy of the report can be viewed in the City Clerk's Office, at any of the Public Library locations, or online at [www.saskatoon.ca](http://www.saskatoon.ca), click "c" for City Council and go to Reports and Publications.

Following review of the study and preliminary discussions with the three Saskatoon taxi companies, taxi drivers and other stakeholders, your Administration is recommending that City Council approve a move to 'light' regulation, which includes the following requirements:

- taxi and dispatch technologies updated
- taxi trip data collected, analyzed and reported for future decision making regarding potential changes in the number of regular and/or seasonal plates
- inboard cameras be installed in all taxis
- data management system be implemented by City of Saskatoon
- driver dress code to be followed
- age of vehicles restricted to seven model years by 2013
- driver training/testing prior to drivers receiving taxi driver licenses
- ensure vehicles are properly inspected and licensed

Further recommendations include: to defer discussion regarding transferability of plates until conclusion of the current lawsuit regarding taxi licensing, to defer discussion and decision regarding new plates until data indicates an increase is required, to approve six seasonal plates for the 2010/11 winter season, approve the recommendation that all taxi stands be 'open' stands, and to direct Administration to amend the taxi license renewal fee in the License Bylaw for 2011 and 2012 to an amount by which the full estimated cost of \$137,000 of taxi regulation will be recovered.

### **BACKGROUND**

In August 2009, City Council authorized your Administration to engage a consultant to undertake a comprehensive study of the taxi industry in Saskatoon. The required scope of the study was to study the current model and make recommendations for the following:

1. the optimum number of taxi licenses;
2. types of taxi licenses: temporary, transferable, seasonal;
3. future taxi license distribution method;
4. safety and security of drivers;

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5. other industry models:
  - a) Taxi Commission
  - b) Industry Deregulation

The study began in January 2010 and included discussions with the three taxi companies, taxi drivers and other stakeholders, as well as ‘secret shopper’ trips, and a review of available data. The final report by Dr. Ray Mundy, Tennessee Transportation and Logistics Foundation, was received on October 18, 2010.

**REPORT**

For the purposes of review, a comprehensive list of recommendations, categorized as follows, and the response and comment of Administration is included as Attachment 1.

1. Light Regulation (Items 1 – 21, Attachment 1)
  - The number of licenses required to be based on an analysis of taxi trip data.
  - The types of licenses required to be determined based on an analysis of taxi trip data.
  - Expand the City of Saskatoon licensing function to include “light” regulation. Not recommending establishment of a true Taxi Commission or Industry deregulation.
  - Installation of inboard cameras in all vehicles for the safety of drivers.
2. Existing Taxi Plates (Items 22-24, Attachment 1)
  - Transferability of current plates.
3. Distribution of Future Taxi Plates (Items 25-29, Attachment 1)
  - Future taxi license distribution method be to those adding value to the industry, i.e. drivers or brokers. This includes the addition of five seasonal plates for the 2010-2011 winter season.
4. Taxi Stands (Item 30, Attachment 1)
  - Taxi stands should be considered public stands and open to all companies.
5. Limousines (Item 31, Attachment 2)
  - The City of Saskatoon should recommend to the Highway Traffic Board that a minimum fare be charged by any vehicle operating under its operating authority.

Your Administration finds the report to be very thorough, and has analyzed the recommendations as to impact on service to the community, taxi drivers, and the three taxi companies. To discuss their feedback, your Administration met with taxi company management; once with each company individually and once with all companies at the same

time. Also, 25 drivers presented their opinions at a drop-in meeting held at the Holiday Inn Express on October 21, 2010.

**“Light” Regulation**

In the taxi study, the consultant states “...it is in the public’s interest to regulate taxicabs in Saskatoon. There is a social commitment a community has to both its citizens and its visitors that this vital public transportation service will be available, safe, and economical to use.”

As Council is aware, the current role of the City of Saskatoon is as follows:

- Saskatoon Police Service issues taxi drivers’ licenses.
- Treasurer’s Branch, General Licensing Section, renews plate holders’ licenses and enforces Bylaw 6066 (annual meter test, proof of safety inspection, display of drivers’ license, etc.).
- Planning Branch issues business licenses to taxi companies.

The Taxi Study recommends that the role of the City of Saskatoon evolve from that of primarily a licensing function to one of ‘light’ regulation. To this end, the study recommends:

- That the bylaw enforcement group be expanded.
- That a review committee comprised of representatives of the Saskatoon Police Service, Transit Branch, Transportation Branch, and the City Solicitor’s Office be established. Requests for change in regulation would be first discussed with stakeholder groups: customer liaisons, dispatch companies and taxi drivers, and then presented to the committee for discussion prior to, where necessary, being presented to City Council.
- That an appeals process for instances where a license is denied or revoked be established. Your Administration agrees that there is merit in investigating the potential of forming a Licensing Appeals Board that would serve the purpose of hearing all licensing (not just taxi) appeals as required.

The objective of a ‘light’ regulatory system is to provide a structure that supports a healthy taxi service through balancing the needs of the customer, the dispatch companies, and the drivers.

The written and in-person feedback received to date suggests that the taxi companies, for the most part, do not believe increased regulation is required. They believe it is the right of the company to manage the day-to-day business such as establishing dress codes and the colour and fleet age. At the same time, many of the study’s recommendations are already in company policy, and could be formalized in Bylaw. All companies’ management agree that

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taxi trip data is a very important component in determining any future need for additional licenses of any type.

The drivers, in general, did not oppose the idea of regulation. More than one mentioned the role of driver as ‘ambassador’ for the City of Saskatoon, and that this role is supported through appearance and training. However, some were concerned about the cost of installing cameras and that the proposed vehicle age restrictions may be financially onerous.

The options available to City Council include:

1. Maintain the status quo and not move to a system of “light” regulation.
2. Approve the move to ‘light’ regulation and that all recommendations of the consultant be included.
3. Approve the move to ‘light’ regulation including Recommendations 1 through 17 (Attachment 1) regarding taxi service, appearance, and ability to provide data (fleet age, dress code).

Recommendations 18, 19, and 20 regarding service delivery (all calls treated as ‘hails’ with closest GPS administered dispatching), and investigation and review of lease and vehicle agreements are not recommended at this time. However, Council may direct Administration to review and report on these items at the end of a three-year period.

Recommendation 21 requiring new drivers to have a minimum of two years Canadian driving experience is not recommended for approval.

Your Administration believes there is opportunity to establish a structure and parameters for taxi service growth as the City of Saskatoon grows. The transition would not be without its challenges, but will likely be successful due to the tradition of the industry and the City working cooperatively and collaboratively. It appears all involved want that to continue. Therefore, your Administration recommends Option No. 3.

**Existing Taxi Plates**

The consultant is recommending that all existing taxi plates be transferable only to individuals that add value to them as a broker or an owner/driver.

From discussions with several current license owners, it is clear they do not support this recommendation. They suggest it would be unfair as they do not believe this was the rule at the time their license was purchased, but that future plates may be issued under a different set of rules. The opinion of several drivers is that any licenses be sold only to drivers. To quote one driver, “If plates are not public property, the City should get out of the business. Plates should not be a tool of capital gain.”

As Council is aware, these licenses have existed for decades and have been bought and sold at market price during this time frame. The City has not restricted the sale of these licenses

in any fashion. The City Solicitor's Office believes these licenses are City of Saskatoon licenses and as such, the City is legally able to make changes to the existing licenses and to whom they can be sold in the future. However, it is likely that restricting the sale of these licenses now would result in legal action against the City.

The options available to City Council include:

1. Adopt the recommendation of the consultant.
2. Maintain the status quo for the 160 permanent licenses currently in place.
3. Defer this decision until conclusion of the current lawsuit regarding our taxi license system.

Your Administration recommends this discussion and decision be deferred until the conclusion of the current lawsuit regarding our taxi license system.

#### **Distribution of Future Taxi Plates**

The recommendation is that future regular and seasonal plates should be awarded by lottery to current drivers or brokers. The award would be for a one-year period, renewable annually for an additional four years on condition that the recipient remains in the same role: driver or broker.

In other words, licenses would go only to those individuals who add value to the industry and not to 'speculators.' In effect, the licenses would remain the property of the City of Saskatoon, and would be made available for use for a five-year period. At the end of the five-year period, the license would revert back to the City of Saskatoon. If the need was still supported by data analysis, the license would be made available by lottery once again. The Bylaw would require very detailed definitions of driver and broker, and answers to questions such as 'what happens when a person stops driving?'

Most opinions heard through discussions with owners are that future plates may have their own rules. A consistent message from drivers is that only drivers should be eligible for any new plates. Some suggested that it not be through a simple lottery, but be based on a 'points' system where driving 'seniority' is recognized. While few commented on the five-year period, this may be due to focus being on to whom the plate would go.

The options available to City Council include:

1. Approve the recommendation of the consultant.
2. Defer discussion and decision on this matter until such time as data indicates additional permanent licenses are required.

Your Administration recommends Option No. 2. Data collection and analysis will provide information for future decision-making.

**Addition of seasonal plates for 2010/11**

The recommendation is that five seasonal plates be approved for the 2010/11 winter season, and that these be awarded by lottery to current drivers or brokers.

Company managers all seemed to agree that, based on the lateness in the season; these should be issued to the company this year. Feedback from two of the companies' managers and at least two drivers is that five seasonal licenses is far too few to have any real impact on the level of customer service provided during the winter. Their suggested options were for a total of 15 licenses with five to each company, or a number equal to 10% of fleet size to each company. The third company said six or nine at a maximum should be approved and should be evenly distributed among the companies. Taxi driver feedback from that third company was that no additional taxis are needed, and if approved should be the minimum number and distributed to drivers.

The options available to City Council are to:

1. Not approve any seasonal licenses for the 2010/11 winter season.
2. Direct Administration to immediately proceed with the process of allocation of five seasonal licenses by lottery draw where all **drivers and brokers** who can provide proof of ability to have a vehicle at the ready are eligible. The seasonal license is to be valid for the period of December 10, 2010, to April 10, 2011. Taxi trip data must be reported monthly.
3. Direct Administration to proceed with the process of allocation of five seasonal licenses to **drivers only** on the basis of interest, proof of ability to have a vehicle at the ready, and then length of time driving in Saskatoon. The seasonal license is to be valid for the period of December 10, 2010, to April 10, 2011. Taxi trip data must be reported monthly.
4. Direct Administration to allocate six seasonal licenses with two to each taxi broker company for use in the 2010/11 season only; and that a process for allocation to drivers be established for additional seasonal plates, as required, for 2011/12 winter season and future years. The seasonal license is to be valid for the period of December 10, 2010, to April 10, 2011. Taxi trip data must be reported monthly.

Your Administration supports the idea that seasonal licenses, if required, be allocated annually directly to taxi drivers. However, the challenge for this season is to have these vehicles on the road soon enough to meet the potential increased December demand. Implementation of a driver lottery process will require time to properly establish definitions and rules, and to have the Bylaw amended. Therefore, Administration recommends Option No. 4. ***Should Council approve this option, these licenses would be for this winter season only, and would be returned to the City in April 2011. Distribution in future years would be to taxi drivers.***

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**Taxi Stands**

The recommendation is that all taxi stands within the jurisdiction of the City of Saskatoon, as public stands, be open to all companies.

There are currently eight taxicab loading zone stands which are distributed as follows:

<b>Location</b>	<b>Number of Stalls</b>	<b>Designate</b>
The Bus Depot (23 <sup>rd</sup> Street)	2	Saskatoon Radio Cab
Midtown Plaza (1 <sup>st</sup> Avenue)	1	Saskatoon Radio Cab
Midtown Plaza (1 <sup>st</sup> Avenue)	2	The United Group
Bessborough Hotel (Spadina Cres.)	1	The United Group
Sheraton Hotel (Spadina Cres.)	1	The United Group
Radisson Hotel (20 <sup>th</sup> Street)	1	The United Group

It should be noted that over the past six years, stands have been removed at the request of the taxicab companies from the Patricia Hotel, the Senator Hotel and the former King George Hotel.

United Cabs and Radio Cabs do not wish to see the current model of taxi stand distribution changed. The newly established Comfort Cabs wants access to all taxi stands. Radio Cabs and the management of the Saskatchewan Transportation Company are very much opposed to the two spots in the taxi stand at the Bus Depot becoming open to all companies. Radio Cabs run its operation from that building and feel strongly that cars from other companies sitting in the stand in front of their building will be very difficult to bear. The consultant went to the building to see if alternative parking spaces for Radio Cab drivers could be made available, and no solution was identified. Both Radio and United Cabs argue they have worked hard to build their business at these taxi stands.

Several drivers spoke of the 'driver etiquette' required to ensure confrontations at taxi stands do not occur, and that this had been successful until the third company was formed. Some believe open stands will not be properly serviced during busy periods when trips are available elsewhere. They suggested with a dedicated stand, the drivers have a certain level of 'ownership', and will ensure the stand is serviced. Other drivers say that etiquette can exist in an open stand concept. Further, many Comfort Cab drivers believe they contributed to the cost and success of the stands through their years driving for the other companies.

An option that does not create winners and losers is not apparent. Should the current system be maintained, Comfort Cabs and its drivers will not feel heard. Changing to a completely open system will result in United and Radio Cabs and their drivers not feeling heard.

City Council may choose to:

1. Maintain the status quo.



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2. Adopt the recommendation that all taxi stands be open with the requirement that the approximate \$18,400 cost be recovered as an administrative cost through the annual license renewal fee.
3. Adopt a hybrid solution of grandfathering two spots to Radio and United, allowing Comfort to select two spots, and declare the remainder of the taxi stands as open stands with the requirement that all three companies pay one-third of the approximate \$18,400 cost for all taxi stands.

The Transportation Branch of the Infrastructure Services Department approves designated taxi stands primarily as a service to the public, and supports the recommendation of the consultant that the best manner for this to be achieved in the future is to have all taxi stands declared as public open stands.

### **Limousines**

At the request of Administration, the consultant reviewed the limousine service/taxi service within the City of Saskatoon. His recommendation was that the Cities of Saskatoon and Regina send a request to the Highway Traffic Board to consider establishing a minimum fare (at a rate substantially higher than that of an average taxi fare) for all vehicles providing service under a provincial operating authority.

The response of Mr. David Wilton, Chair of the Highway Traffic Board, is that the Board has been working on definitions of the terms of the Operating Authorities. The Board believes these definitions will sufficiently clarify the rules under which vehicles may operate. These definitions have been the product of public consultation, including input from your Administration, which occurred in early 2010.

The definitions will become part of the Board regulations, will be filed with the Ministry of Justice, and are expected to take effect in early 2011. Administration expects to receive a copy of the definitions once they have received final approval.

### **POLICY IMPLICATIONS**

There are no policy implications; however, Policy C02-11 will be reviewed and updated accordingly as part of the process of updating the relevant Bylaws.

### **FINANCIAL IMPLICATIONS**

Council's direction and the extent of regulation will determine the cost required for administration.

Taxi driver permit renewal has been the responsibility of the Saskatoon Police Service. The recommendation of the Police Service is that this function, which includes the creation of driver identification cards, be transferred to the bylaw enforcement group. These duties,

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along with others, would be the responsibility of an additional staff person. Further, an initial capital outlay of approximately \$3,500 will be required for the necessary equipment for creation of driver identification cards.

An estimate of costs of a change in regulation is as follows:

Bylaw inspector, salary and benefits	65,000
Administrative (includes driver license renewals)	40,000
Miscellaneous expenses including training	4,000
Vehicle	<u>10,000</u>
Total costs	118,600
Renewal fee (based on 172 licenses)	\$ 690

It should be noted that the per license renewal fee will fluctuate depending on the number of licenses issued. For example, should City Council approve seasonal licenses, the annual license fee per license in future years would be reduced.

Further, with regard to the cost of taxi stands, the consultant recommends the cost be divided equally among the licenses. This method would add approximately \$106 annually to each license. This means the 2011 renewal fee to the holders of the 172 licenses would be approximately \$796 (increased from the previous renewal rate of \$90).

The options available to City Council include:

1. Consider the regulation of the taxi industry a general service supported by the mill rate at a cost of approximately \$137,000.
2. Direct Administration to amend the annual taxi license renewal fee to \$500 with the balance of the program costs to be funded by the mill rate at a rate of \$51,000.
3. The taxi license renewal fee for 2011 and 2012 be set at an amount by which all costs of taxi regulation will be fully cost recovered. The program costs are to be monitored and any residual funds be transferred to a reserve for future industry service enhancements. Subsequent fees will be established by future Council approved Bylaw amendments.

Administration recommends that, based on Council's decisions, the bylaw be amended to incorporate a taxi license renewal fee that will recover costs of regulation, and that fee be in effect for 2011 and 2012. The program costs will be monitored, and any residual transferred to a reserve for implementation of future service enhancements (i.e. driver training), or alternatively as an offset to future license renewal fees. The fee would then be reviewed for subsequent years and recommendations for changes would require Council approval.

**STAKEHOLDER INVOLVEMENT**

During the course of the study, Dr. Mundy and his associates gathered input from a number of stakeholders including management of the taxi companies, taxi drivers, representatives of the hospitality industry, and the Airport Authority. 'Secret shopper' trips and user surveys were conducted. A draft of the report was available between July 26, 2010 and August 20, 2010, during which time Dr. Mundy welcomed comments and feedback from all interested parties. Also, Administration has had follow up discussions with managers of the taxi companies, interested drivers, and other stakeholders.

**ENVIRONMENTAL IMPLICATIONS**

There are no environmental and/or greenhouse gas implications.

**PUBLIC NOTICE**

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

**ATTACHMENT**

1. Comprehensive List of Recommendations.””

*The City Clerk distributed copies of the following letters:*

- *Krisan Macas, dated November 19, 2010, requesting to speak to Council;*
- *Ken Yuzik, dated November 18, 2010, requesting to speak to Council;*
- *Tony Rosina, dated November 19, 2010, requesting to speak to Council;*
- *Mahmood Shafqat, dated November 19, 2010, requesting to speak to Council;*
- *Dale Gallant, dated November 19, 2010, requesting to speak to Council;*
- *Allan Syroishka, dated November 19, 2010, requesting to speak to Council;*
- *Krisan Macas, Saskatoon Taxicab Association, dated November 22, 2010, requesting to speak to Council;*
- *Oli Lutas, dated November 22, 2010, requesting to speak to Council;*
- *Marwan Bardouh, dated November 21, 2010, requesting to speak to Council;*
- *Miroslav Brezina, dated November 22, 2010, requesting to speak to Council;*
- *Khodr Bardouh, dated November 22, 2010, requesting to speak to Council; and*
- *James Fries, dated November 22, 2010, requesting to speak to Council.*

*City Treasurer Sutherland and Dr. Ray Mundy presented the report and answered questions of Council.*

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*Moved by Councillor Heidt, Seconded by Councillor Penner,*

*THAT the speakers be heard.*

**CARRIED.**

*Mr. Krisan Macas suggested that businesses should work with taxi companies in order to help alleviate the surge of customers at one particular time (eg. bar closing times) so that the taxis already in operation can handle the load without adding additional taxis. He also expressed concern regarding the “black car” taxis in the city.*

*Mr. Ken Yuzik indicated that he was pleased with the process so far regarding moving towards ‘light’ regulation and expressed the need for greater collaboration with taxi companies and civic administration in defining a mandate before implementing a taxi regulatory board.*

*Mr. Tony Rosina, Operations Manager for United Blueline, indicated that approval of the administration’s recommendations without further consultation with the taxi companies could have a negative financial impact on taxi companies. He asked City Council to approve 15 additional taxi licenses (five per company) and that the recommendations be referred back to the Administration to meet with taxi companies to discuss an implementation plan before approval.*

*Mr. Mahmood Shafqat expressed concern with the additional licenses going to the brokers as opposed to direct to the drivers.*

*Mr. Dale Gallant, Saskatoon Radio Cabs, asked that the Administration meet with the taxi companies to go through the recommendations item by item for feedback prior to approval expressing he felt there was no real opportunity for input.*

*Mr. Allan Syroishka asked that the report be sent back to the Administration to work with the taxi companies.*

*Mr. Krisan Macas, Saskatoon Taxi Association, indicated that the Association’s main concern is eliminating the operation of “black cars” in the city. He provided suggestions on how to regulate the lottery system of issuing taxi licenses and expressed support for open stands.*

*Mr. Oli Lutas was not present in the gallery.*

*Mr. Marwan Bardouh expressed support for Dr. Mundy’s recommendation that a number of taxi licenses must be owned before releasing additional seasonal licenses, as well as supports open taxi stands.*

*Mr. Miroslav Brezina indicated that additional seasonal licenses are not necessary and that the City needs to get control of the operation of “black cars” which are operating without licenses.*

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*He also expressed concern regarding the inaccurate financial information in the report regarding the amount of money made by taxi drivers.*

*Mr. Khodr Bardouh expressed support for open taxi stands and asked for the regulation of limousines.*

*Mr. James Fries was not present in the gallery.*

*Moved by Councillor Penner, Seconded by Councillor Neault,*

- 1) that the Administration be directed to allocate six seasonal licenses with two to each taxi broker company for use in the 2010/11 season only (valid for the period of December 10, 2010 to April 10, 2011); and that a process for allocation to drivers be established for additional seasonal plates, as required, for the 2011/12 winter season and future years; and*
- 2) that the remainder of the recommendations be referred back to the Administration to meet with the taxi industry in order to come up with an implementation plan and report back to City Council in approximately eight weeks.*

*DEFEATED.*

*Moved by Councillor Lorje, Seconded by Councillor Hill,*

- 1) that City Council approve the move to 'light' taxi regulation, as follows:
  - a) that recommendations 1 through 17 (Attachment 1) regarding taxi service, appearance, and ability to provide data (fleet age, dress code) be approved;*
  - b) that Administration review and report further on recommendations 18, 19, and 20 (Attachment 1) regarding service delivery, and investigation and review of lease and vehicle agreements by December 2013.**
- 2) that the decision regarding the transfer of existing taxi plates be deferred until the conclusion of the current lawsuit regarding the taxi license system;*
- 3) that discussion and decision on the matter of issuing new permanent taxi plates be deferred until such time as data indicates additional permanent plates are required;*
- 4) that the Administration be directed to allocate six seasonal licenses with two to each taxi broker company for use in the 2010/11 season only (valid for the period of December 10, 2010 to April 10, 2011); and that a process for allocation to drivers be established for additional seasonal plates, as required, for the 2011/12 winter season and future years;*

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- 5) *that all taxi stands be open; with the approximate cost of \$18,400 to be recovered as an administrative cost through the annual license fee;*
- 6) *that the taxi license renewal fee for 2011 and 2012 be set at an amount by which all costs of taxi regulation will be fully cost recovered, with program costs to be monitored and any residual funds transferred to a reserve for future industry service enhancements and subsequent fees established by future Council approved Bylaw amendments;*
- 7) *that the City Solicitor be instructed to amend Bylaw 6066, the License Bylaw, and Bylaw No. 7200, the Traffic Bylaw, accordingly; and*
- 8) *that the Administration submit a report in eight weeks outlining an implementation plan.*

*CARRIED.*

**INTRODUCTION AND CONSIDERATION OF BYLAWS**

**Bylaws 8896**

*Councillor Clark was not present during the entire hearing and therefore not able to vote.*

Moved by Councillor Dubois, Seconded by Councillor Pringle,

THAT permission be granted to introduce Bylaw No. 8896, being “The Zoning Amendment Bylaw, 2010 (No. 20)” and to give same its first reading.

*CARRIED.*

The bylaw was then read a first time.

Moved by Councillor Dubois, Seconded by Councillor Lorje,

THAT Bylaw No. 8896 be now read a second time.

*CARRIED.*

The bylaw was then read a second time.

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Moved by Councillor Dubois, Seconded by Councillor Hill,

THAT Council go into Committee of the Whole to consider Bylaw No. 8896.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 8896 was considered clause by clause and approved.

Moved by Councillor Dubois, Seconded by Councillor Paulsen,

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

CARRIED.

Moved by Councillor Dubois, Seconded by Councillor Neault,

THAT permission be granted to have Bylaw No. 8896 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Dubois, Seconded by Councillor Heidt,

THAT Bylaw No. 8896 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.

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**Bylaw 8897**

Moved by Councillor Dubois, Seconded by Councillor Pringle,

THAT permission be granted to introduce Bylaw No. 8897, being “The Zoning Amendment Bylaw, 2010 (No. 21)” and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Dubois, Seconded by Councillor Lorje,

THAT Bylaw No. 8897 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Dubois, Seconded by Councillor Hill,

THAT Council go into Committee of the Whole to consider Bylaw No. 8897.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 8897 was considered clause by clause and approved.

Moved by Councillor Dubois, Seconded by Councillor Paulsen,

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

CARRIED.



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Moved by Councillor Dubois, Seconded by Councillor Neault,

THAT permission be granted to have Bylaw No. 8897 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Dubois, Seconded by Councillor Heidt,

THAT Bylaw No. 8897 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.

**MATTERS OF PARTICULAR INTEREST – CONTINUED**

**12b) Traffic Bridge Needs Assessment and  
Functional Planning Study Final Report  
(File: CK. 6050 – 8; IS. 6332 – 24; and IS. 6050 – 2)**

**REPORT OF THE CITY CLERK:**

“The following is a report of the General Manager, Infrastructure Services Department dated November 17, 2010:

- RECOMMENDATION:**
- 1) that the existing Traffic Bridge be replaced with a modern steel truss bridge as outlined in this report;
  - 2) that the replacement structure be completed through a design-build process;
  - 3) that the trusses be engineered to accommodate a safe minimum vertical clearance for emergency vehicles and transit;
  - 4) that the Administration report further regarding a source of funding; and
  - 5) that as part of the design-build process, efforts be made to incorporate elements of the heritage and architecture of the existing bridge.

### **EXECUTIVE SUMMARY**

The Administration is recommending that a modern steel truss bridge be constructed to replace the existing Traffic Bridge, on refurbished existing piers. A modern, weathering steel Parker through-truss bridge will provide a unique design aesthetic which meets modern bridge engineering standards while maintaining some elements of the original heritage and character.

Increasing the width of driving lanes from the current 2.9 metres to 3.7 metres will permit use of firefighting equipment and reduce the frequency of side-swipe and fixed-object collisions. A modern bridge will also change the pedestrian and cycling facility from a single 1.8 metre wide walkway to twinned 3.0 metre walkways expanding accessibility to pedestrians and cyclists. In addition, the use of a modern steel truss will retain the existing vertical profile of the bridge and maintain the overhead clearances of this heavily-used section of the South Saskatchewan River.

Throughout the public consultation process, improving the non-vehicular facilities and the width of the driving lanes were identified as important elements of any new bridge. Each of the three options identified in this project were shaped by the public through the consultation process and tempered by the engineering and financial analysis. Each option has a significant amount of community support, and all three are technically feasible. During the third round of public consultation, approximately 59% of the feedback supported the construction of a new bridge.

The Administration is recommending the modern steel truss replacement option because it balances the needs of the community while reducing the engineering and financial risks.

### **BACKGROUND**

City Council, at its meeting held on May 25, 2010, approved the contract award for the Needs Assessment and Functional Planning Study of the Traffic Bridge to Stantec Consulting Ltd.

The Study includes an extensive public consultation component; assesses current traffic and pedestrian and cycling usage; recommends the number of lanes, if it is to remain a Traffic Bridge; and identifies what changes would be necessary in order to increase its utility as a Traffic Bridge. Each transportation option has a corresponding structural evaluation to determine detailed cost estimates and a feasibility analysis.

On August 24, 2010, the Traffic Bridge closed in the interest of public safety, based on a preliminary inspection.

## **REPORT**

The City of Saskatoon commissioned Stantec to undertake a needs assessment of the Traffic Bridge to examine options for the future and its potential to accommodate a variety of pedestrian/bicycle, transit, vehicle and community functions. The study included:

- Detailed traffic analysis and structural assessments;
- Development of various concepts to maintain or modify the current bridge usage, including cost estimates and a comparison of the advantages/disadvantages of each concept; and
- Public consultation to ensure the public has an opportunity to express their views and help guide the development of potential alternatives (three open houses).

### **First Round of Public Consultation**

The first public consultation/open house regarding the future of the Traffic Bridge was held at Nutana Collegiate Library on June 22, 2010, from 6:00 to 9:00 p.m. The come-and-go open house was an information-only event, designed to facilitate an inclusive, balanced and open community engagement. An estimated 250 to 300 people attended, with approximately 125 survey and comment sheets being completed. Approximately 25 boards containing information about the Traffic Bridge were available for viewing, and seven boards, with sticky notes, were set up for people to write their comments. In addition, an online forum was available on the City's website from June 23 to the end of July in order to solicit a broad range of opinions and to engage as many people as possible. Approximately 420 surveys were completed online.

Attachment 2 illustrates the overall responses from both the online and open-house surveys. (A total of 548 responses were received.)

### **Second Round of Public Consultation**

City Council, at its meeting held on September 13, 2010, considered a report of the General Manager, Infrastructure Services Department, which provided a status report on the Study to date.

Council resolved that as the Administration moves forward with the Open Houses, only Options 1, 4, 5 and 6 be considered. These options, detailed below, had been developed based on the public input already received, traffic analysis, the inspection and the structural analysis.

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<b>Option</b>	<b>Description</b>
1.	Complete rehabilitation for vehicle, pedestrian and cyclist use
4.	Replace with a conventionally designed structure (girder and deck) for vehicle, pedestrian and cyclist use
5.	Replace with a modern steel truss or similar form to the existing bridge for vehicle, pedestrian and cyclist use
6.	Replace with an architecturally significant structure for vehicle, pedestrian and cyclist use, a modern “signature bridge”

The second public open house was held on Wednesday, September 15, 2010, from 6:00 p.m. to 9:00 p.m., at Victoria School. A come-and-go format, similar to the first open house, was used to gather responses to the four options. An estimated 350 to 450 people attended, with approximately 360 survey and comment sheets being completed. Twenty-four boards containing information about the Traffic Bridge were available for viewing, and four boards with sticky notes were set up for people to write their comments. In addition, an online forum was available on the City’s website from September 16 to September 30. Approximately 575 surveys were completed online and nearly 900 surveys were completed in total.

Attachment 3 summarizes the overall responses received from both the open house and online surveys.

Common concerns identified in the consultation included operating costs, what would likely be saved in complete rehabilitation, and the implications of non-standard width driving lanes.

Third Round of Public Consultation

Following the second open house, a short list of recommendations was developed and a third round of public consultation was held to discuss the short-list and provide additional information to address the common concerns which had been identified. This final event was held on October 20, 2010, from 6:00 p.m. to 9:00 p.m., at the Royal Canadian Legion, Branch 63.

The short list, outlined below, had been developed based on the public input already received, traffic analysis, the inspection and the structural analysis:

<b>Option</b>	<b>Description</b>
1.	<b>Complete rehabilitation for vehicle, pedestrian and cyclist use: Maintain the bridge in its existing form and function.</b>
	2 non-standard 2.9 metre driving lanes (remains the same as existing lanes)
	2 new separate 3.0 metre clear zone multi-use walkways
	Concept probable cost \$24M – \$34M

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	Estimated construction time: 24 – 36 months
	Estimated annualized operating cost \$150,000/year
4.	<b>Replace with a conventionally designed structure (girder and deck) for vehicle, pedestrian and cyclist use. Likely a concrete bridge.</b>
	2 standard 3.7 metre driving lanes
	2 standard 1.5 metre shoulders that provide an offset from the guardrail/barrier curb, and an opportunity for bike lanes
	2 separate 3.0 metre clear zone multi-use walkways
	Concept probable cost \$26M - \$35M
	Estimated construction time: 18 – 24 months
	Estimated annualized operating cost \$16,000/year
5A.	<b>Replace with a modern steel truss for vehicle, pedestrian and cyclist use.</b>
	2 non-standard 3.3 metre driving lanes
	2 separate 3.0 metre clear zone multi-use walkways
	Concept probable cost \$25M - \$33M
	Estimated construction time: 18 – 24 months
	Estimated annualized operating cost \$15,000/year
5B.	<b>Replace with a modern steel truss for vehicle, pedestrian and cyclist use.</b>
	2 standard 3.7 metre driving lanes
	2 separate 3.0 metre clear zone multi-use walkways
	Concept probable cost \$27M - \$34M
	Estimated construction time: 18 – 24 months
	Estimated annualized operating cost \$18,000/year
5C.	<b>Replace with a modern steel truss for vehicle, pedestrian and cyclist use.</b>
	2 standard 3.7 metre driving lanes
	2 standard 1.5 mere shoulders that provide an offset from the guardrail/barrier curb, and an opportunity for bike lanes
	2 separate 3.0 metre clear zone multi-use walkways
	Concept probable cost \$29M - \$37M
	Estimated construction time: 18 – 24 months
	Estimated annualized operating cost \$20,000/year

Option 6, the “signature bridge”, was not highly regarded during the public consultation process, although a number of letters to Infrastructure Services and Council were received supporting the concept. In general, it is seen as an opportunity to establish a new vision or architectural presence for the site. This option would require an Expression of Interest process involving design, detailed engineering and construction. An initial estimate for a signature bridge is approximately \$60,000,000; and would take years to complete.

The come-and-go format, similar to the first and second open houses, was used to gather responses to the options above, with all the panels, the survey and opportunity for comments. An estimated 134 people attended, with approximately 121 survey and comment sheets being completed. Twenty-three boards containing information about the Traffic Bridge were available for viewing, and four boards with sticky notes were set up for

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people to write their comments. In addition, the online forum was available on the City’s website from October 20 to November 1. Approximately 180 surveys were completed online, 301 surveys in total.

Attachment 4 summarizes the overall responses received from both the open house and online surveys combined.

Recommendations

Based on public response and comments from the last public consultation, as well as detailed engineering analysis, the following short-list of options was considered:

Option	Description
1.	<p><b>Complete rehabilitation for vehicle, pedestrian and cyclist use: Maintain the bridge in its existing form and function.</b></p> <p>80 year design life</p> <p>2 non-standard 2.9 metre driving lanes (remains the same as existing lanes)</p> <p>2 new separate 3.0 metre clear zone multi-use walkways</p> <p>Concept probable cost \$24M – \$34M</p> <p>Estimated construction time: 24 – 36 months</p> <p>Estimated annualized operating cost \$150,000/year (i.e. primarily painting every 15 years), total operating costs over 80 years estimated at \$12M</p> <p>Benefits:</p> <ul style="list-style-type: none"> <li>▪ Much of the existing heritage and character would be maintained</li> <li>▪ The original shop drawings would be used to replicate each element of the built-up members, the restored bridge would be a replica of the original bridge (except for the modern steel bolts instead of rivets)</li> <li>▪ Narrow 2.9 metre driving lanes promote appropriate driving behaviour on connecting streets</li> <li>▪ The unique and distinctive architectural form makes it an object for study, as the last surviving Parker through truss, and as an historic linkage of our founding communities</li> <li>▪ Contributes towards our cultural heritage and tourism</li> <li>▪ Potential access to senior government funding related to national historic recognition for the rehabilitation project</li> </ul> <p>Drawbacks:</p> <ul style="list-style-type: none"> <li>▪ Narrow 2.9 metre driving lanes may increase collision frequencies</li> <li>▪ Current 2.6 metre height restriction remains (precludes transit and emergency vehicle use)</li> <li>▪ Extensive annual and scheduled maintenance required</li> <li>▪ The special treatment of joints between original and replacement metals is required to prevent corrosion; monitoring will be required</li> <li>▪ Complex and expensive future inspections will be required</li> <li>▪ Original steel prone to brittle (sudden) failure at low temperatures</li> </ul>

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	<ul style="list-style-type: none"> <li>▪ Trusses do not have redundancy in the event of main element failure</li> <li>▪ All the modern elements will be noticeably different from the existing elements</li> <li>▪ Highest risks financially, greatest project complexity</li> </ul>
4.	<p><b>Replace with a conventionally designed structure (girder and deck) for vehicle, pedestrian and cyclist use. Likely a concrete bridge.</b></p> <p>80 year design life</p> <p>2 standard 3.7 metre driving lanes</p> <p>2 standard 1.5 metre shoulders that provide an offset from the guardrail/barrier curb, and an opportunity for dedicated bike lanes</p> <p>2 separate 3.0 metre clear zone multi-use walkways</p> <p>Concept probable cost \$26M - \$35M</p> <p>Estimated construction time: 18 – 24 months</p> <p>Estimated annualized operating cost \$16,000/year, total operating costs over 80 years estimated at \$1.28M</p> <p>Benefits:</p> <ul style="list-style-type: none"> <li>▪ Standard 3.7 metre driving lanes and 1.5 metre shoulders adequate for cyclists</li> <li>▪ Remove current weight restriction</li> <li>▪ Remove current height restriction</li> <li>▪ Straight-forward future inspections</li> <li>▪ Opportunity to illustrate current and contemporary bridge design and engineering</li> </ul>
	<p>Drawbacks:</p> <ul style="list-style-type: none"> <li>▪ None of the existing heritage or character would be preserved</li> <li>▪ Major arterial (highway) design may promote undesirable driver behaviour</li> <li>▪ Aesthetics have not been considered within this cost estimate</li> <li>▪ No potential access to senior government funding related to national historic recognition for the rehabilitation project</li> <li>▪ Potentially, a reduction to the vertical clearance of the navigable waterway below</li> </ul>
5B	<p><b>Replace with a modern steel truss for vehicle, pedestrian and cyclist use.</b></p> <p>80 year design life</p> <p>2 standard 3.7 metre driving lanes, marked with sharrows</p> <p>2 separate 3.0 metre clear zone multi-use walkways</p> <p>Concept probable cost \$27M - \$34M</p> <p>Estimated construction time: 18 – 24 months</p> <p>Estimated annualized operating cost \$18,000/year, total operating costs over 80 years estimated at \$1.44M</p> <p>Benefits:</p> <ul style="list-style-type: none"> <li>▪ Standard 3.7 metre driving lanes, marked with sharrows (the wider lane width will significantly alter the appearance of the bridge)</li> <li>▪ Retaining the truss design provides a reference to the original character</li> <li>▪ Remove current weight restriction</li> <li>▪ Use of weathering steel (reduces maintenance)</li> <li>▪ Modern engineering and materials</li> </ul>

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	<ul style="list-style-type: none"><li>▪ A modern Parker through truss will have a unique design aesthetic</li></ul>
	Drawbacks:
	<ul style="list-style-type: none"><li>▪ Aesthetic impact of use of weathering steel (rusted appearance)</li><li>▪ Major arterial design may promote undesirable driver behaviour</li><li>▪ Truss design requires complex and expensive future inspections</li><li>▪ Trusses do not have redundancy in the event of main element failure</li><li>▪ No potential access to senior government funding related to national historic recognition for the rehabilitation project</li><li>▪ The wide structure will require a significant alteration of the piers and pier caps</li></ul>

Included in the concept estimates is approximately \$4,000,000, which is required to refurbish the piers to ensure their service life matches the chosen option's service life. Without refurbishment, the piers have been assessed as having up to 20 years of serviceable life under similar loading conditions as today. All three options have the same design life of 80 years, assuming the piers are refurbished at the same time.

Based on the engineering and financial analysis, the Administration is recommending Option 5B, replace with a modern steel truss for vehicle, pedestrian and cyclist use; and that the replacement structure is completed through a design-build process.

In addition, the Administration is recommending that the trusses be engineered to accommodate a safe minimum vertical clearance for emergency vehicles and transit (3.8 metre minimum vertical clearance is required for current fire trucks).

Throughout the public consultation process, the public stressed the importance of pedestrian access and the desire to improve the facilities (primarily for comfort and safety) of this crossing. Currently, pedestrians share a narrow walkway with cyclists on one side of the bridge. As on all bridges in the City, cyclists are allowed to use the walkways. On the University, Broadway and Traffic Bridge, cyclists may share the bridge deck with motor vehicle traffic.

The Traffic Bridge has provided a unique, heavily used access across the river for cyclists and pedestrians; however, with the mix of recreational, commuter and sight-seeing pedestrians, wider walkways are required to reduce conflicts. The recommended option will provide greater accessibility and increased comfort for pedestrians, as well as reduce conflicts. In addition, it will eliminate the need for pedestrians to cross Victoria Avenue to use the river crossing.

There is a mix of cyclist demand at this crossing; from recreational family groups exploring the river valley, to fast-paced commuters. Cyclists will continue to be allowed to use the walkways or the bridge deck. It is anticipated that slower-paced recreational cyclists will choose the walkways. The bridge deck will be marked with sharrows in the driving lanes to encourage commuter cyclists to remain on the road, as well as to indicate to motorists that cyclists are allowed on the road.



The public expressed little interest in a four-lane bridge early in the public consultation process. The Administration is recommending a two-lane bridge, which will maintain the existing character, function and traffic volumes from Third Avenue and Victoria Avenue, which is an important consideration in determining how this bridge function in the road network.

### **OPTIONS**

Option 1 (complete rehabilitation) is not being recommended for the following reasons:

- Inherent safety risks of the rehabilitation process itself.
- Risk that original material will remain.
- Any original remaining metal will not meet modern bridge design codes and will be prone to brittle failures at low temperatures. As much as 60% to 70% of the original steel is expected to be removed during the rehabilitation process; however, there is no certainty in the amount of original material that may remain.
- From a bridge design/inspection perspective, a truss bridge is considered a fracture-critical bridge. That is, if a main structural element of the truss were to fail, there are no alternative paths for the load to be distributed to. This is referred to as structural redundancy. Trusses by their nature are non-redundant and, if a main element of the truss fails, it can cause complete collapse of the bridge span.
- From an inspection standpoint, a truss bridge is inherently more complex than a simple deck-on-girder bridge. More critical members (i.e. bottom chord, floor beams, stringers, etc.) mean increased inspection requirements and the risk of more problems arising, especially if members are not properly maintained. A truss bridge is also more difficult to inspect, often requiring need of special access to the underside.
- Actual rehabilitation costs may vary greatly from initial estimates because of the high risk that contractors may place on restoring an older structure with difficult accessibility, and potential environmental concerns due to the lead-based paint that was used.
- Higher annual maintenance and inspection costs (including painting every 15 years at approximately \$5,000,000, in 2010 dollars).

Option 4 (conventional design) is not being recommended for the following reasons:

- None of the existing heritage or character would be preserved, and no reference to the original river crossing would remain.
- The major arterial design may promote undesirable driver behaviour, such as excessive speed, which could potentially alter the function of the adjoining roads.
- Aesthetics have not been considered within the cost estimate.
- There could be a potential reduction to the vertical clearance of the navigable waterway, depending on the engineering of the girders.

During the review process, the Administration identified an opportunity for a reduction of legacy (operating) costs by eliminating Span 1 (the span entirely over the riverbank on the south side). The elimination of this span could potentially permit the relocation of Saskatchewan Crescent West to an at-grade intersection with Victoria Avenue, improving access to the bridge. It is recommended that a functional planning study and construction of this intersection be included in the bridge replacement project. The costs of reconstruction of a new intersection are not included in the estimates provided.

Collision statistics from the Traffic Bridge from 1990 to 2009 show, on average, 15 collisions per year. Of the collisions, 54% involved a fixed and/or movable object; 8 % were reported as sideswipes; and 11% were reported as loss of control. It is the Administration's opinion that standard width driving lanes will reduce the frequency of these types of collisions.

### **ENVIRONMENTAL IMPLICATIONS**

There are significant regulatory environmental protections approvals/permits required for the demolition of the existing bridge, as well as the construction of a future bridge. An outline of the permitting process and implications for refurbishment/replacement of the bridge are as follows:

Assuming the Traffic Bridge is either rehabilitated or replaced, the issues will be similar, and permits and approvals will be required from:

- Department of Fisheries and Oceans (DFO): Concern will focus on materials being deposited in the river (this assumes no new pier development or shoreland development). Details regarding how the river environment will be protected during the operations will be required.
- Transport Canada - Navigable Waters Protection Program (TC): Concern will be maintaining a navigable channel, and if any new design is closer to the high water level.
- Ministry of Environment (MOE): Concern will be with riparian and shoreland protection.

The City will need to submit a project description to each of these agencies for their review, and perhaps to the MOE Environmental Assessment Branch. This should not be a concern, as it is not classified as a development. The project description will need to address potential impacts and proposed mitigation measures (e.g. enclosing the bridge during certain activities; methods to keep debris out of the river; how navigable channels will be maintained during construction; etc.).

The Meewasin Valley Authority (MVA) will review the plans, as well as the specific measures proposed to mitigate or avoid potential environmental effects. Typically,

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adherence to the federal regulatory framework has been sufficient. MVA approval will be required for any work in the river channel and within the conservation zone.

The MVA's Development Review Policy sets guidelines related to:

- Natural resources;
- Slope stability and drainage;
- Landscape construction and maintenance;
- River channel improvement;
- Public access;
- Design;
- Traffic and parking;
- Service facilities and service maintenance; and
- Heritage resources.

The approvals process is expected to require a minimum of 12 months. Refurbishing the piers is expected to require a minimum of one summer construction season, during which the fabrication of the structural steel is expected to occur. Construction of the replacement structure is expected to require a minimum of 18 months. Budget approval, tender and award of tender are expected to require a minimum of 8 months.

**FINANCIAL IMPLICATIONS**

It is estimated that the cost to replace the Traffic Bridge with a modern steel truss bridge will be between \$27,000,000 and \$34,000,000.

The following two additional costs are not included in these estimates:

- Moving the Saskatoon Light & Power 15kV circuit from the bridge; and
- Assisting AT&T Canada (AllStream) in relocating the fibre optic cable from the bridge. AT&T was issued a Notice to Relocate on September 30, 2010.

These costs are unknown at this time.

It is recommended that the Administration report further regarding a source of funding.

**PUBLIC NOTICE**

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy is not required.

**ATTACHMENTS**

1. Needs Assessment and Functional Planning Study of the Traffic Bridge – Executive Summary;
2. Results from Public Consultation 1 (June 22-July 31, 2010);
3. Results from Public Consultation 2 (September 15-30, 2010);
4. Results from Public Consultation 3 (October 20-November 1, 2010);
5. Drawing – Option 5 – New Modern Truss Bridge; and
6. Artist's Rendering of Options.'

Also attached are copies of letters from the following people requesting to speak to City Council regarding this matter:

- Lenore Swystun, Chair, Saskatoon Heritage Society, dated November 16, 2010 (powerpoint presentation);
- Timothy Ryan, dated November 15, 2010;
- Linda Epstein, dated November 16, 2010;
- Adam Pollock, dated November 16, 2010;
- Peggy Sarjeant, dated November 16, 2010; and
- Ryan Walker, dated November 16, 2010.”

*The City Clerk distributed copies of the following letters:*

- *Glenn Caleval, dated November 18, 2010;*
- *Caitlin Nahirny, dated November 18, 2010;*
- *Lawrence Whelan, dated November 18, 2010;*
- *Joan Flood, dated November 18, 2010;*
- *Todd Adams, dated November 18, 2010;*
- *Cathy Watts, dated November 17, 2010, requesting to speak to Council;*
- *Joseph Blatz, dated November 18, 2010;*
- *David McGrane, dated November 19, 2010;*
- *Myrna Olson, dated November 19, 2010;*
- *Melva Armstrong, dated November 19, 2010;*
- *Mark Fisher, dated November 19, 2010;*
- *James Rayner, dated November 19, 2010;*
- *Marcel de la Gorgendiere, dated November 19, 2010;*
- *Steve Sarich, dated November 21, 2010;*
- *Nicole Walker, dated November 20, 2010;*
- *Linda Rosluk, dated November 20, 2010;*
- *Gwen Curtis, dated November 20, 2010;*
- *Ken Folstad, dated November 21, 2010;*
- *Neil Hibbert, dated November 21, 2010;*
- *Patricia Katz, dated November 21, 2010;*

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- *Dennis Dowd, dated November 22, 2010;*
- *Mark Bobyn, Nutana Community Association, dated November 22, 2010, requesting to speak to Council; and*
- *James D. Winkel, Chair, Municipal Heritage Advisory Committee, dated November 22, 2010, requesting to speak to Council.*

*General Manager, Infrastructure Services Gutek presented his report.*

*Moved by Councillor Pringle, Seconded by Councillor Dubois,*

*THAT the hour of the meeting be extended beyond 11:00 p.m.*

*NOT CARRIED UNANIMOUSLY.*

*His Worship the Mayor noted that Clause A2, Administrative Report No. 19-2010 and Clause 12b) of Matters of Particular Interest will be considered under Unfinished Business at the next regular meeting of City Council on December 6, 2010.*

*Moved by Councillor Dubois,*

*THAT the meeting stand adjourned.*

*CARRIED.*

*The meeting adjourned at 11:00 p.m.*

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Mayor

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City Clerk