

Council Chamber
City Hall, Saskatoon, Sask.
Monday, September 11, 1995,
at 7:00 p.m.

MINUTES OF REGULAR MEETING OF CITY COUNCIL

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

Moved by Councillor McCann, Seconded by Councillor Roe,

THAT the minutes of the regular meeting of City Council held on August 28, 1995, be approved.

CARRIED.

HEARINGS

2a) Removal of Junked Vehicles
Section 132 of *The Urban Municipality Act*
(File No. CK. 4400-1) _____

REPORT OF CITY CLERK:

"City Council, at its meeting held on August 28, 1995, considered Clause B1, Report No. 19-1995 of the City Commissioner, a copy of which is attached, and resolved

'that City Council instruct the Fire and Protective Services Department to serve the Notice of Junked Vehicles on the owners of 506 Avenue I North pursuant to Section 132(2) of *The Urban Municipality Act, 1984.*'

The Fire and Protective Services Department has prepared and served Notice of Junked Vehicles ordering the removal, by September 30, 1995, of the following junked vehicles by the owners of 506 Avenue I North:

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 2**

- Make: Ford
- Model: Falcon 2 door
- Colour: White
- License: None

- Make: Oldsmobile
- Model: 4 door stock car
- Colour: Black and Blue
- License: None

- Make: Mercury
- Model: Meteor 2 door
- Colour: Dk blue & multi-col.
- License: None

Attached is a copy of the above-noted Notice.

In accordance with Section 132 of *The Urban Municipality Act*, the owners served with the Notice may appear before Council to show cause why the junked vehicles should not be removed from the property and destroyed or its condition remedied within the time specified in the Notice.

Should the owners not appear before Council, or should they appear but fail to show cause why the vehicles should not be removed, it is recommended:

- 1) that Council confirm the Notice requiring the removal of the vehicles by September 30, 1995; and
- 2) that, should the individuals named in the Notice not comply with said Notice, the Fire and Protective Services Department be authorized to remove the vehicles from the property, destroy same, with the cost of so removing and destroying them to be added to and form part of the taxes on the land and buildings."

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

Moved by Councillor Heidt, Seconded by Councillor Birkmaier,

THAT the hearing be closed.

CARRIED.

Moved by Councillor Roe, Seconded by Councillor Postlethwaite,

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 3**

- 1) *that Council confirm the Notice requiring the removal of the vehicles by September 30, 1995; and*
- 2) *that, should the individuals named in the Notice not comply with said Notice, the Fire and Protective Services Department be authorized to remove the vehicles from the property, destroy same, with the cost of so removing and destroying them to be added to and form part of the taxes on the land and buildings.*

CARRIED.

**2b) Hearing
Removal of Junked Vehicle
Section 132 of *The Urban Municipality Act*
(File No. CK. 4400-1)**

REPORT OF CITY CLERK:

"City Council, at its meeting held on August 28, 1995, considered Clause B2, Report No. 19-1995 of the City Commissioner, a copy of which is attached, and resolved:

*'that City Council instruct the Fire and Protective Services Department to serve the Notice of Junked Vehicle on the owner of 133 Avenue H North pursuant to Section 132(2) of *The Urban Municipality Act, 1984.*'*

The Fire and Protective Services Department has prepared and served Notice of Junked Vehicles ordering the removal, by September 30, 1995, of the following junked vehicle by the owner of 133 Avenue H North:

- Make: Ford
- Model: 1 ton truck
- Colour: Red
- License: None

Attached is a copy of the above-noted Notice.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 4**

In accordance with Section 132 of *The Urban Municipality Act*, the owner served with the Notice may appear before Council to show cause why the junked vehicle should not be removed from the property and destroyed or its condition remedied within the time specified in the Notice.

Should the owner not appear before Council, or should he appear but fail to show cause why the vehicles should not be removed, it is recommended:

- 1) that Council confirm the Notice requiring the removal of the vehicle by September 30, 1995; and
- 2) that, should the individual named in the Notice not comply with said Notice, the Fire and Protective Services Department be authorized to remove the vehicle from the property, destroy same, with the cost of so removing and destroying it to be added to and form part of the taxes on the land and buildings."

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

Moved by Councillor Langlois, Seconded by Councillor Steernberg,

THAT the hearing be closed.

CARRIED.

Moved by Councillor Atchison, Seconded by Councillor Langford,

- 1) *that Council confirm the Notice requiring the removal of the vehicle by September 30, 1995; and*
- 2) *that, should the individual named in the Notice not comply with said Notice, the Fire and Protective Services Department be authorized to remove the vehicle from the property, destroy same, with the cost of so removing and destroying it to be added to and form part of the taxes on the land and buildings.*

CARRIED.

COMMUNICATIONS TO COUNCIL

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 5**

The following communications were submitted and dealt with as stated:

A. REQUESTS TO SPEAK TO COUNCIL

**1) Janis Scott, Co-Chair
1995 Shinerama Campaign, dated July, 1995**

Requesting permission to shine the shoes of Council members. (File No. CK. 205-1)

RECOMMENDATION: that participants of Shinerama Saskatoon be given permission to shine the shoes of Council members.

Moved by Councillor McCann, Seconded by Councillor Birkmaier,

THAT participants of Shinerama Saskatoon be given permission to shine the shoes of Council members.

CARRIED.

**2) Morris T. Cherneskey, Q.C.
Barrister and Solicitor, dated August 30**

Requesting permission to address Council on behalf of St. George's Ukrainian Catholic Community in the 200 block of Avenue M South regarding problems in their immediate area. (File No. CK. 150-1)

RECOMMENDATION: that Mr. Cherneskey be heard.

Moved by Councillor Birkmaier, Seconded by Councillor Langlois,

THAT Mr. Cherneskey be heard.

CARRIED.

Mr. Morris T. Cherneskey, Q.C., addressed Council on behalf of St. George's Ukrainian Catholic Community regarding problems in the area around the 200 block of Avenue M South. He highlighted the requests of the organization for action regarding their concerns.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 6**

Moved by Councillor Waygood, Seconded by Councillor Roe,

THAT the letter be referred to the Board of Police Commissioners and the Mayor's Task Force, when created, as well as to the Administration for a report regarding the legal questions and a plan of action for addressing the problems outlined in the letter.

CARRIED.

**3) Leah Lebeuf
Sanford and Sons Builders World, dated September 7**

Requesting permission to address Council regarding the waste reduction of used building materials.
(File No. CK. 7830-5)

RECOMMENDATION: that Ms. Lebeuf be heard.

Moved by Councillor Roe, Seconded by Councillor Postlethwaite,

THAT Ms. Lebeuf be heard.

CARRIED.

Ms. Leah Lebeuf, Sanford and Sons Builders World, reviewed her submitted letter and highlighted requests for a cash grant and for the organization to be allowed access to demolition sites of civic buildings.

Moved by Councillor Birkmaier, Seconded by Councillor Sternberg,

THAT the information be received and forwarded to the Economic Development Authority for information.

CARRIED.

**4) Robert O. Millard, Vice President (External)
University of Saskatchewan Students' Union, dated September 11**

Requesting permission to address Council regarding the effects of dissolving the Citizens' Advisory Committee on Transit Operations. (File No. CK. 225-12)

RECOMMENDATION: that Clause 4, Report No. 1-1995 of the Executive Committee be

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 7**

brought forward for consideration and that Mr. Millard be heard.

Moved by Councillor Postlethwaite, Seconded by Councillor Langford,

THAT Clause 4, Report No. 1-1995 of the Executive Committee be brought forward for consideration and that Mr. Millard be heard.

CARRIED.

REPORT NO. 1-1995 OF THE EXECUTIVE COMMITTEE

**4. Citizens' Advisory Committee on Transit Operations
(File No. CK. 225-12)**

The Citizens' Advisory Committee on Transit Operations was established in 1968 to speak for the citizens of Saskatoon in all matters relating to the maintenance and improvement of service, and to act as a liaison between the Transit System and the citizens in enhancing the efficiency and improving the utilization of the Transit System.

Over the years utilization of the Committee by Council and by the Administration has decreased such that the Committee's input is not routinely sought on matters such as route changes and service level changes. Public input is achieved through the activities of the Transportation Services Coordinator and the Marketing and Planning Manager of Transit Services.

Your Committee is recommending that the Citizens' Advisory Committee on Transit Operations be dissolved. Current and past members of the Committee are to be commended for their dedicated service which they provided to the City.

Your Committee will be looking at the possibility of establishing one committee to deal with all transportation-related matters.

- RECOMMENDATION:**
- 1) that the Citizens' Advisory Committee on Transit Operations be dissolved effective immediately; and
 - 2) that members of the Committee be thanked for the service which they provided to the City.

Mr. Robert Millard, Vice President (External), University of Saskatchewan Students' Union, addressed Council as a representative of 17,000 students at the University of Saskatchewan and as a member of the Citizens' Advisory Committee on Transit Operations. He expressed concern regarding the lack of communication to Committee members and noted the importance of the Committee to raise the concerns of citizens and students of Saskatoon regarding transit matters.

Moved by Councillor Steernberg, Seconded by Councillor Atchison,

- 1) *that the information be received;*
- 2) *that the Citizens' Advisory Committee on Transit Operations be dissolved effective immediately; and*
- 3) *that members of the Committee be thanked for the service which they provided to the City.*

CARRIED.

COMMUNICATIONS - CONTINUED

AA. ITEMS WHICH REQUIRE THE DIRECTION OF CITY COUNCIL

- 1) **Barbara Grest Jones**
Endwell, NY, dated August 20

Providing information regarding the Superintendent's Residence at the Forestry Farm. (File No. CK. 4205-8-4)

RECOMMENDATION: that the information be received.

Moved by Councillor Birkmaier, Seconded by Councillor Atchison,

THAT the information be received.

CARRIED.

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

Submitting Notice of Development Appeals Board Hearing regarding proposed canopy over east side entrance at 327-329 LaRonge Road. (File No. CK. 4352-1)

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

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 9**

Submitting Notice of Development Appeals Board Hearing regarding proposed canopy over west side entrance at 331-333 LaRonge Road. (File No. CK. 4352-1)

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

Submitting Notice of Development Appeals Board Hearing regarding interior repairs to dwelling to create multiple-unit dwelling at 109 - 28th Street West. (File No. CK. 4352-1)

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

Submitting Notice of Development Appeals Board Hearing regarding existing freestanding sign at 3120 Laurier Drive. (File No. CK. 4352-1)

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

Submitting Notice of Development Appeals Board Hearing regarding second storey roof/deck addition to front of one-unit dwelling at 819 - 13th Street East. (File No. CK. 4352-1)

- 7) **Marlene Hall, Secretary**
Development Appeals Board, dated September 6

Submitting Notice of Development Appeals Board Hearing regarding an existing attached garage at 810 Avenue T North. (File No. CK. 4352-1)

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 10**

- 8) **Marlene Hall, Secretary**
Development Appeals Board, dated September 6

Submitting Notice of Development Appeals Board Hearing regarding attached garage addition to one-unit dwelling at 3141 Caen Street. (File No. CK. 4352-1)

- 9) **Marlene Hall, Secretary**
Development Appeals Board, dated September 6

Submitting Notice of Development Appeals Board Hearing regarding existing one-unit dwelling at 724 - 11th Street East. (File No. CK. 4352-1)

RECOMMENDATION: that the information be received.

Moved by Councillor McCann, Seconded by Councillor Langlois,

THAT the information be received.

CARRIED.

- 10) **Fred L. Sheppard, General Manager**
Riverbank Music Company, dated August 18

Expressing appreciation for grant provided to organization. (File No. CK. 1871-2)

RECOMMENDATION: that the information be received.

Moved by Councillor Heidt, Seconded by Councillor Atchison,

THAT the information be received.

CARRIED.

- 11) **Terry Boucher**
4 - 1910 Main Street, dated September 1

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 11**

Submitting comments regarding child prostitution. (File No. CK. 280-3)

RECOMMENDATION: that the information be received.

Moved by Councillor McCann, Seconded by Councillor Atchison,

THAT the information be received.

CARRIED.

**12) A.G. Dyck
Saskatoon Fresh Pack Potatoes Ltd., dated September 7**

Submitting information regarding request for adjustment in sewer service charge. (File No. CK. 1905-2)

RECOMMENDATION: that the information be received and considered with Clause B17, Report No. 20-1995 of the City Commissioner.

Moved by Councillor Roe, Seconded by Councillor Steernberg,

THAT the information be received and considered with Clause B17, Report No. 20-1995 of the City Commissioner.

CARRIED.

13) Councillor Don Atchison

Providing information regarding park space. (Files CK. 4205-1 and 4020-1)

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 12**

RECOMMENDATION: that the information be received and considered with Clause 2, Report No. 1-1995 of the Executive Committee.

Moved by Councillor Atchison, Seconded by Councillor Heidt,

THAT the information be received and considered with Clause 2, Report No. 1-1995 of the Executive Committee.

CARRIED.

B. ITEMS WHICH HAVE BEEN REFERRED FOR APPROPRIATE ACTION

- 1) **Bill Bender, President**
Saskatoon Council on Aging Inc., dated August 22

Requesting assistance in promoting the new Seniors' Shuttle Service. **Referred to the Planning and Operations Committee.** (File No. CK. 7000-1)

- 2) **Antonet Kaye**
1414 Avenue N South, dated August 28

Expressing concern regarding increased traffic noise at Avenue M and 21st Street. **Referred to the Planning and Operations Committee.** (File No. CK. 375-2)

- 3) **Carl Ens**
178 - 320 - 5th Avenue North, dated September 4

Submitting comments regarding changes in bus service. **Referred to the Administration.** (File No. CK. 7310-1)

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 13**

RECOMMENDATION: that the information be received.

Moved by Councillor McCann, Seconded by Councillor Atchison,

THAT the information be received.

IN AMENDMENT

Moved by Councillor Birkmaier, Seconded by Councillor Langlois,

AND THAT with respect to Item B.2 of "Communications" the referral to the Planning and Operations Committee be changed to a referral to the Administration to be dealt with in the same manner as Communication A.2.

THE AMENDMENT WAS PUT AND CARRIED.

THE MOTION AS AMENDED WAS PUT AND CARRIED.

C. PROCLAMATIONS

**1) Sheila Braidek, Executive Director
AIDS Saskatoon, dated August 23**

Requesting Council to proclaim the week of October 2 to 8, 1995 as AIDS Awareness Week in Saskatoon. (File No. CK. 205-5)

**2) Nancy Senior, Vice-President
Association of Translators and Interpreters of Saskatchewan, dated September 5**

Requesting Council to proclaim September 30, 1995 as National and International Translation Day in Saskatoon. (File No. CK. 205-5)

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

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 14**

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

Moved by Councillor Roe, Seconded by Councillor Langford,

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

CARRIED.

REPORTS

City Commissioner Irwin submitted Report No. 20-1995 of the City Commissioner;

Councillor Langlois, Chair, presented Report No. 3-1995 of the Planning and Operations Committee; and

His Worship the Mayor, Chair, presented Report No. 1-1995 of the Executive Committee.

Moved by Councillor Roe, Seconded by Councillor Langford,

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

- a) *Report No. 20-1995 of the City Commissioner;*
- b) *Report No. 3-1995 of the Planning and Operations Committee;*
- c) *Report No. 1-1995 of the Executive Committee.*

CARRIED.

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

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

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 15**

Committee arose.

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

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

"REPORT NO. 20-1995 OF THE CITY COMMISSIONER

Section A - Administration and Finance

A1) Routine Reports Submitted to City Council

RECOMMENDATION: that the information be received.

ADOPTED.

SUBJECT	FROM	TO
Property Tax Collections (copy attached) (File No. CC 435-8)	July 1, 1995	July 31, 1995
Business Tax - General License (copy attached) (File No. CC 435-13)	July 1, 1995	July 31, 1995
Schedule of Accounts Paid \$1,916,382.83 (File No. CC 1530-2)	August 23, 1995	August 28, 1995
Schedule of Accounts Paid \$2,317,552.52 (File No. CC 1530-2)	August 29, 1995	August 30, 1995
Schedule of Accounts Paid \$1,905,236.51 (File No. CC 1530-2)	August 28, 1995	September 5, 1995

Section B - Planning and Operations

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 16**

**B1) Old Newspaper (ONP), Old Magazines (OMG)
and Corrugated Cardboard (OCC) Collection Contract
(File No. CC 7830-5-1)**

- RECOMMENDATION:**
- 1) that His Worship the Mayor and the City Clerk be authorized to execute the contract documents, as prepared by the City Solicitor, under the Corporate Seal; and,
 - 2) that City Council refer the allocation of extra ONP revenues to the Administration and Finance Committee for consideration of these revenues being used for waste management programs.

Report of the General Manager, Environmental Services Department, September 1, 1995:

"BACKGROUND

During its February 13, 1995, meeting, City Council reviewed the awarding of the ONP Collection Contract to Loraas Disposal Services Ltd., and resolved, in part:

'that the City Commissioner negotiate a formal contract with Cosmo which offsets the total annual collection costs of the Old Newspapers/Old Magazines.'

JUSTIFICATION

Based on the negotiations, Cosmo is willing to enter into a partnership agreement with the City under the following terms:

1. To share, on a 50/50 percent basis, the profits on the sale of the ONP:
 - after having allocated to itself all its processing costs (\$50.00 per metric ton);
 - after having paid any promotional expenses incurred by Cosmo; and,
 - after the City has been allocated all collection costs based on the terms of the then current collection contract.
2. To extend the existing Contract another five years (until 2005).
3. To apply the basic conditions of the previous Contract.

This essentially means that the agreement provides for Cosmo's traditional presence in the paper recycling business. It also means recovering the City's costs and then sharing the profits equally. By residents giving their old newspapers to the Cosmo/City ONP Recycling Program, residents not

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 17**

only help the community through Cosmo's sheltered workshop, but also reduce the effects of this Program on their property tax. It is the Administration's opinion that this is a fair offer.

This agreement will generate significant revenues for the City. It is the Administration's view that the extra revenues could be used for waste management programs such as waste reduction and recycling. At the present time, any efforts in this regard are being funded through the property tax.

POLICY IMPLICATIONS

As a partner with Cosmo Industries, the City will need to actively promote the Cosmo/City ONP Recycling Program, which will be to the detriment of other ONP Recycling Programs.

There have been discussions on using the extra revenue on other recycling/waste reduction programs. The revenues will provide an opportunity to educate residents of Saskatoon in the management of waste as a potential resource, as well as to try pilot projects on waste minimization and/or better waste management.

To have these funds available for waste reduction and recycling, City Council will have to adopt a policy in this regard.

FINANCIAL IMPACT

The budgeted revenue for the recycling program was \$38,000. The projected year-end revenue is \$200,000. In its review of the 1995 Operating Budget, Council was advised that the budgeted Collection Revenue would have a short-fall of approximately \$100,000 due to the loss of the University Collection contract. At that time, it was acknowledged that the ONP Program could cover the loss. It is anticipated that there will still be a surplus as a result of the ONP Program."

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 18**

IT WAS RESOLVED: 1) that His Worship the Mayor and the City Clerk be authorized to execute the contract documents, as prepared by the City Solicitor, under the Corporate Seal; and,

2) that City Council refer the allocation of extra ONP revenues to the Budget Committee for consideration of these revenues being used for waste management programs.

**B2) Easement Requirement
Saskatoon Underground
Brightwater Crescent - Lakeridge
Part of Buffer Strips MB5 and MB6, Plan 94-S-17318
Project: E53-150-33; Subproject: E533-15-106
(File No. CC 4090)**

RECOMMENDATION: 1) that City Council grant an easement to SaskPower as outlined in the attached plan; and,

2) that His Worship the Mayor and the City Clerk be authorized to execute, under the Corporate Seal and in a form that is satisfactory to the City Solicitor, the formal Agreement with respect to this easement.

ADOPTED.

Report of the General Manager, Planning and Development Control Department, August 29, 1995:

"C.A. Moore, on behalf of SaskPower's Land Department, has requested the City's approval for an easement over part of Buffer Strips MB5 and MB6, Plan 94-S-17318, as shown outlined on the attached plan. The purpose of this easement is to provide underground servicing to the adjacent residential lots.

Subdivision Application #32/94 was approved by City Council during its February 13, 1994, meeting. Because the property in this application was privately owned when it was considered by City Council, the approval did not include the granting of easements.

The City now has title to the above-mentioned properties over which SaskPower requires an easement. The Planning and Development Control Department has no objection to granting the

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 19**

proposed easement to SaskPower."

**B3) Request of Encroachment Agreement
3198 East View
Lot 47, Block 562, Plan 66-S-21233
(File No. CC 4090-2)**

- RECOMMENDATION:**
- 1) that City Council recognize the encroachment at 3198 East View (Lot 47, Block 562, Plan 66-S-21233);
 - 2) that the City Solicitor be instructed to prepare the appropriate encroachment agreement making provision to collect the applicable fees; and,
 - 3) that His Worship the Mayor and the City Clerk be authorized to execute the agreement on behalf of the City under the Corporate Seal.

ADOPTED.

Report of the General Manager, Planning and Operations Control Department, September 1, 1995:

"Mr. Barry Morgan, of Morgan Theberge, on behalf of the property's owner, has requested to enter into an encroachment agreement with the City for the above-noted property. As is shown on the attached Real Property Report, part of the detached garage eave encroaches onto the City's property (i.e. a lane). The encroachment has existed since 1976 when the garage was constructed.

The total area of the encroachment is approximately 0.834 square metres (8.97 square feet). The eave encroaches by a maximum of 0.140 metres (0.46 feet) onto the lane.

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

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 20**

**B4) Enquiry - Councillor Waygood (August 14, 1995)
Definition of "Community Centre" in R. Zones
(File No. CC 4350-1)**

RECOMMENDATION: that the information be received.

ADOPTED.

Report of the General Manager, Planning and Development Control Department, August 31, 1995:

"The current definition of "community centre" in R. zones applies only to buildings owned by the municipality. Non-profit organizations could convert former institutions such as churches and schools to community centres as well, thus helping to retain and reuse vacated institutional buildings within established neighbourhoods.

Would the Administration please report on the feasibility of this amendment and whether it should be a permitted or discretionary use in R. zones.'

Your staff has reviewed the suggestion of Councillor Waygood and feels that there is merit in permitting an expanded form of community centre as a discretionary use in the R. zones. Permitting it as a discretionary use would allow the staff, the community, and City Council to review each proposal on its merit and determine any positive and/or negative impact on the neighbourhood.

The Department will be dealing with the amendment as part of the zoning changes that will be emanating from the Plan Saskatoon review unless City Council directs that the amendment be included in the Department's current work program and processed in order of sequence over the next six months."

**B5) Application for Registration of Condominium Plan
427, 429, 431 - 10th Street East RM4 Zoning District
Lot 26 and South 18" of Lot 25, Block 61, Plan Q1
(File No. CC 4132-1)**

RECOMMENDATION: that the application to authorize the issuance of the Certificate under Section 10(1)(b) of *The Condominium Property Act, 1993*, to Patrick J. Wolfe (401 Witney Avenue North, Saskatoon, SK S7L 3M6) for the conversion of the dwelling group at 427, 429, 431 - 10th Street East, be denied.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 21**

Report of the General Manager, Planning and Development Control Department, September 1, 1995:

"An application to register a condominium plan, through the conversion of a dwelling group on Lot 26 and the South 18" of Lot 25, Block 61, Plan Q1 (427, 429, 431 - 10th Street East) has been received from Patrick J. Wolfe. The proposal involves converting three, one-unit dwellings which were constructed in 1912 on a small lot. Please refer to the attached location plan, site plan, and elevation drawings.

The application is presently requesting approval in principle to convert the existing dwelling group to a condominium. If City Council provides this approval, the applicant will undertake the necessary building improvements before requesting final project approval. These improvements include structural upgrading, shingle replacement, and a number of minor repairs.

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

Written Notice

In March of 1994, each tenant received a written notice that an application was being made to the City to convert the dwelling group for condominium purposes. A copy of this notice was provided by the applicant to the Planning and Development Control Department, along with a list of all tenants who received this notice. Copies of letters from each of the existing tenants have been submitted advising that the tenants do not object to the conversion of the units to condominiums.

Option to Purchase

Every tenant has also received written notice that they may purchase the premises that are presently being rented, or any other unit which may become available for sale. A copy of a notice has been provided which includes the estimated unit-prices, the estimated monthly charges for condominium fees and taxes, the availability and cost of financing, the required equity-capital, and a copy of the professional report which addresses the building's critical life-safety conditions.

Professional Review of Building

After a detailed inspection of the building, Mr. R.G. Friemanis, P. Eng., and Henry Klypack Architect Ltd. have submitted reports which identify certain items that must be corrected in order for the buildings to meet current building code requirements. After the outstanding items are corrected, the final application can then be considered for approval.

Compliance with the Zoning Bylaw

The use of the property, as a dwelling group, complies with the requirements of the Zoning Bylaw. The site is zoned RM4 District. The dwellings on the property are legal non-conforming buildings with respect to the following requirements:

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
 MONDAY, SEPTEMBER 11, 1995
 PAGE 22**

	Bylaw Requirement	Existing Situation
Site Frontage	30 metres	9.6 metres
Site Area	4000 square metres	410 square metres
Front Yard Setback	6.0 metres	4.4 metres
North Side Yard Setback	3.0 metres	0.86 metres
South Side Yard Setback (Adjacent to Flanking Street)	4.5 metres	0.67 metres
Rear Yard Setback	6.0 metres	1.9 metres
Site Coverage	40%	62%
Off Street Parking	5	0

Given that these units are non-conforming buildings, the provisions of Sections 116 and 117 of *The Planning and Development Act* are applicable. These sections state:

- 116 Any non-conforming building may continue to be used and any structural alterations and additions which conform to the requirement of the zoning bylaw may be made, but the element of non-conformity is not to be increased by those alterations or additions.
- 117 Where the extent of damage to a non-conforming building is more than 50% of the value of the building above its foundation, the building is not to be repaired or rebuilt except in accordance with the zoning bylaw.'

The applicant has been advised of the non-conforming status of the buildings on this site.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 23**

Compliance with the National Building Code

The proposal has been examined by the Building Standards Branch of the Planning and Development Control Department. The branch has the following comments:

'The Building Standards Branch does not have any objection to the above-referenced condominium approval application. However, after reviewing the architectural and structural reports submitted, we have the following concerns:

- Neither report verifies whether or not the existing foundations are structurally sound. These reports indicate that the basement walls have "exhibited more than normal movement" and "that the newer walls installed to correct this problem have also undergone more than normal movement". The reports also indicate that the foundation walls exhibit localized crumbling due to concrete chemical/mineral activity. Although this is not reason enough to reject this condominium application, it is reason enough for concern and that prospective buyers should be aware that major foundation work may be required to correct these deficiencies.
- Foundation wall movement, concrete basement floor cracking and heaving, and water in the basement are all signs that foundation wall drainage or weeping tile is inadequate for these buildings. This may be the result of three roof areas draining onto this small property and that the existing drainage systems, if any, are not able to handle this volume of water flow.
- Other work, as outlined in the reports, should also be carried out in order to protect the integrity of the building envelope and structures.

A building permit will be required before any of the aforementioned work is to proceed. Other deficiencies, that may be identified during the building permit inspection process, will also have to be corrected.'

Vacancy Rate Evaluation

Saskatoon's April 1995 apartment vacancy rate was 2.3%; the Nutana Survey Zone's vacancy rate was 1.5%. These vacancy rates are significantly below the City's guideline of 3% for approving condominium conversions.

It should be noted that Section 10(5)(e) of *The Condominium Property Act, 1993* provides that Council must be satisfied that:

'Where the application relates to the conversion of existing premises used for apartments, flats or tenements into units:

- (i) the conversion will not significantly reduce the availability of rental accommodation in the area:
- (ii) the conversion will not create significant hardship for any or all of the tenants of

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 24**

- the existing premises; and
- (iii) the building and the parcel have the physical characteristics considered necessary by the local authority to make the premises suitable for conversion.'

These units are defined as tenements (i.e. land or other permanent property held by a tenant), and as such, are subject to the above-noted requirements.

Although the proposed condominium conversion has the physical characteristics suitable for conversion, such as:

- separate occupancy of the proposed units will not contravene any development-control or zoning bylaw requirements by virtue of their legal non-conforming status;
- the approval which is required pursuant to the zoning bylaw has been given in relation to the separate occupancy of the proposed units by virtue of their legal non-conforming status;
- taking into consideration the circumstances of the property and the public's interest, the division of the building and lands into units for separate occupation will not interfere with the existing or likely future amenities of the neighbourhood; and,
- the requirement of designating parking spaces, pursuant to Section 11 of *The Condominium Property Act, 1993*, has been complied with by virtue of its legal non-conforming status.

The building and land at 427, 429, and 431 - 10th Street East has the physical characteristics which are suitable for conversion subject to appropriate improvements to the buildings. It contravenes Sections 10(5)(e)(i) and (ii) of the Act as follows:

- in relation to the Planning and Development Control Department's vacancy-rate evaluation criteria, the conversion will significantly reduce the availability of rental accommodation in Saskatoon and particularly, in the Nutana Survey Zone; and,
- the conversion may create hardship for tenants of the existing premises.

In light of the current vacancy rate, the Department recommends that the application be denied."

IT WAS RESOLVED: that the policy on condominium conversions be referred to the Planning and Operations Committee for review and that consideration of the above application be deferred until the review has been completed.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 25**

**315 Berini Drive
(File No. CC 4300-2)**

- RECOMMENDATION:**
- 1) that City Council resolve, in connection with the approval of Subdivision Application #27/95, that it would be impractical and undesirable to require full compliance with Section 14(10) and Section 15(1)(3) of Subdivision Bylaw #6537;
 - 2) that Subdivision Application #27/95 be approved subject to the payment of \$700 being the required approval fee; and,
 - 3) that City Council authorize the issuance of the certificate required under Section 10(1)(b) of *The Condominium Property Act, 1993* to Jastek Management Inc. (Box 40, Site 600, RR6, Saskatoon, SK S7K 3J9) for the Bareland condominium development at 315 Berini Drive.

ADOPTED.

Report of the General Manager, Planning and Development Control Department, September 6, 1995:

"The following subdivision application has been submitted for approval (the August 28, 1995, report concerning this application is attached):

Subdivision Application: #27/95
Applicant: Jastek Management Inc.
Legal Description: Part of Lot B, Block 293, Plan 86-S-17942
Location: 315 Berini Drive."

**B7) Easement Requirement
Saskatoon Underground
College Park East
Pt. of MR8, MR9, and MR10, Plan 73-S-32524
(File No. CC 4090-1)**

- RECOMMENDATION:**
- 1) that an easement be granted to SaskTel, as shown on the attached plan; and,
 - 2) that His Worship the Mayor and the City Clerk be

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 26**

authorized to execute, under the Corporate Seal, the formal agreement with respect to this easement, in a form satisfactory to the City Solicitor.

ADOPTED.

Report of the General Manager, Planning and Development Control Department, August 31, 1995:

"C.M. Dooley, land negotiator on behalf of SaskTel, has submitted a request for approval for an easement over part of MR8, MR9, and MR10, Plan 73-S-32524, as shown in bold line on the attached plan. The purpose of this easement is to provide a route for an underground telephone facility.

SaskTel will require the excavation of a trench in the City-owned buffer strips that are located between the lane and the stub posts surrounding the park (0.5 m. south of park property line). SaskTel will install the necessary manholes and related concrete duct structures that are required to complete this project. All of these facilities will be placed below ground level at a minimum depth of one metre. Soon after that, SaskTel will begin the process of restoring the properties as close as possible to their original condition.

The construction of this installation will significantly affect the adjacent property owners, as portions of lawns, driveways, and sidewalks located on the buffer strips will be temporarily removed. SaskTel has advised the City that the contractor for this project has contacted the property owners regarding the proposed construction.

The Planning and Development Control and the Public Works Departments have no objection to the granting of the easement as requested."

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 27**

**B8) Subdivision Application #30/95
901 - 913 9th Street East
(File No. CC 4300-2)**

- RECOMMENDATION:** that Subdivision Application #30/95 be approved, subject to:
- a) the payment of \$200.00 being the required approval fee;
 - b) the payment of area-development charges of \$3,125.40; and,
 - c) the owner agreeing, in writing, to the granting of an easement in favour of the City of Saskatoon as shown on the plan of proposed subdivision.

ADOPTED.

Report of the General Manager, Planning and Development Control Department, September 6, 1995:

"The following subdivision application has been submitted for approval (the August 31, 1995, report concerning this application is attached):

Subdivision Application: #30/95
Applicant: Larson Surveys Ltd.
Legal Description: Lots 1-7, Block 136, Plan (Q1) B1858
Location: 901-913 9th Street East."

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 28**

**B9) Subdivision Application #34/95
Chotem Terrace - Arbor Creek Neighbourhood
(File No. CC 4300-2)**

RECOMMENDATION: that Subdivision Application #34/95 be approved, subject to:

- a) the payment of \$150.00 which is the required approval fee; and,
- b) the owner entering into a Development and Servicing Agreement with the City of Saskatoon.

ADOPTED.

Report of the General Manager, Planning and Development Control Department, September 6, 1995:

"The following subdivision application has been submitted for approval (the August 28, 1995, report concerning this application is attached):

Subdivision Application: #34/95
Applicant: Webster Surveys Ltd.
Legal Description: Part of Parcels KK and LL, Plan No. 86-S-17945 in Sec. 31, Twp. 36, Rge. 4, W3rdM
Location: Chotem Terrace."

**B10) Subdivision Application #35/95
Hinitt Place - Arbor Creek
(File No. CC 4300-2)**

RECOMMENDATION: that Subdivision Application #35/95 be approved, subject to:

- a) the payment of \$1,050.00 which is the required approval fee; and,
- b) the owner entering into a Development and Servicing Agreement with the City of Saskatoon.

ADOPTED.

Report of the General Manager, Planning and Development Control Department,

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 29**

September 6, 1995:

"The following subdivision application has been submitted for approval (the August 29, 1995, report concerning this application is attached):

Subdivision Application: #35/95
Applicant: Webster Surveys Ltd.
Legal Description: Part of Parcel KK, Plan No. 86-S-17945 in N.E. 1/4 Sec. 31, Twp. 36, Rge. 4, W3rdM
Location: Hinitt Place - Arbor Creek."

**B11) Subdivision Application #36/95
Heritage Crescent, Heritage View
(File No. CC 4300-2)**

RECOMMENDATION: that Subdivision Application #36/95 be approved, subject to the payment of \$100.00 which is the required approval fee.

ADOPTED.

Report of the General Manager, Planning and Development Control Department, September 6, 1995:

"The following subdivision application has been submitted for approval (the August 31, 1995, report concerning this application is attached):

Subdivision Application: #36/95
Applicant: Tri-City Surveys Ltd.
Legal Description: Part of Parcel A, Plan No. 83-S-54524; Parcel AA, Plan No. 89-S-08942; S.E. 1/4 Section 24-36-5-W3M
Location: Heritage Crescent, Heritage View (Wildwood Neighbourhood)."

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 30**

**B12) Subdivision Application #28/95
135 Pinehouse Drive
(File No. CC 4300-2)**

- RECOMMENDATION:**
- 1) that City Council resolve, in connection with the approval of Subdivision Application #28/95, that it would be impractical and undesirable to require full compliance with Section 14(10) and Section 15(1)(3) of Subdivision Bylaw No. 6537;
 - 2) that Subdivision Application #28/95 be approved, subject to the payment of \$500.00 being the required approval fee;
 - 3) that City Council authorize the issuance of the certificate required under Section 10(1)(b) of *The Condominium Property Act, 1993*, to Paragon Development Corporation (Box 40, Site 600, RR6, Saskatoon, SK S7K 3J9) for the Bareland Condominium development at 135 Pinehouse Drive; and,
 - 4) that the City Clerk be authorized to prepare and forward the certificate to the applicant.

ADOPTED.

Report of the General Manager, Planning and Development Control Department, September 6, 1995:

"The following subdivision application has been submitted for approval (the August 29, 1995, report concerning this application is attached):

Subdivision Application: #28/95
Applicant: Paragon Development Corporation
Legal Description: Most Westerly 61 metres of Lot A, Block 916, Plan 87-S-54552
Location: 135 Pinehouse Drive."

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 31**

**B13) Request to Lease City-Owned Property
Lot 6, Block 141, Plan 79-S-18673
(File No. CC 4225-1)**

- RECOMMENDATION:**
- 1) that Lot 6, Block 141, Plan 79-S-18643 be leased to PADC/PCL-Maxam under the terms and conditions outlined in this report; and,
 - 2) that the City Solicitor be instructed to prepare the necessary documentation for execution by His Worship the Mayor and the City Clerk.

ADOPTED.

Report of the General Manager, Planning and Development Control Department, September 6, 1995:

"The Land Branch of the Planning and Development Control Department has received a request to lease Lot 6, Block 141, Plan 79-S-18673. The lot is on the City's for sale list priced at \$79,764.66.

The lease request from PADC/PCL-Maxam is as follows:

Lease Rate: \$5,583 per annum plus property taxes.
Lease Period: One year with three, three-month renewable options.
Type of Business: Storage compound.

The lease rate is exactly 7% of the sale price, which falls within the City's accepted leasing practice. The land use and the term of the lease both are acceptable to the Land Branch.

The Land Branch recommends acceptance of the proposed lease as the City still maintains adequate supplies of serviced industrial land for sale."

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 32**

**B14) Proposed Development and Servicing (Extension) Agreement
The City of Saskatoon and Boychuk Investments Ltd.
Blackshire Crescent Area of the Briarwood Neighbourhood
(File Nos. CC 297-22 and 4131-14)**

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

ADOPTED.

Report of the City Solicitor, September 5, 1995:

"In keeping with the instruction of the Planning and Operations Committee at its meeting held on September 5, 1995, and the further specific direction of the General Manager of the Public Works Department, we have prepared and forward herewith for consideration proposed form of Development and Servicing (Extension) Agreement as between The City of Saskatoon and Boychuk Investments Ltd.

The proposed Agreement pertains to the Blackshire Crescent area of the Briarwood Neighbourhood, and has been drawn in the form of an extension to an earlier concluded master Agreement pertaining to this area. The Agreement sets forth all standard development conditions and requirements."

**B15) Proposed Development and Servicing (Extension) Agreement
The City of Saskatoon and Boychuk Investments Ltd.
Briargate Road/Briarwood Road area of the Briarwood Neighbourhood
Townhouse Condominium Site
(File Nos. CC 297-22 and 4131-14)**

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

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 33**

ADOPTED.

Report of the City Solicitor, September 5, 1995:

"In keeping with the instruction of the Planning and Operations Committee at its meeting held on September 5, 1995, and the further specific direction of the General Manager of the Public Works Department, we have prepared and forward herewith for consideration proposed form of Development and Servicing (Extension) Agreement as between The City of Saskatoon and Boychuk Investments Ltd.

The proposed Agreement pertains to the Briargate Road/Briarwood Road Townhouse Condominium Site in the Briarwood Neighbourhood, and has been drawn in the form of an extension to an earlier concluded master Agreement pertaining to this area. The Agreement sets forth all standard development conditions and requirements."

**B16) Y.W.C.A. - Transfer of Mortgage to CMHC
Postponement of Caveat
(File No. 1870-14)**

- RECOMMENDATION:**
- 1) that the City's caveat No. 84-S-26433-1 registered against the title to Parcel G, Plan 83-S-49606 be postponed in favour of the assignment of the mortgage on the property from Firstline Trust Company to Canada Mortgage and Housing Corporation; and,
 - 2) that His Worship the Mayor and the City Clerk be authorized to execute the appropriate postponement document.

ADOPTED.

Report of the City Solicitor, September 5, 1995:

"The City of Saskatoon has two caveats registered against the title to the Y.W.C.A. property at 510 - 25th Street East.

The first caveat, registered as Instrument No. 84-S-26433 was filed under *The Planning and Development Act, 1983* to register a Planned Unit Development Agreement against the title to the property. The second caveat, registered as Instrument No. 84-S-26433-1 was filed in respect to a 'Reversion Agreement' entered into between the City and the Y.W.C.A. In that Agreement the City and the Y.W.C.A. agreed that:

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 34**

1. The City would transfer the title to the Y.W.C.A. site to the Y.W.C.A.;
2. The City would advance \$1,500,000.00 to the Y.W.C.A. on the basis of 30% of the monthly progress estimates with respect to the construction of the Y.W.C.A's new facility;
3. The Y.W.C.A. agreed that if it ceased to carry on its activities on the property or in the event the property is not occupied, controlled and used exclusively by the Y.W.C.A., ownership of the property would revert to the City.

This Office has been contacted by Canada Mortgage and Housing Corporation (CMHC) with respect to the City's caveats. CMHC is taking an assignment of the existing mortgage on the Y.W.C.A. property and has requested that this Office review the existing caveats to determine whether either could now be discharged or postponed in favour of CMHC's mortgage.

The Planning and Development Control Department has advised that the subject property is currently zoned as a Planned Unit Development. Accordingly, the caveat which has been registered in respect of that zoning is still required and should not be discharged.

The Reversion Agreement referred to above is also still in effect. The Agreement contains a provision that the City agrees it will postpone its interest under the Agreement in favour of any mortgage or mortgages registered against the title in 1984 or 1985 for the purpose of financing the construction of the building. The City postponed its caveat in favour of the original mortgage registered against the title in favour of CIBC Mortgage Corporation. That mortgage was subsequently transferred to Firstline Trust Company and the City again postponed its caveat in favour of the mortgage.

CMHC has requested that the City postpone its caveat in favour of the assignment of the Firstline Trust mortgage to it. The effect of such a postponement would be that the City's rights under the Reversion Agreement would be subject to the mortgage in favour of CMHC. This was the also the situation when the mortgage was held by both CIBC and Firstline."

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 35**

B17) Communications to Council

From: Abe Dyck, General Manager

Saskatoon Fresh Pack Potatoes Ltd.

1701 - 16th Street West

Date: March 25, 1993

Subject: Requesting adjustment in sewer service charge

(File No. CC 1905-2)

- RECOMMENDATION:**
- 1) that the request by Mr. Abe Dyck of Saskatoon Fresh Pack Potatoes Ltd. for a sewer service charge adjustment be denied; and,
 - 2) that the City Clerk notify Mr. Abe Dyck, General Manager of Saskatoon Fresh Pack Potatoes Ltd., of Council's decision.

Report of the General Manager, Environmental Services Department, September 13, 1995:

"BACKGROUND

In March of 1993, Mr. Abe Dyck, General Manager, Saskatoon Fresh Pack Potatoes Ltd., wrote to Council requesting a rebate on his company's sewer service charge. Mr. Dyck indicated his letter represented an application as per clause 23 of the City's Sewer Use Bylaw #5115

'Where a substantial portion of the water purchased by a customer is not returned to the sewerage system of the City, the customer may apply to City Council for an appropriate adjustment in the sewer service charge which Council may by resolution vary and reduce accordingly.'

The above-noted communication was referred to the Works and Utilities Committee's April 7, 1993, meeting, where it was resolved that:

'the matter be referred to the Administration for a report.'

DISCUSSION

The initial steps in dealing with Mr. Dyck's concerns involved meetings between the Director of Works and Utilities, Manager of the Water and Pollution Control Department, and Mr. Dyck and a representative of his company. As Saskatoon Fresh Pack Potatoes Ltd. is also subject to an industrial surcharge, the matter of sewage flows needed to be investigated with respect to both quality and quantity. While Mr. Dyck claimed that 40 percent of the water was evaporated from his process, there was little evidence to substantiate that claim. In addition, records indicated Saskatoon Fresh Pack Potatoes Ltd.'s wastewater was exceptionally high in total suspended solids and biochemical oxygen demand which resulted in high surcharges. It was decided that an in-depth process audit would be carried out by engineers from the Water and Pollution Control Department

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 36**

in order to confirm the sewage flows and to identify methods of reducing Saskatoon Fresh Pack Potatoes Ltd.'s surcharge. In May of 1993, a Water and Pollution Control Department engineer began working with Saskatoon Fresh Pack Potatoes Ltd.'s staff to produce a data base that could be used to make decisions with respect to the process flows.

Data acquisition continued throughout the latter part of 1993, the early part of 1994, and in January 1995. A report on the volume of flows generated by Saskatoon Fresh Pack Potatoes Ltd. was submitted to the Director of Works and Utilities in February 1995. In June of 1995, a comprehensive 47-page report entitled 'Wastewater Characterization Study - Saskatoon Fresh Pack Potatoes' was submitted to the Marketing and Production Manager of Saskatoon Fresh Pack Potatoes Ltd. This report identified a number of inexpensive actions that could be taken by Saskatoon Fresh Pack Potatoes Ltd. to reduce significantly its high strength surcharge.

JUSTIFICATION

The evaluation of the data gathered during the study of the Saskatoon Fresh Pack Potatoes Ltd. process indicated that approximately 20 percent of the metered water did not enter the sewerage system. It should be recognized however, that regardless of the actual amount of water entering the sewerage system, every commercial customer is obliged, under Section 20 of Bylaw 5115, to 'pay to the City a sewer service charge which shall be based on the quantity of water used'. That charge shall be calculated according to Section 22(2) using the 'total metered water consumption'. The Bylaw **does not** state that the service charge is based on the flow that enters the sewerage system nor does it say that the metered consumption equals the flow that enters the sewer. In fact, it is unlikely that the water consumption of any customer equals the flows that enter the sewerage system, a fact that was understood fully when the service charge was designed and implemented. The metered water consumption is simply a commonly used method for distributing sewage utility costs.

While Bylaw 5115 provides for requests for adjustments to the sewer service charge based on 'substantial' discrepancies between metered consumption and sewer flows, the Bylaw does not quantify the term 'substantial'. During the summer months, residential lawn watering can account for over 50 percent of the water consumed. In that Council, fully aware of this fact, approved the discontinuation of basing sewer service charges only on metered water consumption during the winter months suggests that, for the residential customer, 50 percent was not considered 'substantial'. It is, therefore, difficult to conclude that 20 percent is substantial for a commercial customer.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 37**

OPTIONS

The most obvious alternative is to approve the application for a 20 percent adjustment to Saskatoon Fresh Pack Potatoes Ltd.'s sewer service charge. While it is clear that not all of the water metered at the Saskatoon Fresh Pack Potatoes Ltd. operation enters the sewerage system, this situation is the same for any other customer within the City, whether commercial or residential. If an adjustment to Saskatoon Fresh Pack Potatoes Ltd. is in order, then one would be hard pressed to deny other claims. If only large industrial processors are given this benefit then the lost revenues will simply have to be recovered from the smaller commercial or residential customers. The costs, in terms of human resources necessary to establish and maintain an up-to-date and accurate rebate system for all industries within the City, would be significant and certainly not in keeping with efforts to reduce utility costs and/or civic bureaucracy.

An approval of Saskatoon Fresh Pack Potatoes Ltd.'s application for an adjustment to its sewer utility bill would be retroactive to the date of application. A retroactive rebate for 20 percent would represent a credit to Saskatoon Fresh Pack Potatoes Ltd. of approximately \$18,500.

Another alternative involves the approval of a 20 percent rebate on only the sewer surcharge. The purpose of the surcharge is to charge customers for the extra cost of treating high strength wastes, thus the actual quantity or loading of contaminants should be determined accurately. Currently, the concentrations of contaminants are accurately determined, however, using the metered water consumption rather than the actual sewer flows results in an over estimation of the total high strength loadings. This process is common to all industries on the industrial monitoring program. In addition, the current surcharges do not recover the full cost of treating high strength wastes. The determination of actual sewer flows is difficult and imprecise, and would be costly to obtain and to keep current. It was for these reasons that, at its meeting of January 13, 1986, Council passed a resolution to eliminate the practice of applying rebates to the surcharge formula. A retroactive surcharge rebate to Saskatoon Fresh Pack Potatoes Ltd. would be approximately \$4,000.

POLICY IMPLICATIONS

The approval of the recommendations would have the policy implication of setting a precedent with respect to quantifying the term 'substantial' as it applies to Section 23 of Bylaw 5115.

The recommendations also support Council's resolution of January 13, 1986, with respect to the phasing-out of all rebates to industries that are subject to the industrial surcharge.

FINANCIAL IMPACT

The recommendations have no cost implications for the City."

Pursuant to earlier resolution, Item AA12) of "Communications" was brought forward and considered.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 38**

- IT WAS RESOLVED: 1) that the request by Mr. Abe Dyck of Saskatoon Fresh Pack Potatoes Ltd. for a sewer service charge adjustment be denied; and,*
- 2) that the City Clerk notify Mr. Abe Dyck, General Manager of Saskatoon Fresh Pack Potatoes Ltd., of Council's decision.*

REPORT NO. 3-1995 OF THE PLANNING AND OPERATIONS COMMITTEE

Composition of Committee

Councillor H. Langlois, Chair
Councillor M. Heidt
Councillor P. Roe
Councillor D.L. Birkmaier
Councillor K. Waygood

**1. Proposed Route Changes - Saskatoon Transit Services
(File No. CK. 7310-1)**

Your Committee has considered the following report of the General Manager, Transportation Services, dated August 21, 1995:

"As part of an ongoing transit service improvement monitoring program, several route/service revisions will be implemented on September 3, 1995. The route changes are based on one or more of the following principles, all of which focus on improvements for customers:

- A) service expansions due to residential or commercial/business growth,
- B) increased and/or improved direct service to the University, a major trip attractor,
- C) making the system less confusing/more user-friendly, and
- D) service rationalization (i.e. reduction in service duplication) and/or service restructuring (i.e. reduction in lower-utilized services to provide for expansion in other areas).

The service improvements will be provided at no additional operating costs, and are based on the recognition that our peak period vehicle requirements must be reduced in order to attempt to guarantee continued service to transit customers. It is noted that the changes are based on: the service monitoring program, customer input, market surveys, staff input, and the work of the joint Union-Management Productivity Committee.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 39**

Following are the highlights of the service improvements:

A) Service Expansion

The residential community of Dundonald has grown to the point that Saturday daytime service (8 hours/day) will be provided by Route 15. Route 22 will provide full daytime (Monday to Friday) service to the Erindale and Silverspring neighbourhoods. The commercial/business sector along Circle Drive, in the vicinity of Millar Avenue, will receive daytime service, Monday to Saturday, via Route 21.

Route 15

In response to numerous requests, service will be extended to the Dundonald neighbourhood on Saturdays from 11:00 to 19:00. Service will be identical to the service provided Monday to Friday, with connections to Downtown made at the Confederation Terminal.

Route 21

The opening of River City Mall at the corner of Millar Avenue and Circle Drive has generated numerous requests from the developer and tenants requesting service to this location. Route 21 services the area north of 33rd Street to Circle Drive and has ample time to make a loop around Venture Crescent to Circle Drive. By making the necessary route change, full-day service, Monday to Saturday, to River City Mall will be provided.

Route 22

In order to provide a consistent service to the neighbourhoods of Erindale and Silverspring, the existing gap in service on Route 22 will be filled. Currently Route 22 has a two-hour gap in service between 09:43 and 11:43. This gap in service will be removed, thereby offering full-day service to residents.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 40**

B) Increased Service to Innovation Place/University

It has been determined, through a market survey and through input from our customers and staff, that there is sufficient demand to initiate transit services to Innovation Place in the northern sector of the University. In the peak periods, Innovation Place will be linked with the Lawson Heights terminal, as well as with Place Riel and 5 Corners. During off-peaks, the route will shuttle between Innovation Place, Place Riel, and 5 Corners only. This will provide more direct peak period service from Lawson Heights/Silverwood to the University for students and workers alike, and more options in the off-peak.

More direct service to the University will be provided by re-routing Routes 6A and 7 via Place Riel during evening periods. Currently, these routes travel by the University along College Drive, and do not directly serve Place Riel.

Route 16

With the modifications to Route 2 (described later) and the resulting changes in service to the University, a new Route (Route 16) will be created to service the area from 5 Corners to the University. Route 16 will also extend to Innovation Place, providing 30-minute service to the research park. Transfer connections to Route 16 can be made at 5 Corners or at Place Riel from all routes which travel to or from Downtown or the University. Route 16 will provide full-day coverage.

Route 26

In an effort to attract new riders to Saskatoon Transit Services, and in order to improve service from outlying neighbourhoods to Innovation Place and the University, a new Route from The Mall at Lawson Heights to Innovation Place and Place Riel will be implemented.

In April of 1994, SEDCO presented a proposal to provide service to employees at Innovation Place. In the fall of 1994, Saskatoon Transit Services, with the assistance of Dr. Robert Bone, Geography Department at the University of Saskatchewan and a third year geography class studying survey methods, conducted a survey of employees at Innovation Place. The results of this survey are attached to this report. In summary, the survey indicated that a good portion of employees would use transit services if they were provided.

After an extensive study of the survey results, it was felt that service to Innovation Place, in combination with service to Place Riel and the resulting connections with existing service, would provide employees, students, and Saskatoon Transit Services with a winning combination. Innovation Place will be partially funding this new service.

Service from Lawson Heights will be provided during the morning and afternoon peak hours only. Service to Innovation Place and Place Riel will continue during the day with Route 16.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 41**

C) User-Friendly Routing

In the past, several evening routes have been combined in an attempt to lower costs. As a result, services in downtown, along College Drive, and in College Park, are significantly different than the daytime routings, and are, therefore, extremely confusing to customers. Even though these services have been in place for several years, operators still frequently have to re-direct customers who are confused by the routings. To reduce this confusion, the Routes 6/6A, 8 and 19 evening routings will be revised such that they are more consistent with their respective daytime routings, and are, therefore, less confusing to our customers.

Route 6/6A

With the modifications to night service on Route 8, existing Route 6A can be modified. Service to Eastview from Downtown will not be affected during the evenings and late night. Service to and from the University will be provided on a more consistent basis, with access to this route available at Place Riel.

Presently, direct evening service from Downtown and the University on Route 6A to Eastview, is only offered once an hour. With the change, service to Eastview will increase to half-hour and late night service remaining hourly.

Evening service to Taylor Street will be increased to half-hour from Downtown until 22:15 at which time Route 6 will stub at Taylor and Broadway. The new late-night Route 6 service, offered Monday to Saturday, will travel on Taylor Street to Wildwood Mall, and then continue through Lakeview and Lakeridge, returning to Taylor and Broadway, in order to make transfer connections with Route 4 for those wishing to continue Downtown.

Sunday service on Route 6 will be the same as the late-night service. Patrons wishing to go to Taylor Street, east of Cumberland Avenue, will be able to make connections from Downtown via Route 6A. Patrons wishing to go to Taylor Street, east of Broadway Avenue, will make connections with Route 4 Broadway South. This will provide service to the Lakeview and Lakeridge neighbourhoods which do not currently have Sunday service.

Interlining Route 6 with the existing Route 20 during late night, will allow the extension to the existing late night service to the Lakeview and Lakeridge neighbourhoods, Monday to Saturday, by two hours.

Route 7

With the modifications to routes 6/6A, 8 and 2, it is possible to modify and extend evening and late night service to Sutherland/Forest Grove.

Currently service is split into two modes. From September to May, 30 minute evening and late night service to Sutherland is provided via Route 19 from Place Riel, with transfers to and from Downtown being made at Place Riel. From May to August service is reduced to

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 42**

hourly from Downtown. Route 7 Confederation, evenings and late night, now travels Downtown forcing transfers in order to continue on to the University and Sutherland.

A new route will be implemented which will be very similar to service which is provided during the day. The change will provide a loop into Sutherland, Forest Grove and Erindale. By linking the east and west routes at night, the need to transfer twice in order to go from the west side of the city to Sutherland will be eliminated. The extended service area in Forest Grove and Erindale will make the route more accessible to residents.

Route 8

With the modifications to night service on Route 6A, and in order to streamline evening and late night service to Wildwood, existing Route 8 will be changed in order to make the night routing more consistent with the route used during the day.

Presently, night service on Route 8 Wildwood uses two different routes when leaving Downtown to Wildwood. Starting at 19:15, and every hour until 22:15, Route 8 travels from Downtown via College Drive and Main Street to Wildwood in order to provide half-hour service, in conjunction with Route 6A, to the University. This bus returns to Downtown via 12th Street. Service from Downtown via 12th Street to Wildwood begins at 18:45 and every hour until 22:45. This bus returns to Downtown via College Drive. At 23:15 and 00:15 Route 8 travels via 12th Street, to and from Wildwood, which is the normal route.

With Route 8 using two different routes to reach the same destinations, there is, and has been confusion to the public.

Route 8 Wildwood (nights) will travel from Downtown to Wildwood, and return, via 12th Street, providing half-hour service. There will also be a consistent route used through College Park and East College Park, eliminating the confusion that now exists using two routing patterns.

D) Service Rationalization/Reductions

Sectors of our service which are under-utilized, or considered to be service duplication, have been reviewed. By re-assigning these hours of service, above service improvements can be provided at no additional cost.

The service between Downtown and the University via 5 Corners and Temperance Street will be removed. Service between Downtown and the University is already provided by two other routes (Route 6A and 7/19), while service between the University and 5-Corners will be provided by the new shuttle route (5-Corners/Place Riel/Innovation Place) described above.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 43**

It is recognized that these changes will inconvenience certain customers; however, options are provided to these customers, so they will not be without transit services. However, improved services will be provided to numerous existing and new customers with these changes.

Extensive promotion of these changes is planned prior to implementation (e.g. media releases, on-board information, residential drop-offs, meetings with the University and officials at Innovation Place, etc.). In addition, Transit Services staff will meet with each Councillor to review the details of the service changes that will affect residents in their particular wards.

Route 2

To provide improved service to the University and Innovation Place, and in conjunction with changes to existing routes and proposed new service, Route 2 service to Place Riel from Downtown will be removed. The existing 15 minute service to Riversdale and Pleasant Hill, and existing 30-minute service to Meadow Green and Confederation Park, will not be affected by this route change. Evening and late-night service to Pleasant Hill and Confederation Park will remain at the current service levels.

Service to the University from 5 Corners will be replaced with a new route (Route 16) which will provide full-day service.

Due to the limited number of buses available for use, Saskatoon Transit must reduce service levels on particular routes if it wishes to add new or expand existing routes. By removing service to the University on Route 2, new service to Innovation Place and Place Riel can be provided."

RECOMMENDATION: that the information be received.

ADOPTED.

**2. Alcohol Control Regulations, 1994
Approval of Nightclubs in Restaurants and Taverns
Role for Municipalities
(File No. CK. 300-14)**

City Council, at its meeting held on March 13, 1995, considered Clause 5, Report No. 5-1995 of the Planning and Development Committee, copy attached, and adopted the following recommendations:

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 44**

- "1)that the information be received;
- 2) that City Council only deal with applications under *The Alcohol Control Regulations, 1994* which present a land-use conflict (i.e. any application abutting/adjacent to an "R" zone), with all other applications being dealt with administratively; and
- 3) that City Council amend its resolution of February 27, 1995, dealing with a non-refundable fee of \$100.00 to read as follows:
 - 4) that a non-refundable fee of \$100.00 be charged for the processing and consideration, by the Planning and Construction Standards Department, of each liquor-permit application in the restaurant/nightclub, tavern/nightclub, special occasion/outdoor premises categories;"

Additionally, on March 6, 1995, the former Planning and Development Committee requested that the Administration report further on the following:

- "· the number of potential sites in the City where there may be a land-use conflict (i.e. residential, both single family homes and apartments, adjacent or abutting B1, B2, and B4 districts);
- examples, to date, where land-use conflicts have arisen;
- the distinction between Special Occasion/Outdoor Premises and Special Occasion/Community Events."

The request for the above information was to assist the Committee in determining whether there should be notification to the public and a Public Hearing (meeting) held prior to Council's consideration of an application.

In this regard, your Committee has considered the following report of the General Manager, Planning and Development Control, dated August 21, 1995:

"INFORMATION REQUESTED

a) Potential Sites Where Land Use Conflicts May Arise

A review of the City of Saskatoon Zoning Bylaw has found that restaurants (which may be licensed) are permitted in almost all of the 'B' (commercial) zones and all of the 'I.D' (industrial) zones throughout the city. Furthermore, a restaurant is permitted in a hotel or motel which are permitted uses in the M.3 and M.3A zoning districts.

Nightclubs are only permitted in B.4, B.6, and I.D zones, and M.3/M.3A zones within a hotel/motel.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 45**

Given the above, staff of the Planning and Development Control Department have identified 1,162 individual sites where restaurants are permitted and abut or are adjacent to residential or 'R' zoned property. At present, the vast majority of the existing uses on these sites are not incompatible with their adjacent residential neighbours. However, over time, the use of the property on these sites may change to include a restaurant, or in some cases, a nightclub. According to the new Alcohol Control Regulations, 1994, the Saskatchewan Liquor and Gaming Commission will not issue permits without City Council endorsement for the following types of permit applications:

- Restaurant/Nightclub Permits;
- Tavern/Nightclub Permits;
- Special Occasion/Community Event Permits;
- Special Occasion/Outdoor Event Permits; and,
- Sports Arenas.

b) Examples of Where Land Use Conflicts Have Arisen

Some of the most recent cases where the existence of a licensed restaurant or nightclub has created a land use conflict with abutting residential property include the following:

- Lakeview Neighbourhood - corner of McKercher Drive and Stillwater Drive - zoning: P.U.D.;
- Nutana Neighbourhood - intersection of 14th Street and Lansdowne Avenue - zoning: B.2;
- Nutana Neighbourhood - 10th Street and Dufferin Avenue - zoning: ID.2;
- Caswell Hill Neighbourhood - Idylwyld and 29th Street East - zoning: B.4;
- Kelsey Industrial Area - 33rd Street and Alberta Avenue - zoning: B.6;
- Confederation Park - 33rd Street and Confederation Drive - zoning: B.2.

c) Distinction between 'Special Occasion/Outdoor Premises' and 'Special Occasion/Community Events'

According to the Saskatchewan Liquor and Gaming Commission, a 'Special Occasion' is usually a single-occasion event. In this regard, there are two types of Special Occasion permits which require City Council approval - 'Special Occasion/Community Event' and 'Special Occasion/Outdoor Premises'. A 'Community Event' is defined as functions which are open to the general public or community and may or may not be outdoors. Permits are issued to bonafide organizations only. The 'Special Occasion/Outdoor Premises' permit is issued for Special Occasions which are not open to the general public. The location of the premises or area must be clearly defined and capable of being isolated to prevent access by the public (e.g. private outdoor weddings, outdoor events requiring pre-sold tickets).

OPTIONS FOR MUNICIPAL ENDORSEMENT

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 46**

Although there is no legislative requirement to notify the public or hold a Public Hearing (meeting) prior to City Council's consideration of the application, City Council could consider initiating such a process. The following two options are provided so that the Planning and Operations Committee can provide some policy direction to City Council:

Option #1

That City Council deal with applications under The Alcohol Control Regulations, 1994, which present a land-use conflict (i.e. any application abutting/adjacent to an "R" zone) without a Public Hearing (meeting) and associated public notification.

Option #2

That City Council deal with applications under the Alcohol Control Regulations, 1994, which present a land-use conflict (i.e. any application abutting/adjacent to an "R" zone) using the same process as used for discretionary-use applications (i.e. notification to Community Associations, notification to residents within 60 metres of the property, posting a notice on site, and the holding of a Public Hearing (meeting), and that the applicant be charged an additional \$150.00 to cover the additional notification costs.

FUTURE COUNCIL INVOLVEMENT IN LIQUOR PERMIT APPLICATIONS

It is important to note here, that it is the desire of Council not to be involved in the liquor permit application process in the future. Towards that end, City Council resolved on February 27, 1995 in part:

'that City Council petition the Provincial Government to amend The Alcohol Control Regulations, 1994 by deleting the requirement for municipal approval for all types of liquor permits'.

The City Solicitor has formally requested amendments to the Alcohol Control Regulations, 1994 by requesting the Government of Saskatchewan to delete the requirement for municipal endorsement for all types of liquor permits. At the present time, the City Solicitor is awaiting a response."

Your Committee has reviewed the options for municipal endorsement and supports Option 1, which would have City Council deal with applications under *The Alcohol Control Regulations, 1994*, which present a land-use conflict (i.e. any application abutting/adjacent to an "R" zone) without a Public Hearing (meeting) and associated public notification. This option would allow interested parties to make representation to City Council at a regular Council meeting, expediting the processing of applications and keeping costs down for the applicant.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 47**

RECOMMENDATION: that City Council deal with applications under *The Alcohol Control Regulations, 1994*, which present a land-use conflict (i.e. any application abutting/adjacent to an "R" zone), without a Public Hearing (meeting) and associated public notification.

ADOPTED.

**3. 1995 Prepaid Service Rates
(File No. CK. 4216-1)**

Your Committee has considered the following report of the General Manager, Public Works Department, dated August 24, 1995:

"BACKGROUND

Prepaid Rates is the City of Saskatoon's financial source of revenue to fund the construction of new infrastructure for new areas of the City. The prepaid rates have been established on a basis of new development paying for the entire cost of the services that are required for the areas to be developed. Historically, City Council has required that Prepaid Services pay the full fees and that no funds (General Revenues) from existing areas go towards the services covered by these rates. The Prepaid Rates are divided into two major categories: Direct services which directly benefit the development in the area fronting the new property and Offsite Services that benefit the new areas as a whole. The existing prepaid service rates were approved by City Council in August of 1994. The Public Works Department has reviewed actual 1994 and 1995 costs of land developed by the City of Saskatoon to establish the proposed 1995 rates.

JUSTIFICATION

Direct Service Charges:

The City of Saskatoon has developed land in 1995 which has resulted in a number of tenders being awarded for construction of services in new neighbourhoods. The actual costs from these contracts, as well as others awarded in previous years, have been the focus of arriving at the prepaid rates. In the 1994 report, it was mentioned that inflation was almost negligible; however, in 1995, inflation is almost exclusively the main reason for the increase in costs. The engineering standards have not changed in 1995 for the prepaid services and, therefore, no increase has been attributed from this. The following rates are recommended to change in order to continue construction in new neighbourhoods:

- 1) Water and Sewer Mains

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 48**

The residential prepaid rate has not been increased since 1985 and was actually lowered in 1988. The rates are recommended to increase for 1995 due to the awarded contracts as follows:

Residential -	8.5%
Commercial -	16.7%
Industrial -	15.4%

2) Grading

The grading rate was last increased in 1988. The cost of area grading per cubic metre has increased from \$1.00 to \$3.00. Future increases are also likely due to the rocky conditions that will be encountered in later phases of Silverspring.

Residential, Commercial, Industrial -	37.5%
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3) Sidewalks

In 1994, concrete prices increased substantially. The Residential rate was derived from actual contracts. The Commercial rate was increased by 48% in 1994; however, it appears this rate may be reduced by 3.9%. The Industrial rate for curbing was arrived at by applying a rate per lineal metre to an area within the North Industrial Subdivision.

Residential -	25.2%
Commercial -	-3.9%
Industrial -	2.5%

4) Paving

This rate was last increased in 1993. The costs derived were from existing contracts. The increase in the price of asphalt per tonne was the main reason for the increases.

Residential -	9.8%
Commercial -	7.5%
Industrial -	7.5%

5) Walkways

No change in the rate is required.

6) Underground Electrical

The underground electrical rate is subsidized by the electrical utilities at \$1,000 per lot. Any increase in the total construction cost is passed on to the prepaid rate. Due to labour and material cost increases, the rate is recommended to increase by 8.3%.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 49**

7) Street Lighting

Street Lighting is also subsidized by the utility. The ratio of non-collectable roadside to collectable frontage was about 70% in 1993 and 1994, where in the past it has averaged about 30%. This levy has lost money in the last three years and is recommended to increase from \$26.00 to \$30.00 per front metre.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 50**

Offsite Services:

The Offsite levy items are comprised of a number of services which include underground services. These levy items are based upon studies within a geographical area where costs are derived to complete the servicing within those areas. An update of these studies was undertaken recently and cost curves were developed between 1988 and 1994. It was determined that costs for underground offsite services have increased between 40% and 63%. The rates since 1988 have increased approximately 30%. In order to attempt to keep increases as low as possible, the recommendation is to adopt the lower end of the cost curves and continue, as future data permits, to analyze these levies.

Additional land was added to the east sector of the study to replace some of the land eliminated from servicing due to the Canada Agriculture Property sale. The revenues generated from this land will positively offset the additional costs incurred.

1) Trunk Sewer Levy

The recommended increase is 8.5% using the cost curve information mentioned above, which is needed at a minimum to break even. The lift station for industrial property is also part of this study and is being increased by 8.5%.

2) Primary Water Main Levy

The primary water main was also included within the cost curves and the recommended increase for this levy is 7.4%.

3) Arterial Road Levy

In 1994, construction in the Southeast sector occurred where difficulties were experienced with wet subgrade and additional excavation. Some of these same conditions are expected in the future. The rate has been recommended to increase by 7.8%.

4) Buffers

The buffer levy was analyzed by averaging the frontage and projected costs in various neighbourhoods. Arbor Creek was added this year, which has a larger than normal area designated to buffer strips. Also, the cost of grading has increased substantially. The rate is recommended to increase by 9.2%.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 51**

5) Signing and Signals

This levy is used to sign and signal new neighbourhoods. Significant cost increases have happened in this area. Labour costs, through reclassification and wage increases, are up 8%. The costs of material supplies has also increased substantially for aluminium (30% to 40%), sheeting (6%), and paint (20%). The recommended increase is 9.2%.

6) Fencing

No change in the rate is required for this item.

7) Planning

No change in the rate is required for this item.

Other Levies:

1) Water and Sewer Connection

This charge is representative of actual awarded contracts. The connection charge has not increased since 1987. The City has done little construction of water and sewer connections since 1989. The charge is recommended to increase by 21.3%.

2) Inspection

The inspection rate increase is reflective of the labour agreement signed in 1994. The rate is recommended to increase by 3.5%.

3) Long Term Warranty

This levy funds the cost of repairing new construction which has failed after a specific time period from the date of the issuance of a final construction certificate. The rate has been increased to reflect the overall cost of constructing services and is recommended to increase by 10%. The last increase for this levy was in 1987.

4) Lift Station Levy

No change in the rate is required for this item.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 52**

OPTIONS

- 1) The increases mentioned in this report have been discussed with Developers at the Developers Liaison Committee. A number of Developers have expressed concern with regard to the increases and have suggested the increases be phased in. The City's Land Manager has reviewed the rates and does not like the rate increase but understands the requirement. The Land Bank requires the increase in the direct services component to ensure all costs are recovered from the University of Saskatchewan in Silverspring, and to ensure the services are completed in the City-owned areas of development.

If the committee accepts the Developer's proposal, the Public Works Department recommends that only the offsite charges be phased-in, 50% in 1995 and the remaining 50% in January 1996. The January 1996 increase would also include a factor of 1.0004 to make up for the difference in phasing-in this increase. In 1996, the rates will also be subject to change after a review is conducted. The Offsite Services rates could be set by February 1 of each year, with the direct services being set during the Spring\Summer season.

- 2) Another option is to not increase the rates. This would result in the Prepaid Reserves losing money and would require funding from the mill rate to offset the rates. This would not be in the City's best financial interests. The prepaid service rates are expected to reflect the current cost of construction wherever possible.

POLICY IMPLICATIONS

There are no policy implications other than the prepaid rates are to reflect, wherever possible, the current cost of constructing services. By not increasing the rates, the financial viability of this system is at stake.

FINANCIAL IMPACT

The financial impact of increasing the prepaid rates will allow the various construction costs to be in relative equilibrium with the value established in determining the selling price of newly-constructed lots."

Mr. Don Armstrong, Vice-President, Land Development, Preston Developments Inc. has met with your Committee and expressed concerns with respect to the timing of the review and approval of the Prepaid Service Rates, as well as the proposed 6.5% increase in 1995 for the off-site services.

At this time, your Committee is proposing the phasing-in of the off-site charges at 50 percent in 1995 and the remaining 50 percent in January 1996. It is the opinion of your Committee that there needs to be a review of the policy, including the timing of the charges. Your Committee will be undertaking to have this review completed by January 31, 1996.

Attached is a schedule outlining the 1995 Prepaid Service Rates, approved September 11, 1995

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 53**

(Attachment "A") and a schedule outlining the 1995 Prepaid Service Rates, approved December 31, 1995 (Attachment "B"). Also attached is a copy of a communication dated August 22, 1995, from Mr. D. W. Armstrong, Preston Developments Inc., detailing the concerns of the Developer's Liaison Committee.

RECOMMENDATION: that City Council approve the phasing-in of the off-site charges at 50 percent in 1995 and the remaining 50 percent in January, 1996, with the January, 1996 increase including a factor of 1.0004 to make up for the difference in phasing-in this increase.

IT WAS RESOLVED: 1) that City Council approve the phasing-in of the off-site charges at 50 percent in 1995 and the remaining 50 percent in January, 1996, with the January, 1996 increase including a factor of 1.0004 to make up for the difference in phasing-in this increase; and

2) that City Council approve the 1995 schedules of rates for direct and other service components of the prepaid services as outlined in the report of the General Manager, Public Works dated August 24, 1995.

**4. Pedestrian and Traffic Safety Improvements
Market Mall
(File No. CK. 6150-3)**

Report of the General Manager, Transportation Services Department, dated August 28, 1995:

"Several enquiries have been received from Nutana Suburban Centre residents and City Councillors over the past year with regard to traffic flow and pedestrian safety on the streets adjacent to the Market Mall shopping centre. These concerns focus primarily on mid-block pedestrian crossings of Adelaide Street and of McEown Avenue. Transportation Services has investigated the traffic and pedestrian characteristics in this area and is recommending that two pedestrian corridors and one three-way stop be installed.

The Nutana Suburban Centre consists of an area bounded by Preston Avenue, Louise Street, Arlington Avenue and Taylor Street. Within this area exists a major shopping centre (Market Mall), two high schools (Walter Murray Collegiate and Holy Cross High School), several seniors' apartment and condominium complexes and several nursing homes. Other land uses include a limited amount of single-family dwellings, commercial/office development, recreational arenas and park area. Internal vehicular circulation is provided primarily on three local streets: Adelaide Street, McEown Avenue and Porter Street. Due

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 54**

to the close proximity of these high density land uses to the shopping centre, there are a considerable number of pedestrian trips generated.

In order to walk to the shopping centre, trips originating within the suburban centre must cross either McEown Avenue or Adelaide Street at some point. Pedestrian and vehicle studies were undertaken to determine the number and type of pedestrians that were crossing these streets as well as identifying the most attractive crossing locations. The pedestrian/vehicle studies were conducted on a number of occasions over the last several years, with the most recent counts undertaken on June 16 and 17, 1994, between the hours of 1000 to 1400 and 1500 to 1700. Figure 1 summarizes the number, type, and location of pedestrian crossings that were recorded along with the vehicular volumes recorded during the study periods. As Figure 1 illustrates, the most heavily used crossing areas exist on Adelaide Street between McEown Avenue and the lane to the west and McEown Avenue between Adelaide Street and Louise Street.

The crossings of Adelaide Street are generated by residents and high school students travelling to and from the mall. The lane and its extension north to Taylor Street is used extensively as a route for pedestrians. The logical crossing location for these pedestrians exists where the lane exits onto Adelaide Street. As well, McEown Avenue is extensively used as a route. These pedestrians either cross Adelaide Street at the intersection or at some point between the intersection and the lane to the west.

For most of the above pedestrian trips, the crossings of Adelaide Street could be consolidated, encouraged and protected through the installation of specific traffic control devices. Under *The Highway Traffic Act*, pedestrian crosswalks exist at all roadway intersections. Pedestrians do not have the right-of-way while crossing a street at locations other than crosswalks. Normally, in the planning of pedestrian facilities, any marked or illuminated crosswalks are installed at intersections. In this case, however, it is clear that there are strongly supported mid-block crossing locations along Adelaide Street. In order to safely provide a mid-block crossing location, a signed crosswalk is required as a bare minimum. In order to alert motorists to the existence of a mid-block crosswalk, it is common engineering practise to install a pedestrian corridor to emphasize the mid-block crossing. Illumination of these crosswalks is important as many crossings will occur during hours of darkness, especially during the winter months. Taking into account the type of pedestrian crossings occurring in the Market Mall area (namely a large percentage of elderly pedestrians), it would be prudent to attempt to decrease the roadway crossing distance. This can be accomplished through a "bulbing" of the curb in the area of the crosswalk. This narrowing of the roadway surface decreases the crossing distance for pedestrians and has the additional benefit of providing increased visibility to pedestrians and signing. It is therefore proposed that a pedestrian corridor, complete with required signing, and roadway narrowing be installed at the mid-block location on Adelaide Street as shown on Figure 2.

Residents to the east of Market Mall must cross McEown Avenue to access the shopping centre. Many of these crossings occur mid-block, as shown on Figure 1, between the

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 55**

intersections of Adelaide Street and Louise Street simply due to the fact that walking to the existing intersections increases the trip length. Applying the same logic as described above for the Adelaide Street mid-block crossing, it is similarly proposed that a mid-block crossing be installed across McEown Avenue at the location shown on Figure 2. The crossing would also involve the installation of a pedestrian corridor, signing and roadway narrowing.

It is estimated that constructing the curb bulbing and installation of the pedestrian corridors will cost \$20,000. Funding has been reserved for this project under Capital Project #631 - 1995 Traffic Safety Program.

A significant number of pedestrian crossings are occurring at the intersection of McEown Avenue and Adelaide Street both in the east/west and north/south directions. Currently, vehicle right-of-way is controlled by a yield sign for Adelaide Street traffic. Traffic volumes are relatively balanced on each leg of the intersection and each is classified as a local street. The current right-of-way assignment occasionally fails to provide adequate direction to motorists. The installation criteria for three-way and four-way stop signs encompasses a number of factors, including collision frequency, sight distances, traffic volumes, pedestrian volumes, and roadway classification. Although there have only been nine reportable accidents over the last five years at this intersection and motorist visibility is good, the other warrant criteria indicates the need for additional control. In order to provide for improved pedestrian safety, vehicular access and assignment of motorist right-of-way within this area, it is proposed that a three-way stop be installed at this intersection. The proposed three-way stop installation will not increase vehicle delays at the intersection and will, in fact, better assign right-of-way and provide for safer left-turn movements. The cost of installing the three-way stop will be absorbed under the Roadway Signing and Pavement Markings operating budget."

Your Committee has reviewed this matter and concurs with the proposed mid-block pedestrian corridors.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 56**

- RECOMMENDATION:**
- 1) that pedestrian corridors be installed at mid-block locations on Adelaide Street and on McEown Avenue, complete with roadway narrowing, as shown on Figure 2;
 - 2) that the estimated \$20,000 construction cost associated with these improvements be funded from Capital Project 631 - 1995 Traffic Safety Program; and,
 - 3) that a three-way stop be installed at the intersection of Adelaide Street and McEown Avenue as shown on Figure 2.

ADOPTED.

5. Enquiry - Councillor Sternberg

Date: January 16, 1995

Subject: Lack of Sidewalks -

Diefenbaker Drive between Laurier and Fairlight

(File No. CK. 6220-1)

The following enquiry was made by Councillor Sternberg at the meeting of City Council held on January 16, 1995:

"Diefenbaker Drive between Laurier and Fairlight constitutes a major access route across 22nd Street. Due to high traffic flow and a lack of sidewalks, it also represents a barrier to pedestrian traffic for a considerable population base including the residents of Parkridge Centre, which is the second largest Level Four Care facility within the City.

Parkridge Centre has over 200 patients of which a significant number are mobile, for which the lack of sidewalks and the associated wheelchair accessibility along Diefenbaker excludes or places them in a significant risk toward accessing the major shopping center within the area.

Would the Administration please provide a report to the Works and Utilities Committee on the cost of sidewalks and associated improvements required, as well as a source of funding, to improve the pedestrian access for recommendations to the Budget Policy and Planning Committee".

Report of the General Manager, Public Works Department dated August 28, 1995:

"The portion of Diefenbaker Drive between Fairlight Drive and Laurier Drive is classified

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
 MONDAY, SEPTEMBER 11, 1995
 PAGE 57**

as a major arterial with access. The roadway is a four lane divided roadway that was constructed in 1976. Between Fairlight Drive and Worobitz Place, which is north of 22nd Street, no sidewalks were constructed on either side of the street.

The issue of accessibility between Parkridge Centre and Confederation Mall was addressed in the 1980's, with the portion of Fairlight Drive between Diefenbaker Drive and 22nd Street having sidewalk ramps constructed to ensure wheelchair accessibility from the Parkridge Center to Confederation Mall and adjacent businesses.

If walkways are to be constructed along Diefenbaker Drive between Fairlight Drive and Laurier Drive, the two options to construct are concrete or asphalt walks. The cost to construct either of these options are estimated as follows:

Separate 1.5 m concrete walk - Fairlight Dr. to 22nd St. (west side)	\$17,300.00
Separate 1.5 m concrete walk - 22nd St. to Laurier Dr. (west side)	<u>\$19,000.00</u>
West Side Concrete Walk	\$36,300.00

Separate 1.5 m concrete walk - Fairlight Dr. to 22nd St. (east side)	\$16,700.00
Separate 1.5 m concrete walk - 22nd St. to Laurier Dr. (east side)	<u>\$13,900.00</u>
East Side Concrete Walk	\$30,600.00

Total Cost of a Concrete Walk \$66,900.00

Separate 1.5 m asphalt walk - Fairlight Dr. to 22nd St. (west side)	\$10,200.00
Separate 1.5 m asphalt walk - 22nd St. to Laurier Dr. (west side)	<u>\$11,700.00</u>
West Side Asphalt Walk	\$21,900.00

Separate 1.5 m asphalt walk - Fairlight Dr. to 22nd St. (east side)	\$ 9,900.00
Separate 1.5 m asphalt walk - 22nd St. to Laurier Dr. (east side)	<u>\$ 8,600.00</u>
East Side Asphalt Walk	\$18,500.00

Total Cost of an Asphalt Walk \$40,400.00

There are three sources of funding that have been used previously for the addition of a new walkway along existing roadways. The first source of funding is through the local improvement program whereby adjacent land owners pay a portion of the cost of construction. The second source of funding is a capital budget item entitled Sidewalk/Pathway Retrofit. This latter program was not approved in the 1995 Capital Budget. The third source would be from the Prepaid Services Reserve. The Prepaid Services Reserve did not allow for these facilities to be provided in the original plan of Fairhaven.

The Public Works Department is recommending that a concrete sidewalk be constructed on the east side only. Asphalt should not be considered on this project, due to the higher maintenance cost of the material."

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 58**

Your Committee has reviewed this matter and

- RECOMMENDS:**
- 1) that City Council approve the construction of a separate concrete sidewalk on the east side of Diefenbaker Drive between Fairlight Drive and Laurier Drive; and
 - 2) that City Council allocate \$41,000 from the Reserve for Capital Expenditures to the Sidewalk Retrofit Program.

ADOPTED.

**6. Enquiry - Councillor Birkmaier (August 14, 1995)
CPR Rail Crossing - Central Avenue
(File No. CK. 6172-1)**

The following enquiry was made by Councillor Birkmaier at the meeting of City Council held on August 14, 1995:

"With the increased development of the northeast sector and the increased traffic on Central Avenue, would the Planning and Operations Committee please review the CPR Rail crossing on Central Avenue prior to review of the 1996 Capital Budget to address the necessity of an underpass at this location."

Your Committee has discussed this matter and feels that the status of an underpass at Central Avenue should not change in terms of the Five-Year Capital Plan. Additionally, your Committee has requested the Administration to review and report on the Transportation Study, particularly identifying traffic patterns at Central Avenue, prior to consideration of the 1996 Capital Budget.

RECOMMENDATION: that the status of an underpass at Central Avenue not change in the Five-Year Capital Plan.

ADOPTED.

LETTER DATED SEPTEMBER 7, 1995

**FROM: MICHAEL BROCKBANK
1609 BRADWELL AVENUE**

**RE: EXPRESSING CONCERNS REGARDING THE ROAD SYSTEMS IN
SASKATOON AND THE CPR RAIL CROSSING AT CENTRAL AVENUE
(FILE NO. CK. 6000-1 AND 6172-1)**

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 59**

Councillor Birkmaier tabled a copy of the above-noted letter for consideration at the next Council meeting.

7. Communications to Council

From: John T. Hawryluk

21 Bateman Crescent

Date: May 28, 1995

Subject: Expressing concern regarding the location of an elm tree on his property

(File No. CK. 4139-4)

City Council, at its meeting held on June 19, 1995, was advised that the above-noted communication (copy attached) had been referred to the Planning and Development Committee for a report.

On August 15, 1995, your Committee considered the following report of the General Manager, Civic Buildings and Grounds Department, dated June 23, 1995:

"In Mr. Hawryluk's opinion, the City-owned elm tree which is adjacent to his home has damaged his driveway and is a nuisance during the summer when it becomes infested with aphids. He has, therefore, requested to have the tree removed. As is indicated in his letter, the tree has been inspected by Mr. Dave Domke, Supervisor of Arboriculture in the Civic Buildings and Grounds Department.

Normally, when we investigate complaints that a tree's roots are damaging structures such as concrete or asphalt walks and driveways, the damage is typified by an upward heaving of the structure immediately adjacent to the tree. This occurs because the tree's roots originate from the base of the tree's trunk at or near the soil's surface and then grow downwards in search of moisture in the soil as they spread away from the tree. At a distance of 3 to 5 metres from the tree, the root may be one metre under the soil's surface. As the tree's roots grow, they increase in diameter and displace the soil around them. Where these roots are located under structures such as walks and driveways, the increased size causes a tremendous pressure which forces the structures upwards, usually where they are closest to the tree.

Our inspection of the concrete sidewalk and driveway at 21 Bateman Crescent indicates that these structures have actually settled at a point nearest the elm tree (a distance of approximately one metre). This settlement runs in a line across the sidewalk and driveway, away from the tree, in a manner that is more typical of settlement of the soil in a trench or previous excavation. As a result of the settlement nearest the tree, one concrete slab which forms part of the sidewalk has lifted upwards at a point which is two to three metres from the tree.

In light of the way that a tree's roots typically cause structures nearest its trunk to heave

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 60**

upward, the damage on Mr. Hawryluk's property appears to be caused by the settlement of the soil under the concrete, thereby causing the edges further from the settlement to be lifted upwards. Therefore, in our opinion, the elm tree is not causing the damage which has been indicated by Mr. Hawryluk.

Furthermore, the American Elm which is growing on the boulevard that is adjacent to Mr. Hawryluk's property is healthy, approximately 30 cm. (12 inches) in diameter at breast height, and about 10 metres tall. As with most elm and maple trees in the city, this tree appears to have a population of aphids growing on its leaves, as Mr. Hawryluk refers to in his letter. These insects are very common and will not cause the tree to die. Therefore, the presence of aphids has not been considered by the City as an acceptable reason to remove a tree. This position has been confirmed on several occasions by the Planning and Development Committee when such concerns have been brought to its attention.

Although the Electrical Department's staff may have inspected the site, the procedural agreement between the Electrical Distribution Department and the Civic Buildings and Grounds Department is that the staff of the former department will contact Mr. Domke if a tree needs to be removed in order to provide the appropriate clearance for an electrical line. To date, the Electrical Distribution Department has not requested the removal of the tree near Mr. Hawryluk's property for the purpose of clearing an electrical line. Therefore, our records do not confirm Councillor Postlethwaite's suggestion that a crew was sent to Mr. Hawryluk's property to remove the tree and we are unable to comment further on her 'concerns with the process'."

Also attached, for City Council's information, is a copy of a letter dated July 6, 1995, from the Office of the City Solicitor, addressing the matter of liability.

Mr. Hawryluk subsequently met with your Committee on August 29, 1995. Following this meeting, the Administration was requested to have the tree inspected a second time and also to provide a report on the cost estimated to remove the tree.

In accordance with the above, the following is a report of the General Manager, Public Works Department dated August 30, 1995:

"BACKGROUND

Currently, City Policy No. CO9-O11 (Trees on City Property) adopted by City Council, April 10, 1989, addresses the 'Maintenance and Removal' of trees on City property as requested by residents, contractors and other agencies. The Policy establishes (in order of importance) the following priorities that the City will observe when responding to such requests:

- a) public hazard;
- b) interference with overhead utility lines;
- c) disease; and,

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 61**

- d) general tree care.

The Policy goes on to state:

- a) Trees shall not be pruned, trimmed or removed for the purpose of opening up views from private property.
- b) Trees shall not be removed for the purpose of relocating driveways or structures unless:
 - i) the tree can be successfully relocated;
 - ii) the tree can be replaced by one of similar quality.
- c) Requests to remove or replace trees for reasons other than those cited above shall be dealt with on their own merit.'

JUSTIFICATION

The Public Works Department, Parks Branch uses a decision flow chart based on this Policy's guidelines to assess requests for removal of boulevard trees. The flow chart, as attached, provides a series of critical decisions which allow the Supervisor of Arboriculture to evaluate site conditions using criteria derived from the Policy. This standard set of criteria, was used to evaluate Mr. J. Hawryluk's request to remove an elm tree located on the boulevard adjacent to his property at 21 Bateman Crescent, and after consideration of these criteria, a decision was made not to remove the tree.

After subsequent inspection of the site at 21 Bateman Crescent on August 29, 1995, and upon further investigation of the nature of damage Mr. Hawryluk claims the tree has caused his driveway, your staff of the Parks Branch agree that at the point of the driveway nearest the tree, the concrete appears to have settled. In view of the way that tree roots typically cause structures nearest the tree trunk to heave upward, it appears the damage Mr. Hawryluk refers to is caused by soil settlement under the concrete causing edges further from the settlement to be lifted upwards. Therefore, it is the reaffirmed opinion of your staff that the elm tree is not causing the damage indicated. (Photographs are available in the Clerk's Office for viewing.)

OPTIONS

- 1) One option that may be considered is to remove the elm tree. The cost of removal would be \$300 and the cost of replanting a tree at a different site along this flankage would be \$300. According to the International Society of Arboriculture Tree Valuation formula, this tree is valued at \$3,715. Removal of the tree will not correct the misaligned concrete slabs of the driveway and, subsequently, Mr. Hawryluk may choose to claim damages against the City for the repair of the driveway. Depending on the extent of

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 62**

driveway replacement, this cost could be between \$700 and \$1,200.

- 2) The tree may be left to continue growing. Consideration could be given to the possibility of grinding down the raised lip of concrete or replacing only the portion of concrete which has heaved upward. In conjunction with this work, a root pruning exercise could be carried out along this portion of the concrete slab to sever any roots that may be growing under this portion of the slab. The cost of replacement of this portion of the slab is estimated to be approximately \$500, although the process of grinding the concrete down would be considerably less. The cost of root pruning would be approximately \$100.

POLICY IMPLICATIONS

A decision to remove this tree will weaken the position of City Policy No. C09-011, and further jeopardize the survival of boulevard trees. In view of a decision to remove this tree, it will be more difficult for staff in the Urban Forestry Program to determine the correct set of conditions in which to decide on tree removal in the future.

FINANCIAL IMPACT

The financial impact of removal of the tree will be \$600 for tree removal and replacement, and a loss to the City of a tree valued at approximately \$3,715. The further impact of repairing the driveway would be approximately \$700 to \$1,200. The financial implication of leaving the tree, but addressing the portion of the concrete protruding upward, would be a total of \$600 or less depending if the concrete grinding option would suitably address the problem."

Based on the above Administrative report, your Committee is of the opinion that this issue is not the responsibility of the City.

RECOMMENDATION: that the information be received.

ADOPTED.

**8. City of Saskatoon Application to
Western Grain Transition Payments Program
(File No. CK. 4225-2)**

Your Committee has been advised that the City of Saskatoon leases much of its raw land holdings as farmland. The land is leased annually at various rates approved by City Council. The benefit of leasing the land is twofold:

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 63**

- 1) the City obtains approximately \$68,000 in lease revenues for 5,678 acres; and,
- 2) the land is maintained and monitored by the farmers who lease it.

The General Manager, Planning and Development Control Department has advised that the Federal Government has recently instituted the Western Grain Transition Payments Program (WGTPP) to compensate for the loss of the Crow Rate which was cancelled August 1, 1995. The WGTPP totals \$1.6 billion with \$902,720,000 being made available to Saskatchewan.

A copy of the terms and conditions are attached. The highlights are as follows:

- The owner of the land is the applicant (in this case, the City of Saskatoon).
- Only certain crops are eligible.
- An equitable arrangement must be made between the owner of the land and the lessee for the transition payment.
- A lessee who is unable to negotiate an agreement has the right to seek arbitration by applying by October 15, 1995.
- The deadline for applications is midnight, September 15, 1995.

Your Committee has been advised that the transition payment will be allocated among all the acres of eligible farmland in Saskatchewan. The amount of the payment cannot be predicted, as the Department is unaware of the factors used to calculate the payment formula. It is anticipated that an interim payment will take place in January 1996 and the final payment to be some time after June 1996.

It is noted that the information, with regard to the WGTPP, was received by the Land Branch in late July. The deadline for submission is September 15, 1995. An attempt will be made to negotiate an equitable arrangement between the City and the lessees by the end of September, 1995.

RECOMMENDATION: that the City Land Manager be authorized to make an application under the Western Grain Transition Payments Program.

ADOPTED.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 64**

Composition of Committee

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

**1. Redevelopment of the Saskatoon
Prairieland Exhibition Centre
(File No. CK. 175-29)**

Your Committee has considered the attached letter from the Saskatoon Prairieland Exhibition Corp. requesting authority to proceed with the next phase of redevelopment.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 65**

RECOMMENDATION: that City Council, as landlord, approve the next phase of redevelopment of Saskatoon Prairieland Exhibition Centre, as outlined in the letter from the Saskatoon Prairieland Exhibition Corp. dated August 8, 1995, and subject to any administrative conditions.

ADOPTED.

**2. Purchase of Property - Former Sanatorium Site
Redevelopment into Neighbourhood Park
Holiday Park
(Files CK. 4205-1 and 4020-1)**

The Administration has been pursuing the acquisition of 3.19 hectares of the Sanatorium site for redevelopment into a neighbourhood park, to compensate for the shortfall of neighbourhood park space in the Holiday Park Neighbourhood.

Saskatchewan Property Management officials have agreed to sell the property to the City for \$85,000. An additional \$25,000 will be spent to put the land into condition useable for park development (eg. removal of overhead power poles, capping a waterline, environmental assessment costs, etc.).

Your Committee is committed to the creation of a park in the Holiday Park Neighbourhood, and

- RECOMMENDS:**
- 1) that City Council authorize the purchase of 3.19 hectares of land at the former sanatorium site from Saskatchewan Property Management at a price of \$85,000.00; and
 - 2) that the City Solicitor prepare and the Mayor and City Clerk execute the necessary documentation to give effect to the above.

Pursuant to earlier resolution, Item AA13) of "Communications" was brought forward and considered.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 66**

- IT WAS RESOLVED: 1) that City Council authorize the purchase of 3.19 hectares of land at the former sanatorium site from Saskatchewan Property Management at a price of \$85,000.00 to be funded from the Dedicated Lands Account; and*
- 2) that the City Solicitor prepare and the Mayor and City Clerk execute the necessary documentation to give effect to the above.*

**3. Guardrail Installation - Spadina Crescent
Below University Bridge
(File No. CK. 6000-1)**

The following is a report of the General Manager, Transportation Services, dated August 28, 1995:

"In March of 1995, a fatal single-vehicle accident occurred on Spadina Crescent just north of the University Bridge. The southbound vehicle left the driving surface and proceeded to cross the median, the northbound lanes, the boulevard area and down the river bank and entered the South Saskatchewan River.

As a result of this accident and recommendations contained within the Coroner's report, the Administration has reviewed the matter of guardrail protection along this portion of Spadina Crescent, and the Transportation Services Department is recommending the installation of W-Beam guardrail at this location as shown on Plan No. H7-6C. This is the typical corrugated metal railing with wooden posts used at many locations throughout the City. In addition to installing the barrier along the east side of Spadina Crescent, it is further recommended that approximately 50 metres of W-Beam guardrail be installed paralleling the most westerly University Bridge abutment to provide similar protection for errant vehicles. In total, 270 metres of guardrail would have to be installed at an estimated cost of \$30,000.

There is currently no funding in place for the installation of guardrail at this location. The City Comptroller was contacted to determine if any funding was available to cover the cost of this construction. The Comptroller indicated that sufficient funds are available within the previous Engineering Department's allocation of the Reserve for Capital Expenditures to cover this proposed expenditure.

Since the proposed guardrail installation falls within the MVA's conservation area and the project cost exceeds \$10,000, a Development Review Application will have to be submitted to the MVA to seek approval of the proposed construction. The Transportation Services Department is currently discussing the requirements of the application and the integration of

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 67**

the guardrail with planned trail enhancements in order to determine if any problems may occur as a result of the planned installation. Construction cannot proceed until approval of the MVA to proceed has been obtained.

It is the Transportation Services Department's intent to submit an application for approval which would be considered at the MVA Board's October 6, 1995, meeting. Assuming approval is obtained, construction would proceed immediately thereafter."

- RECOMMENDATION:**
- 1) that approximately 270 metres of W-Beam guardrail be installed on Spadina Crescent beneath the University Bridge as shown on attached Plan No. H7-6C;
 - 2) that funding for the estimated \$30,000 construction cost be provided from the former Engineering Department's allocation of the Reserve for Capital Expenditures; and
 - 3) that construction of the guardrail proceed immediately.

ADOPTED.

**4. Citizens' Advisory Committee on Transit Operations
(File No. CK. 225-12)**

DEALT WITH EARLIER. SEE PAGE NO. 7.

**5. The Marr Residence Management Committee
(File No. CK. 710-3)**

Attached are the Terms of Reference for the Marr Residence Management Board, which were approved by City Council on February 13, 1995.

Your Committee has received nominations and applications for appointment to the Board, and submits the following

- RECOMMENDATION:**
- 1) that the terms of reference of the Marr Residence Management Board be amended to provide for representation from one member of City Council, as opposed to one member of the Planning and Development Committee; and

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 68**

- 2) that the following individuals be appointed to the Marr Residence Management Board, for the terms indicated:

Councillor K. Waygood, representing City Council, to the end of 1997

Dianne Wilson-Meyer, representing Nutana Community Association, to the end of 1999

Sue Barrett, representing the Saskatoon Heritage Society, to the end of 1999

Glenn Gustafson, representing the Meewasin Valley Authority, to the end of 1999

Bruce Shepard, representing the public at large, to the end of 1997

Valerie Harper, representing the public at large, to the end of 1999.

ADOPTED."

Moved by Councillor Roe, Seconded by Councillor Waygood,

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

CARRIED.

ENQUIRIES

**Councillor Atchison
Possibility of Implementing Minimum Tax
(File No. CK. 1920-1)**

Would the Administration please report on the implications of implementing a minimum tax on each property in Saskatoon, that would reflect the cost of providing basic services to that property.

**Councillor Postlethwaite
Tree Pruning Cycle
(File No. CK. 7920-1)**

A recent item in SOS Elm's newsletter by the City's Supervisor of Arboriculture reported that the current tree pruning cycle in the city is once every 24 years for medium and large trees.

This means that young trees are not being regularly maintained. Regular maintenance would reduce the frequency for pruning when the tree is larger in future.

In other words, apart from protecting our valuable trees from extinction, an increased budget would save us money in the long-term.

Would the Administration look into the financial implications of increasing the tree pruning cycle closer to the desirable once every 5 to 7 years, in time for inclusion in the 1996 budget.

**Councillor Postlethwaite
Improvements to MVA Trail
Request for New Bike Paths
(Files CK. 4205-5 & 6000-5)**

- 1) In a recent report of the Meewasin Trail Safety Committee, it was reported that one-third of trail users use the trail for transportation.

That indicates that the trail is not merely used for recreation; it is keeping traffic off the streets. Would it not, therefore, be appropriate to divert money from the City's transportation budget into improving the trail, and hopefully, eliminating some of the congestion and danger.

Can this proposal be placed on the Council agenda and referred to the appropriate Committee for consideration.

- 2) Would the Administration please report on proposals and costs for new bike paths, in particular, those that are entirely separate from regular roads (e.g., one through the open area

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, SEPTEMBER 11, 1995
PAGE 70**

between 14th Street and College Avenue) in time for consideration in the 1996 Budget.

(N.B. Surely dedicated bike paths must work out cheaper per km than additional width applied to roads. The road beds of a dedicated bike path will not be expected to support the semi-trailers that are currently wrecking our city roads)

**Councillor Birkmaier
Feasibility of "Pay Boxes" for Payment of Parking Tickets
(File No. CK. 5301-1)**

Would the Administration please review the feasibility of attaching "pay boxes" to meters allowing for the immediate and convenient payment of parking tickets.

GIVING NOTICE

Councillor Postlethwaite gave the following Notice of Motion:

"TAKE NOTICE that at the next regular meeting of City Council I will move the following motion:

"THAT in light of the expertise and excellent information-gathering capabilities of our administration, that all advisory boards be dissolved resulting in the saving of \$64,800 of taxpayer money."

Moved by Councillor Langlois,

THAT the meeting stand adjourned.

CARRIED.

The meeting adjourned at 10:00 p.m.

Mayor

City Clerk