

Council Chamber
City Hall, Saskatoon, Sask.
Monday, October 7, 1996,
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, Postlethwaite, Roe, Steernberg and Waygood;
City Commissioner Irwin;
City Solicitor Dust;
City Clerk Mann;
City Councillors' Assistant Kanak

Moved by Councillor Birkmaier, Seconded by Councillor Atchison,

THAT the minutes of the regular meeting of City Council held on September 23, 1996, be approved.

CARRIED.

HEARINGS

**2a) Zoning Bylaw Amendment
Video Lottery Terminals
in B.1 and B.2 Districts
Proposed Bylaw No. 7566
(File No. CK. 4350-1)**

REPORT OF CITY CLERK:

"Attached is a copy of Clause 1, Report No. 11-1996 of the Municipal Planning Commission which was adopted by City Council at its meeting held on August 12, 1996.

A copy of Notice which appeared in the local press under dates of September 14 and September 21, 1996, is also attached.

Council, at this meeting, is to hear and determine any submissions with respect to the proposed amendment prior to its consideration of Bylaw No. 7566, copy attached."

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 Birkmaier, Seconded by Councillor Langlois,

THAT the hearing be closed.

CARRIED.

Moved by Councillor Roe, Seconded by Councillor Heidt,

C THAT Council consider Bylaw No. 7566.

*The following communications
were submitted and dealt with as stated:*

CARRIED.

A. REQUESTS TO SPEAK TO COUNCIL

**1) Alan Hunter, General Manager
Hunter's Bowl-Arena, dated September 19**

Requesting permission to address Council regarding the issue of the Smoking Control Bylaw as it relates to bowling centres. (File No. CK. 185-3)

RECOMMENDATION: *that Mr. Hunter be heard.*

Moved by Councillor Steernberg, Seconded by Councillor Roe,

THAT Mr. Hunter be heard.

CARRIED.

Mr. Alan Hunter, General Manager, Hunter's Bowl-Arena, addressed Council regarding the issue of the Smoking Control Bylaw as it relates to bowling centres, and expressed concern that the bowling alleys are the only licensed facilities where smoking is not allowed. He noted that, at the present time, bowling alleys provide smoke-free bowling for youth and school programs, and have extended the hours when the bowling alleys are smoke free. Mr. Hunter urged Council to amend the Smoking Control Bylaw and include bowling alleys in the non-regulated category under Section 24 of the Smoking Control Bylaw.

Moved by Councillor Roe, Seconded by Councillor Atchison,

THAT the matter be referred to the Administration and Finance Committee.

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

CARRIED.

Requesting permission to address Council regarding the Forestry Farm Superintendent's Residence. (File No. CK. 710-1)

RECOMMENDATION: *that Mr. Wesolowski be heard.*

Moved by Councillor Roe, Seconded by Councillor Atchison,

THAT Mr. Wesolowski be heard.

CARRIED.

Mr. Edward Wesolowski addressed Council regarding the Forestry Farm Superintendent's Residence, and provided suggestions for further action.

Moved by Councillor Waygood, Seconded by Councillor Langford,

THAT the information be received.

IN AMENDMENT

3) **David E. McKeague,**
Q.C.
Gauley & Co., dated
October 3

Moved by Councillor Birkmaier, Seconded by Councillor Roe,

AND referred to the Subcommittee - Superintendent's Residence at Forestry

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

Advising that a representative will be available to answer questions regarding the request for access agreement and request for easement for the proposed OK Economy Grocery Store at 51st Street and Wanuskewin Drive. (File No. CK. 4090-3)

RECOMMENDATION: that Clause B19, Report No. 18-1996 of the City Commissioner be brought forward for consideration.

Moved by Councillor Birkmaier, Seconded by Councillor Langlois,

THAT Clause B19, Report No. 18-1996 of the City Commissioner be brought forward for consideration.

CARRIED.

"REPORT NO. 18-1996 OF THE CITY COMMISSIONER"

**B19) Request for Access Agreement and Request for Easement
Proposed OK Economy Grocery Store
51st Street and Wanuskewin Road
(File No. 4090-3)**

RECOMMENDATION:

- 1) that Westfair Properties Ltd. be granted an Access Agreement from Wanuskewin Road to Parcel H, Plan 80-S-11044 on the terms and conditions outlined in this report;
- 2) that Westfair Properties Ltd. be granted a Lease of Parcel BB, Plan 87-S-37864 for the purposes of access to Parcel H and for landscaping on the terms and conditions as outlined in this report to be prepared at this time but not to take effect until such time as the environmental remediation identified in this report is completed to the satisfaction of the civic

Administration;

- 3) that Westfair Properties Ltd. be granted an Easement over a portion of Parcel BB for the purposes of servicing Parcel H on the terms and conditions outlined in this report; and,
- 4) that the City Solicitor be instructed to prepare the appropriate documentation as identified in this report including the documentation to be delivered in trust with respect to the release of Canada Lands Company and discharge of the Caveat registered against Parcel H.

Report of the General Manager, Transportation Department, October 2, 1996:

“Westfair Properties Ltd. has entered into an agreement with Canada Lands Company CLC Limited to purchase the land located adjacent to the intersection of 51st Street and Wanuskewin Road (formerly Warman Road) for the purpose of constructing an OK Economy grocery store. The land is described as Parcel H, Plan 80-S-11044 (hereafter referred to as ‘Parcel H’) and is shown on the attached diagram No. 1. The land is presently leased to Triangle Movers as a machinery unloading facility. Canada Lands Company CLC is the successor in title to Canadian National Railways and CN Transactions Inc., the previous owners of the property.

The City of Saskatoon is the owner of Parcel BB, Plan 87-S-37864 (‘Parcel BB’), also shown on the attached diagram No. 1. Parcel BB runs adjacent to 51st Street and separates Parcel H from 51st Street. Parcel BB was originally part of Parcel H and was acquired by the City in 1987 from CN for potential future road widening or the construction of a grade separation at the CNR tracks crossing 51st Street. Parcel BB was then immediately leased back to CN for use as part of the unloading yard. Part of the consideration for the acquisition of Parcel BB was the deferral of servicing charges, fees and levies pertaining to Parcel H. Pursuant to the Agreement entered into between CN and the City the levies are payable upon sale of Parcel H at the rates prevailing at the time of the sale. The amount payable at current rates is \$447,457.84.

Access Agreement

As indicated above, Westfair Properties Ltd. has entered into an agreement with Canada Lands Company to purchase Parcel H in order to construct a grocery store. Westfair has approached the Transportation Department and has requested an Access Agreement governing vehicular access to

Parcel H both from Wanuskewin Road and from 51st Street (right turn in, right turn out, only) across Parcel BB.

The Transportation Department and the Solicitor's Office have had extensive discussions with representatives of Westfair Properties concerning the conditions upon which the Administration would recommend to Council that access to Parcel H be granted. These discussions have also involved the Land Branch of the Planning and Building Department, the Public Works Department and the Asset Management Department.

As a result of the discussions and consultation referred to, the Transportation Department is prepared to recommend that an Access Agreement be entered into with Westfair Properties containing the following conditions:

A. Access from Wanuskewin Road

1. Westfair would be permitted to construct two access driveways from Parcel H to Wanuskewin Road.
2. The driveways would follow the configuration shown on the attached diagram No. 2. The most southerly driveway would be a directional exit only, six metres in width, located no closer than 70 metres from the 51st Street centreline. The most northerly driveway would be a full access type driveway no greater than 11 metres in width.
3. The driveways would be constructed to City standards. Final design drawings and configuration would be subject to Transportation Department approval.
4. Westfair would be responsible for payment of all costs associated with the design and construction of the driveways.
5. Westfair would be responsible for payment of the costs of extending the existing left turn bay in the median on Wanuskewin Road in order to provide for adequate queuing space for vehicles turning left onto the site. The estimated cost of this alteration would be \$17,500.00.
6. There is a potential that signals will be required for the full access driveway/median opening on Wanuskewin Road. Westfair would have an ongoing obligation to pay for cost of such signalization up to a maximum amount to be determined (based upon the cost of such signalization as determined by the Transportation Department). Failure to pay in a specified time frame would result in forfeiture of

the lease of Parcel BB referred to below.

Access from 51st Street

1. As indicated above, Parcel H is separated from 51st Street by Parcel BB. Westfair would lease Parcel BB from the City for the purposes of constructing a right-turn in, right-turn out access driveway and for landscaping of the balance. No median opening will be allowed on 51st Street.
2. The consideration for the lease would be Westfair granting the portion of Parcel H along Wanuskewin Road (shown shaded in grey on the attached diagram No. 1) to the City without further compensation. The Transportation Department has a requirement for this property for the potential future widening of Wanuskewin Road. The City would take the necessary steps to make this portion of Parcel H part of the right-of-way.
3. The term of the lease would be 10 years with provisions for six consecutive 5-year renewal options. The Manager of the Land Branch advises that the value of the property to be obtained along Wanuskewin Road is the equivalent of the market value of the lease for its initial term. The lease payment for each renewal would be determined by the parties at the time (with an arbitration clause in the event of disagreement).
4. Notwithstanding the lease term specified above, the lease could be terminated at any time on one year's notice if the City requires Parcel BB for road-widening or for construction of a grade separation at the CNR tracks crossing 51st Street. It is the Transportation Department's view that it would be aware of the requirement for Parcel BB well in advance of one year prior to any construction.

As well, Westfair would forfeit the lease if it failed to pay for signalization of the Wanuskewin access as indicated above. In the event that the City required only part of Parcel BB for widening or grade separation such that an access driveway would still be permissible, the lease to Westfair would continue for the portion of Parcel BB not required by the City.

5. In the event that the City did require all of Parcel BB or such portion of it that an access driveway would not, in the City's opinion, be permissible, then Westfair's access to 51st Street would terminate. Westfair would not be entitled to further access, nor would it be entitled to compensation for its loss of access.

6. Construction of the 51st Street access driveway would be subject to approval by the Transportation Department as to location, size and configuration. Final design drawings would require City approval. Westfair would be responsible for all costs associated with the design and construction of this driveway.
7. Westfair would be responsible for payment of property taxes on Parcel BB.

Environmental Concerns

As indicated above, at the time Parcel BB was acquired by the City it was immediately leased back to CN and CN Transactions Inc. Canada Lands Company have provided the City with notice of termination of that lease. At the same time, CLC advised the City of the presence of underground storage tanks on Parcel BB which still contain diesel fuel and gasoline. An Environmental Site Assessment commissioned by CLC indicates that there is limited contamination of the soil surrounding the tanks.

The Administration was not prepared to recommend the lease of the property in its current state. However, Canada Lands Company has agreed to perform remediation of the contamination identified to the appropriate environmental standard including removal of associated piping and a pump island present on the site.

In order to secure that the remediation work be completed, the Solicitor's Office has arranged with the solicitors for Westfair that the appropriate documentation releasing Canada Lands Company from its obligations under the Development and Servicing Agreement for Parcel H, the lease of Parcel BB, as well as the Caveat registered against Parcel H with respect to the Development and Servicing Agreement be delivered in trust to be released only upon payment of the deferred levies relating to Parcel H and the delivery of an independent covenant by Canada Lands Company to perform the remediation of Parcel BB.

In order to have some comfort as to the potential terms of the lease of Parcel BB, Westfair has requested that the Lease be prepared at this time but agree that it should not take effect until such time as the environmental remediation is completed.”

Report of the General Manager, Public Works Department, October 2, 1996:

“Easement Agreement

In discussions with the Public Works Department regarding servicing of Parcel H, it was determined that the most appropriate method of providing water and sewer service to Parcel H is

across Parcel BB from 51st Street. The servicing would be in approximately the same location as existing servicing to Parcel H.

Westfair has requested an easement across Parcel BB to provide for the provision of service lines to Parcel H. Westfair is in agreement that should Parcel BB be required for road widening or grade separation, the easement agreement would come to an end. Westfair would not be entitled to any compensation for loss of the easement. It should be noted that in such case the easement would no longer be necessary as Parcel H would then directly abut the right-of-way."

ATTACHMENTS

1. Diagram Nos. 1 and 2."

Moved by Councillor Langlois, Seconded by Councillor Postlethwaite,

1) that Westfair Properties Ltd. be granted an Access Agreement from Road to Parcel H, Plan 80-S-11044 on the terms and conditions outlined in this report

2) that Westfair Properties Ltd. be granted a Lease of Parcel BB, Plan 80-S-11044 for the purposes of access to Parcel H and for landscaping on the terms and conditions outlined in this report to be prepared at this time but not to take effect until such time as the environmental remediation identified in this report is completed to the satisfaction of the City Administration;

3) that Westfair Properties Ltd. be granted an Easement over a portion of Parcel BB for the purposes of servicing Parcel H on the terms and conditions outlined in this report

4) that the City Solicitor be instructed to prepare the appropriate documentation identified in this report including the documentation to be delivered in trust with the release of Canada Lands Company and discharge of the Caveat registered against Parcel BB

CARRIED.

COMMUNICATIONS - CONTINUED

AA. ITEMS WHICH REQUIRE THE DIRECTION OF CITY COUNCIL

- 1) **James Brodie**
631 Wilkinson Place, dated September 26

Submitting comments regarding meeting held in Waskesiu. (File No. CK. 150-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Heidt, Seconded by Councillor Roe,

THAT the information be received.

- 2) **Emil Brehm**
5 Kirk Crescent,
dated September 14

CARRIED.

Requesting Council to lobby the provincial and federal governments to use the gasoline tax revenue to build and maintain streets and bridges. (File No. CK. 277-1)

RECOMMENDATION: that the direction of Council issue.

Moved by Councillor Birkmaier, Seconded by Councillor Postlethwaite,

THAT the matter be referred to the Planning and Operations Committee.

CARRIED.

3) **Marlene Hall, Secretary**
Development Appeals Board, dated September 23

Submitting Notice of Development Appeals Board Hearing regarding property at 1219 Avenue W North. (File No. CK. 4352-1)

RECOMMENDATION: that the information be received.

4) **Marlene Hall, Secretary**
Development Appeals Board, dated September 23

Submitting Notice of Development Appeals Board Hearing regarding property at 215 Lake Crescent. (File No. CK. 4352-1)

RECOMMENDATION: that the information be received.

5) **Marlene Hall, Secretary**
Development Appeals Board, dated September 23

Submitting Notice of Development Appeals Board Hearing regarding property at 1902 Dufferin Avenue. (File No. CK. 4352-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Langford, Seconded by Councillor Langlois,

THAT the information be received.

6) **Honourable Carol**
Teichrob
Minister of Municipal Government, dated September 26

CARRIED.

Submitting information regarding changes to funding for health care and social assistance. (File No. CK. 1920-1)

RECOMMENDATION: that the information be received.

7) **Jack Brodsky**
Brodsky Construction
Ltd., dated September 20

Requesting permission for the temporary closure of Jasper Avenue from Edson Street to Melville Street from Sunday, October 13 to Wednesday, October 16, 1996 in connection with an auction sale. (File No. CK. 205-1) (Mr. Todd Gaspers will be available at the meeting to answer questions.)

Moved by Councillor Langlois, Seconded by Atchison,

THAT the information be received.

IN AMENDMENT

Moved by Councillor Birkmaier, Seconded by Councillor Langford,

AND THAT His Worship the Mayor table with Council a copy of the letter v to the Minister regarding the matter.

THE AMENDMENT WAS PUT AND CARRIED.

THE MOTION AS AMENDED WAS PUT AND CARRIED.

RECOMMENDATION: that the request be approved subject to Administrative conditions.

Moved by Councillor Atchison, Seconded by Councillor Roe,

THAT the request be approved subject to Administrative conditions.

CARRIED.

8) **Don and Christa Cameron**
214 Coppermine Crescent, dated October 1

Submitting comments regarding closure of Coppermine Crescent at Churchill Drive. (File No. CK. 6295-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Langlois, Seconded by Councillor Birkmaier,

THAT the information be received and referred to the file.

9) **Ross Parks**
17-1612 Main Street,
dated October 1

CARRIED.

Expressing concern regarding promotion of businesses on city property. (File No. CK. 150-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Waygood, Seconded by Councillor Langford,

THAT the matter be referred to the Administration and Finance Committee

10) **W.J. Hewitt**
General
Manager/Fire Chief, dated October 2

CARRIED.

Requesting permission for the temporary closure of 23rd Street, rather than 21st Street, between 3rd and 4th Avenues, from 7:00 a.m. to 2:00 p.m. on October 11, 1996, to host a public Chilli cookout as part of Fire Prevention Week. (File No. CK. 205-5)

RECOMMENDATION: that the request be approved subject to Administrative conditions.

Moved by Councillor Roe, Seconded by Councillor Langlois,

THAT the request be approved subject to Administrative conditions.

11) **Daryle Haug**
Rubber-X Products of
Canada Inc., dated October 7

CARRIED.

Submitting comments regarding landfill fees for tires and tire recycling. (File No. CK. 7830-5)

RECOMMENDATION: that the information be received and considered with Clause 3, Report No. 18-1996 of the Planning and Operations Committee.

Moved by Councillor Heidt, Seconded by Councillor Atchison,

THAT Clause 3, Report No. 18-1996 of the Planning and Operations Committee be brought forward for consideration.

CARRIED.

“REPORT NO. 18-1996 OF THE PLANNING AND OPERATIONS COMMITTEE

3. Communications to Council

**From: Daryle Haug
Deltron Consulting & Design**
Date: undated
**Subject: Requesting increase in landfill fees for tires
AND**

Communications to Council

**From: Daryle Haug
Deltron Consulting & Design**
Date: undated
**Subject: Providing Information regarding a tire
recycling proposal**

(File No. CK. 7830-5)

RECOMMENDATION: that, effective December 1, 1996, the disposal of tires at the Spadina Landfill be prohibited, except for loads of four tires or less from non-commercial customers.

Your Committee has considered and supports the report of the General Manager, Environmental Services Department, dated September 23, 1996, quoted below. Background information provided by Mr. Haug as well as copies of the above-referenced communications are attached.

"BACKGROUND

At its meeting of April 2, 1996, the Planning and Operations Committee dealt with communications from Mr. Daryle Haug regarding the above-noted matters, together with the referenced communications and documentation. The Committee resolved:

- 1) that the matter be referred to the Administration for evaluation and a comprehensive report, including a report on other methods of tire disposal in the province of Saskatchewan; and
- 2) that Mr. Haug be provided with a copy of the Administrative report referenced in Resolution 1) above, once it is available.

In Saskatchewan, an estimated one million scrap tires enter the waste stream each year. Scrap tires are consistently generated in urban areas at a rate of approximately one passenger tire equivalent per capita. In Saskatoon, that amounts to about 200,000 tires per

year. The average weight of tires currently delivered to the landfill from commercial sources is 1,300 tonnes per year, or 1.1 percent of the total waste received at the landfill.

The City of Saskatoon stockpiled tires until the late 1970's when the current practice of landfilling with regular waste was implemented. The stockpiling of tires was found to be an expensive and environmentally risky practice, as the tires regularly caught fire and harboured vermin. The tipping fee for loads over 10 tires is \$20.00/tonne or part thereof, and a \$50.00 minimum for loads hauled in a 1-ton truck or larger. This rate, an average of \$0.13/tire, covers all special handling costs.

DISCUSSION

Saskatchewan Environment and Resource Management's (SERM) current approach to a scrap tire program is to encourage industry stewardship. SERM believes that industry should be responsible for its products and manage its waste programs with minimal government involvement. SERM's objective is to have industry deliver the waste management program and to have the cost of the program included in the cost of the product.

In October of 1995, the initial steps were taken to form the Saskatchewan Scrap Tire Corporation (SSTC). The SSTC is a voluntary, industry driven, non-profit membership corporation whose mandate is to recycle scrap tires in Saskatchewan. The Corporation's board includes representatives from tire retreading companies, urban and rural municipalities, automobile associations, and implement dealers. The program came into effect on May 1, 1996. It is expected to be self funded after several months by virtue of a tire levy.

The Saskatchewan government has signed a partnership agreement with the SSTC, showing support for its program and allowing SERM to closely monitor and evaluate the success of the program to ensure environmentally acceptable end uses for the scrap tires. SERM has strongly encouraged the public, municipalities and all tire, automobile, agricultural and recreational vehicle dealers to support this program. The Saskatchewan Urban Municipalities Association (SUMA) has a representative on the SSTC Board and at the 1996 Annual SUMA Convention in January, passed a resolution in support of SSTC. SUMA has asked that local Councils assist by considering the following actions:

- Encourage local tire dealers to participate in the program by registering with SSTC and collecting the \$3.50 recycling fee on new tires.
- Change landfill practices by accepting tires (on a temporary basis) only from registered tire dealers, by charging a tipping fee of at least \$3.50 per tire, or by

- banning tires completely.
- Ensure that any tire processor that collects tires is in fact registered with SSTC.
- Refuse offers to sign deals with unregistered processors, which could result in costly municipal liability charges for improperly handled tires.

The SSTC is funded through a \$3.50 per tire recycling fee placed on the sale of new tires and collected by tire retailers registered with the Corporation. Scrap tire processors registered with SSTC will be subsidized for each tire processed under the program. Current scrap tires (the tires left at the retailers when a new tire has been purchased under the recycling fee) would be held by the retailer until collected by the processor. The program consists of two phases; phase 1 includes processing current generation tires, and phase two includes the processing of stock-piled tires. Collection of current scrap tires by processors will commence when sufficient funds are available.

To date some municipalities have shown support for the SSTC program as follows:

- The City of Regina has banned commercial tire deliveries to the municipal landfill. The ban was to be in effect January 1, 1997, however, due to a request from SUMA, Council is considering advancing the ban to October 15, 1996.
- The cities of Weyburn, Lloydminster, and Yorkton have raised, or are in the process of raising, landfill fees for tires.
- Tire retailers in Saskatoon are beginning to support tire recycling. One major retailer began charging the recycling fee on September 1, and has expressed interest in having a representative on the Board of Directors of SSTC. The Executive Director of SSTC and a Waste Reduction Officer of SERM have reported an increase in the number of tire retailers who have joined the SSTC in the past few weeks. This is a direct result of municipal support for the SSTC. Other retailers contacted have expressed a willingness to support tire recycling as the process develops.

Current scrap tire recycling involves shipping the steel from radial tires to steel mills, using fibre for such products as carpet underlay, and rubber is used in various products such as rubber mats. Tires are also shipped to the United States to be used for fuel in kilns for the production of cement. There are currently some processors in Saskatchewan producing rubber moulding, rubber matting, and fencing. Some processors will be from out of province, but it is expected that the program will encourage local firms to create business opportunities. At present the returns are not equal to the costs.

JUSTIFICATION

The proposed approach of banning tires is one of the approaches endorsed by SUMA and is being adopted by the City of Regina. Other methods of handling tire disposal at the landfill include burial, storage, recycling or shipping tires for incineration. Recycling or shipping tires for incineration would require significant ongoing financial expenditures and would place the City in direct competition with private interests. Storing tires for pickup by a processor is an environmental risk and would require the City to assume ownership and liability until the tires were processed. Some costs would also be incurred in order to comply with the Provincial guidelines for the outdoor storage of used tires (fencing and access roads). Burial of scrap tires in the landfill is counterproductive to current acceptable alternatives, and a misuse of landfill space.

Prohibiting commercial loads of scrap tires from the landfill will remove tires from the waste stream and encourage tire retailers to find alternate disposal methods. It will also encourage scrap tire processors to deal directly with retailers for tire pickup, in accordance with the Provincial position that the industry is responsible for its products and the management of its waste, with minimal government involvement.

The cost to accomplish a more appropriate use for scrap tires will be borne by tire consumers through a surcharge on the purchase of new tires. There will be a minimal impact on residents who have a few tires to dispose of, as these tires will be accepted as ordinary waste and charged as such. Impact on the landfill will be minimal as the amount of tires currently disposed of by household residents is negligible.

Because the SSTC program will not address stockpiles of tires in the first stage, it would be advisable to allow dealers, who may have such a stockpile, sufficient advance notice of the ban to dispose of these tires.

OPTIONS

Mr. Haug presents two options:

Option 1 - Increase the landfill tipping fees for tires to \$280.00/tonne. It is proposed that this would discourage retailers from delivering tires to the landfill and enable processors to pick up tires from the retailers directly. It would also leave the option open to anyone who would rather deliver tires to the landfill. The City would pay a processor \$250.00/tonne to collect any tires still delivered to the landfill and realize \$30.00/tonne handling fee.

Option 2 - Mr. Haug proposes a scrap tire recovery system for Saskatchewan similar to, but in competition with, the Saskatchewan Scrap Tire Corporation. The proposal by Mr. Haug's company, Rubber X Products of Canada, consists of:

- A charge levied to the consumer at the retail level based on the type of tire purchased.
- The City of Saskatoon landfill would become a marshalling yard for tires from retailers and others.
- The landfill would not charge tipping fees to Rubber X or any company contracted by Rubber X delivering tires to the landfill.
- The City would then submit invoices to Rubber X for handling fees based on the amount and type of tires received.

The proposal also includes a mechanism for recovering fees from tires received at the landfill from other than Rubber X or companies contracted by Rubber X.

Implementing these options would require the City to assume ownership and the liability for stockpiles of tires until they are processed. Stockpiling tires may be environmentally risky. This proposal, similar to SSTC's, is provincial in scope. Whereas other municipalities, SERM, tire retailers, and automobile dealers in the province are supporting the SSTC proposal, supporting Mr. Haug's proposals would be counterproductive to the provincial plan.

Option 3 - Increase the tipping fee to \$4.00/tire levy to effectively discourage tires being hauled to the site, yet leaving an option open to anyone wanting to haul tires to the landfill. SSTC would receive \$3.50/tire, and \$0.50/tire would be realized by the City for handling fees. The tires would be collected by a registered processor chosen by the City.

This option would substantially reduce the amount of tires entering the landfill, but could possibly leave the City with the liability of a stockpile of tires.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPACT

Currently, tires generate about \$26,000 per year in landfill revenue. Diverting scrap tires from landfill disposal would result in that revenue being lost. This loss could be offset by the amount of land saved. Studies, which have been identified in the Solid Waste Management Master Plan project, are currently under way to evaluate the dollar value of landfill space. Communicating the change to the public could cost as much as \$1,000.

COMMUNICATIONS PLAN

Prohibiting commercial loads of tires from the landfill will be communicated in the following ways:

- All current scrap tire haulers will be formally advised in advance of the effective date.
- Signage will be posted at the landfill entrance gates in advance of the effective date.
- Details of the ban will be advertised in the Saskatoon StarPhoenix City Page and the Saskatoon Sun.
- All tire industry related businesses will be formally advised in advance of the effective date."

Moved by Councillor Langford, Seconded by Councillor Heidt,

COMMUNICATIONS - *THAT, effective December 1, 1996, the disposal of tires at the Spadina*
CONTINUED *prohibited, except for loads of four tires or less from non-commercial customers.*

CARRIED.

B. ITEMS WHICH HAVE BEEN REFERRED FOR APPROPRIATE ACTION

- 1) **Morris T. Cherneskey, Q.C.**
509 Canada Building, dated September 9

Submitting concerns regarding prostitution and drug related problems in the 200 Block of Avenue M South. **Referred to the Board of Police Commissioners and to the Administration for a report.** (File No. 280-1)

- 2) **Keith Schneider, Executive Director**
Saskatchewan Urban Municipalities Association, dated September 23

Suggesting that Council may wish to submit a resolution regarding the request to have *The Rural Municipality Act* amended regarding country residential properties. **Referred to the Administration to formulate a resolution.** (File No. CK. 155-3)

3) **Terry McConnell, President**
Saskatoon Rugby Union, dated September 11

Submitting invoice for work done on the playing field of the Saskatoon Kinsmen Rugby Complex. **Referred to the Administration for a report.** (File No. CK. 4205-9)

4) **Andrée Pinard, Resolutions Policy Analyst**
Federation of Canadian Municipalities, dated September 20

Requesting resolutions for consideration at FCM's National Board of Directors Meeting in December 1996. **Referred to the Administration and Finance and Planning and Operations Committees.** (File No. CK. 155-2-2)

5) **Shirley Waldner, Secretary**
Greystone Manor, dated September 29

Submitting concerns regarding garbage in rear lane located between Preston Avenue/Argyle Avenue and 8th Street/Main Street. **Referred to the Administration for a report.** (File No. CK. 7830-3)

RECOMMENDATION: that the information be received.

Moved by Councillor Langford, Seconded by Councillor Roe,

THAT the information be received.

C. **PROCLAMATIONS**

CARRIED.

1) **Lana Delaney, Veterinary Technologist**
Saskatchewan Association of Veterinary Technologists Inc., dated September 20

Requesting Council to proclaim the week of October 13 to 19, 1996 as Veterinary Technologist Week in Saskatoon. (File No. CK. 205-5)

2) **Helen Smith-McIntyre, Saskatoon Group 33**
Amnesty International, dated September 24

Requesting Council to proclaim the week of October 13 to 19, 1996 as Amnesty International Week in Saskatoon and requesting permission to raise the Amnesty International flag in the City Hall Square on October 14, 1996. (File No. CK. 205-5)

3) **Debby Bullock, Chair**
Saskatoon Fibromyalgia Association, dated September 24

Requesting Council to proclaim the week of October 21 to 26, 1996 as Fibromyalgia Awareness Week in Saskatoon. (File No. CK. 205-5)

4) **Cathy Fry, Acting Chair**
Saskatoon UNICEF Committee, dated September 1996

Requesting Council to proclaim October 31, 1996 as UNICEF Day in Saskatoon. (File No. CK. 205-5)

5) **Djibril Diallo, Director, Division of Public Affairs**
United Nations Development Programme, dated September 23

Requesting Council to proclaim October 17, 1996 as the Day for the Eradication of Poverty in Saskatoon. (File No. CK. 205-5) (The background information is available in the City Clerk's Office.)

6) **Robert B. Emigh, Q.C.**
MacDermid Lamarsh, dated October 1

Requesting Council to proclaim October 19, 1996 as Kiwanis Worldwide Service Day in Saskatoon. (File No. CK. 205-5)

7) **Noreen Ahenakew, Chair and Janet Blevins, Communications Coordinator**
Child Protection Week Committee, Saskatoon District Health, dated October 2

Requesting Council to proclaim the week of October 13 to 19, 1996 as Child Protection Week in Saskatoon. (File No. CK. 205-5)

- RECOMMENDATION:**
- 1) that City Council approve all proclamations as set out in Section C;
 - 2) that permission be granted to Amnesty International, Saskatoon Group 33, to raise the Amnesty International flag in the City Hall Square on October 14, 1996; and

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

The City Clerk noted that she has received further correspondence regarding Communication C.2, and that the date for the flag raising should be changed from October 14 to October 19.

Moved by Councillor Atchison, Seconded by Councillor Langlois,

- 1) *that City Council approve all proclamations as set out in Section C;*
- 2) *that permission be granted to Amnesty International, Saskatoon raise the Amnesty International flag in the City Hall Square on October 19, 1996;*
- 3) *that the City Clerk be authorized to sign the proclamations on Council.*

City Commissioner Irwin submitted Report No. 18-1996 of the City Commissioner;

Councillor Langford, Chair, presented Report

No. 18-1996 of the Planning and Operations Committee;

CARRIED.

Councillor Steernberg, Chair, presented Report No. 15-1996 of the Administration and Finance Committee;

Councillor Steernberg, Member, presented Report No. 1-1996 of the Subcommittee to Deal with Reorganization Issues; and

Councillor Birkmaier, Chair, presented Report No. 7-1996 of the Land Bank Committee.

Moved by Councillor Langlois, Seconded by Councillor Atchison,

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

- a) Report No. 18-1996 of the City Commissioner;*
- b) Report No. 18-1996 of the Planning and Operations Committee;*
- c) Report No. 15-1996 of the Administration and Finance Committee;*
- d) Report No. 1-1996 of the Subcommittee to Deal with Reorganization Issues; and*
- e) Report No. 7-1996 of the Land Bank Committee.*

CARRIED.

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

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

Committee arose.

Councillor Langlois, 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. 18-2002 OF THE CITY COMMISSIONER

Section A - Administration and Finance

A1) Routine Reports Submitted to City Council

<u>SUBJECT</u>	<u>FROM</u>	<u>TO</u>	<u>RECOMMENDATION:</u> that the following information be received.
			<i>ADOPTED.</i>
Schedule of Accounts Paid \$3,211,786.30		September 12, 1996	September 26, 1996
Schedule of Accounts Paid \$1,311,421.65		September 25, 1996	September 30, 1996
Schedule of Accounts Paid \$347,055.91 (File No. 1530-2)		September 26, 1996	October 2, 1996

**A2) Enquiry - Councillor Postlethwaite (September 9, 1996)
Funding - Pedestrian and Bicycle Circulation
System and Street Furniture
(File Nos. 1702-1 & 6000-5)**

<u>SUBJECT</u>	<u>FROM</u>	<u>TO</u>	<u>RECOMMENDATION:</u> that the following report be received as information.
Report of the General Manager, Finance Department, September 26, 1996:			<i>ADOPTED.</i>

"At the meeting of Council held on September 9, 1996, Councillor Postlethwaite made the following enquiry`:

Would the Administration please report on the possible sources of funding for a study of current pedestrian and bicycle routes with a view of creating an integrated pedestrian and bicycle circulation system, equivalent to the current vehicular transportation system.

Further, could a source of funds for the provision of street furniture, for the use of pedestrians and cyclists, e.g. benches, outside of such areas as BID's, Meewasin, bus

stops and other specific locations, currently served by other programs, be identified.

I ask this to "encourage the use of alternative forms of transportation such as walking, cycling and public transit, and help to promote a balanced transportation system" (quote from proposed policy statement Plan Saskatoon).

Currently there is no recognized budget item for such expenditures.'

This report will address the financing issues which would result from the above request.

The proposal which Councillor Postlethwaite has made has two components - a capital component for the initial study, as well as the installation of street furniture and construction of pathways, and an operating component for the ongoing maintenance of any extension to the existing pathway system and furniture maintenance. If City Council wishes to proceed with such a proposal, estimates would have to be developed and included along with all of the other capital projects which need to be prioritized within the available capital funds (i.e. 'black line' report). In addition, the estimated additional operating costs would need to be included as a service enhancement within the Operating Budget. There are no discretionary funds which would allow Councillor Postlethwaite's proposal to proceed outside of the normal budget process."

**A3) Amendment to Policy 03-003
(Reserve for Future Expenditures)
Parking Operating Reserve
(File No. 1815-1)**

Report of the General Manager, Finance Department, September 26, 1996:

RECOMMENDATION: that the amendments to Policy 03-003 per Parking Operating Reserve be approved.

ADOPTED.

"At its meeting of September 9, 1996, City Council approved the creation of a Parking Operating Reserve and the renaming of the Parking Capital Reserve. While the latter is the subject of a separate report amending the Capital Reserves Bylaw, the creation of the Parking Operating Reserve can be done by an amendment to Policy 03-003 (Reserve for Future Expenditures). The following addition to Policy 03-003 is being recommended:

'Parking Operating Reserve'

Purpose

To provide a source of funds for an annual Parking Co-ordinator Program.

Source of Funds

The annual provision to the Reserve shall be 5% of the revenues for the year from parking meters and parking permits (net of Goods and Services Tax).

Application of Funds

The funds in the Reserve shall be used to finance eligible operating expenditures incurred by the Parking Co-ordinator Program."

ADDENDUM TO REPORT NO. 18-1996 OF THE CITY COMMISSIONER

**A4) Implementation of Reassessment
January 1, 1997
(File No. 1615-2)**_____

- RECOMMENDATION:**
- 1) that City Council refer the attached report to a series of Ward meetings to be held during the period October 14 to October 25, 1996, and to a Special Meeting of all City Council on October 28, 1996;
 - 2) that City Council, at its regular meeting of November 4, 1996, adopt one of the following options:
 - a) Single Mill Rate Factor - one mill rate will be used for all classes of properties;
 - b) Two Mill Rate Factors - one mill rate factor will be applied to residential, apartments, and condominiums, and a different mill rate factor will be applied to commercial properties. The effect is that commercial properties will now provide the same total tax revenue (business and property) as was provided prior to reassessment;

- c) Three Mill Rate Factors - one mill rate factor will be applied to residential and condominiums; another factor will be applied to apartments, and the third factor will be applied to commercial properties. The effect is that commercial properties and apartments will now provide the same total tax revenue as prior to reassessment;
 - d) Four Mill Rate Factors - a different factor will be applied to each class of property including condominiums, to ensure that each class of property provides the same total tax revenue as prior to reassessment;
- 3) that there be no phase-in of the reassessment; and,
 - 4) that there be no minimum tax applied.

The attached report provides a synopsis of the progress to date on reassessment, and the remaining issues that require City Council's direction. Public consultation meetings will be held in each Ward, and a Special Meeting of City Council is to be held on October 28, 1996.

The Administration supports no tax shifts between the various classes of properties for the reasons outlined in the report. To accomplish this recommendation, four mill rate factors will be required.

In order to implement the reassessment on January 1, 1997, it is imperative that City Council make a decision on the respective mill rate factors, and on phase-in at its meeting of November 4, 1996.

IT WAS RESOLVED: 1) that City Council refer the attached series of Ward meetings to be held during the period October 14 to October 25, 1996, to a Special Meeting of all City Council on October 28, 1996;

Section B - Planning and Operations

**B1) School Signing Revisions
Brunskill School
(File No. 6280-3)**

2) that City Council, at its regular meeting November 4, 1996, make a decision as to the respective mill rate factors and on considering the following options as well as any other options which may come forward:
a) Single Mill Rate Factor - one mill rate for all classes of properties;

Report of the General Manager, Transportation Department, September 18, 1996:

b) Two Mill Rate Factors - one mill rate applied to residential, apartments, and condominiums, and a different mill rate applied to commercial properties;
RECOMMENDATION: that the signing changes at Brunskill School, as shown in partial Plan No. J9-7B, be approved.

“The Transportation Department has received a request from the Saskatoon Board of Education to review the signing at Brunskill School. The review has been completed and it is proposed that the signing be revised so that it meets the current needs of the school. The investigation

ADOPTED.
be applied to residential and condominiums; another factor will be applied to commercial properties. The effect is that the third factor will be applied to commercial properties. The effect is that properties and apartments will now provide the same total tax revenue as prior to reassessment.

procedure for this school included a site meeting between representatives of the Transportation Department, Saskatoon Police Service, Saskatoon Board of Education and the school's principal. Based on the results of this investigation, a new school signing plan has been prepared using the school signing guidelines and considering the needs of this particular school.

d) Four Mill Rate Factors - a different mill rate applied to each class of property including condominiums, to ensure that each class provides the same total tax revenue as prior to reassessment;
e) that there be no phase-in of the reassessment;
f) that there be no minimum tax applied to any class of property.

The recommended signing changes are described below:

- Replace the existing 'NO PARKING, 0800-1700, MONDAY-FRIDAY' zone (RB-52A) along the west side of the 100 block of Wiggins Avenue South (adjacent to President Murray Park) with a '1 HOUR PARKING, 0800-1700, MONDAY-FRIDAY' zone (RB-54N).

The on-street parking facilities in this residential area are limited and very much at a premium due

to the parking needs of students attending the University of Saskatchewan. These changes will provide parents who need to meet with the school's staff with an area for short-term parking near the school without encouraging excessive long-term use.

All of the above changes have been reviewed and approved by the Saskatoon Board of Education, the Saskatoon Police Service and the school's principal."

ATTACHMENT

1. Partial Plan No. J9-7B

B2) Communications to Council

**From: Claude Hardenne
Harden & Huyse Chocolates**
Date: May 14, 1996
**Subject: Requesting a two car 15 minute loading zone
directly in front of the business located at 718 - 2nd Avenue North**
(File No. 6145-1)

- RECOMMENDATION:**
- 1) that a General Loading Zone be installed in front of 718 - 2nd Avenue North; and,
 - 2) that the applicant be required to pay a one-time installation fee of \$300.

Report of the General Manager, Transportation Department, September 19, 1996:

"The above-noted communication was received as information by City Council at its meeting held on May 21, 1996, and referred to the Administration for a report.

The Transportation Department has received a request from Harden & Huyse Chocolates to install a General Loading Zone on the east block face of the 700 block of 2nd Avenue.

Harden & Huyse has been manufacturing, wholesaling and retailing from 718 - 2nd Avenue North for approximately eight years. Recent development on the 700 block of 2nd Avenue has increased the demand for parking on the front street which is impacting their retailing operation.

Loading zones outside of retail business districts are generally restricted to one car length due to long term on-street parking demands in commercial areas.

The loading zone conforms to City guidelines with respect to General Loading Zones, and the applicant has agreed to pay the one-time \$300 installation fee.”

Moved by Councillor Birkmaier

*THAT the Planning and Operations Committee review the above request
policy regarding loading zones.*

THE MOTION WAS PUT AND LOST

Moved by Mayor Dayday,

- 1) that a General Loading Zone be installed in front of 718 - 2nd Avenue*
- 2) that the applicant be required to pay a one-time installation fee of \$300*

CARRIED.

B3) Five-Year Land Development Program (1997-2001)
(File No. 4110-5)

Report of the General
Manager, Planning and
Building Department,
September 19, 1996:

RECOMMENDATION: that the following report be received as information.

ADOPTED.

"During its September 9, 1996, meeting City Council resolved, in part:

'that the Administration review and report on the land available in the Central Business District and warehouse area, including the South Downtown and City Yards; and also provide information on the amount of land available for development, the total number of units that could be accommodated (i.e. townhouse, medium rise, high rise), and what infrastructure is needed.'

Given the significance of housing development in the downtown area and the importance of this issue to the City as a whole, the Planning and Building Department and Public Works Department will be submitting a joint capital budget proposal for City Council's consideration to undertake this work as part of the 1997 Capital Plan."

B4) Land-Use Applications Received by the Planning and Building Department
For the Period Between September 14, 1996 - September 27, 1996
(For Information Only)
(File No. 4355-D)

Report of the General
Manager, Planning and
Building Department,
September 27, 1996:

RECOMMENDATION: that the following report be received as information.

ADOPTED.

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

Discretionary Use

Application D11/96: 101 - 20th Street West
Applicant: Equity Capital One Corporation
Legal Description: Lots A,17,18, Block 17, Plan 70-S-16633 (CE)E5618
Current Zoning: B.6
Proposed Use: Convenience Store and Gas Bar
Neighbourhood: Riversdale
Date Received: September 20, 1996

Rezoning

Application Z12/96: Keevil Crescent (no civic address assigned)
Applicant: City of Saskatoon, Land Branch
Legal Description: Lots C,D,E,G,H, Plan 96-S-
Current Zoning: B.4 and M.3A
Proposed Zoning: M.3 and M.2
Date Received: September 23, 1996."

**B5) Council Endorsement of Proposed Route
for New 230 kV Transmission Line
(File No. 2000-2)**

- RECOMMENDATION:**
- 1) that City Council has no objection to the proposed entry point of the 230 kV Condie - Queen Elizabeth Power Transmission Line into the City of Saskatoon; and,
 - 2) that the City Clerk advise the SaskPower Corporation of City Council's decision in this matter.

Report of the General Manager, Planning and Building Department, September 27, 1996:

"The following application has been submitted for approval:

Application: New 230 kV Transmission Line
Applicant: SaskPower."

ATTACHMENT

1. September 11, 1996 Report.

**B6) Application for
Registration of
Condominium Plan
212 LaRonge Road -
RM(Tn) District
Part Lot 15 and All
Lot 16; Block 911;
Plan 79-S-43600
Applicant: Gordon A.
Webster, S.L.S.
(File No. 4132-1)**

Moved by Councillor Langford,

THAT the matter be deferred until the MVA has considered the matter.

THE MOTION WAS PUT AND LOST.

Moved by Mayor Dayday,

- 1) *that City Council has no objection to the proposed entry point of the Condie - Queen Elizabeth Power Transmission Line into the City of Saskatoon; and*
- 2) *that the City Clerk advise the SaskPower Corporation of City Council in this matter.*

CARRIED.

**Report of the General
Manager, Planning and
Building Department,
September 26, 1996:**

RECOMMENDATION: 1) *that City Council authorize the issuance of a Certificate of Approval required under Section 10(1)(b) of *The Condominium Property Act, 1993* to Gordon A. Webster, S.L.S. (611-9th Street East, Saskatoon, S7H-0M4) for the condominium development on LaRonge Road; and,*

2) *that the City Clerk be authorized to prepare and issue the Certificate to the applicant.*

**"An application for
registration of a
condominium plan, involving**

ADOPTED.

a development on Part Lot 15 and All Lot 16; Block 911; Plan 79-S-43600, has been received from Gordon A. Webster, S.L.S., on behalf of The Crossings Condominium Ltd. The proposal is for twenty-four units in six buildings. Forty-eight parking spaces have been included on the site.

The proposal has been examined under the provisions of the Zoning Bylaw and, as such, complies with the requirements of this Bylaw in all respects. The site is situated within an RM(Tn) District.

The development has also been examined by the Building Standards Branch and, provided the construction is completed in accordance with the requirements of the approved building permits, the development will meet the requirements under the Building Bylaw. A copy of the construction plans, together with the requisite survey plans, have been forwarded to the City Clerk's Office for review, if necessary, by members of City Council.

In view of the above-noted consideration of the Zoning Bylaw and the Building Bylaw, the Planning and Building Department advises that:

- a) separate occupancy of the units will not contravene the requirements of the Zoning Bylaw;**
- b) the approval required under the Zoning Bylaw has been given, in relation to the separate occupancy of the units;**
- c) the buildings and the division of the buildings into units of separate occupancy, as shown on the plans which have been submitted and as constructed, will not interfere with the existing or likely future amenities of the neighbourhood; and,**
- d) the requirement to designate at least one parking space, as an exclusive-use area for each unit, has been met as at least one space is included as a part of each unit."**

**B7) Application for Registration of Condominium Plan
303 - 5th Avenue North - B.5 District
Lots 19 and 20; Block 173; Plan Q3
Applicant: W.C. Soroski, S.L.S.
(File No. 4132-1)**

RECOMMENDATION: 1) that City Council authorize the issuance of a Report of the General Manager, Planning and Building Department, required under Section 10(1)(b) of *The Condominium Property Act, 1993* to W.C. S. (#2-320 Millar Avenue, Saskatoon, S7K-5Y2) for the condominium development, Avenue North; and, September 26, 1996:

2) that the City Clerk be authorized to prepare the Certificate to the applicant.

"An application for the registration of a condominium plan involving a development on Lots 19

ADOPTED.

and 20; Block 173; Plan Q3 has been received from W.C. Soroski, S.L.S., on behalf of Remain Ventures Inc. The proposal is for thirty-six units in one building. Forty-five enclosed parking spaces have been included on the site.

The proposal has been examined under the provisions of the Zoning Bylaw and, as such, complies with the requirements of this Bylaw in all respects. The site is situated within a B.5 District.

The development has also been examined by the Building Standards Branch and, provided the construction is completed in accordance with the requirements of the approved building permits, the development will meet the requirements under the Building Bylaw. A copy of the construction plans, together with the requisite survey plans, have been forwarded to the City Clerk's Department for review, if necessary, by members of City Council.

In view of the above-noted consideration of the Zoning Bylaw and the Building Bylaw, the Planning and Building Department advises that:

- a) separate occupancy of the units will not contravene the requirements of the Zoning Bylaw;
- b) the approval required under the Zoning Bylaw has been given in relation to the separate occupancy of the units;
- c) the buildings and the division of the buildings into units of separate occupancy, as shown on the plans which have been submitted and as constructed, will not interfere with the existing or likely future amenities of the neighbourhood; and,

- d) **the requirement to designate at least one parking space as an exclusive-use area for each unit has been met, as at least one space is included as a part of each unit."**

**B8) Subdivision Application #35/96
Bayview Close
(File No. 4300-35/96)**

RECOMMENDATION:

Report of the General Manager, Planning and Building Department, September 27, 1996: 1) that City Council resolve, in connection with the approval of Subdivision #35/96, that it would be impractical and undesirable to require full compliance with 15(1)(a) of Subdivision Bylaw No. 6537 for the following reasons:

"The following subdivision application has been submitted for approval: a) proposed Lots 36 to 40 inclusive each have frontages which are smaller than 11 metres. Therefore, the variance from the full requirement is minor; b) the proposed lots each have a site area and depth which exceeds that of the Subdivision Regulations; and,

Subdivision Application: c) the variance will not affect surrounding properties in any negative way.

2) that Subdivision Application #35/96 be approved, subject to:

3

5 a) the payment of \$1,600 being the required approval fee;

/ b) the owner entering into a Development and Servicing Agreement with the City of Saskatoon; and,

6 c) the owner agreeing in writing to the granting of easements in favour of the City of Saskatoon for storm sewer purposes as shown on Plan of Proposed Subdivision.

Applicant:

V *ADOPTED.*

ebster Surveys Ltd. for Boychuk Investments Ltd.

Legal Description: Parcel G, Block 106, Plan 96-S-13325

Location: Bayview Close."

ATTACHMENT

1. September 17, 1996 Subdivision Report.

**B9) Subdivision Application #45/96
2 Albany Crescent**

(File No. 4300-2)

RECOMMENDATION: that Subdivision Application #45/96 be approved, Report of the General Certificate of Approval for proposed Lot 1, Block 612, Plan 68-S-22368 being issued by the Manager, Planning and the severed portion of Lot 1 being consolidated and held in title along with the Building Department, Block 612, Plan 68-S-22368.
September 17, 1996:

ADOPTED.

"The following subdivision application has been submitted for approval:

Subdivision Application: #45/96
Applicant: Garry and Lynn Mayer for Rhonda Furbur
Legal Description: Lot 1, Block 612, Plan 68-S-22368
Location: 2 Albany Crescent."

ATTACHMENT

1. September 17, 1996 Subdivision Report.

**B10) Subdivision Application #46/96
Bayview Close
(File No. 4300-46/96)**

RECOMMENDATION: that Subdivision Application #46/96 be approved, Report of the General the payment of \$400 being the required approval fee; and, Manager, Planning and b) the owner entering into a Development Agreement with the City of Saskatoon.
Building Department, Agreement with the City of Saskatoon.
September 27, 1996.

ADOPTED.

The following subdivision application has been submitted for approval:

Subdivision Application: #46/96
Applicant: Webster Surveys Ltd. for Briarwood Developments Ltd.
Legal Description: Parcels G & H, Plan 96-S-13325
Location: Bayview Close."

ATTACHMENT

1. September 17, 1996 Subdivision Report.

B11) Subdivision Application #48/96
Hedley Street
(File No. 4300-48/96)

RECOMMENDATION:

Report of the General Manager, Planning and Building Department, September 27, 1996: 1) that City Council resolve, in connection with the approval of Subdivision #48/96, that it would be impractical and undesirable to require full compliance with 15(1)(a) of Subdivision Bylaw No. 6537 for the following reasons:

"The following subdivision application has been submitted for approval:
Subdivision Application: #48/96
Applicant: Hedley Street

a) the variance from the full requirement is minor;
b) the variance will not affect surrounding properties in any negative way;
c) the proposed lots each have a site area which exceeds the minimum required by the Zoning Bylaw; and,
d) this proposal represents a good opportunity for infill development; and

2) that Subdivision Application #48/96 be approved, subject to:

a) the payment of \$250 being the required approval fee; and,
b) that separate water and sewer connections be installed at the owner's expense according to the requirements of, and to the satisfaction of the General Manager of the City of Saskatoon.

ADOPTED.

Legal Description: Hedley Street, Block 7, Plan 87-S-47751
Location: Hedley Street."

ATTACHMENT

1. September 17, 1996 Subdivision Report.

B12) Subdivision Application #49/96
Brookmore Crescent
(File No. 4300-49/96)

RECOMMENDATION:

Report of the General
Manager, Planning and
Building Department,
September 27, 1996:

1) that Subdivision Application #49/96 be approved, subject to the payment of the required approval fee;
2) that His Worship the Mayor and the City Clerk be authorized to execute a Corporate Seal, on behalf of the City of Saskatoon, the formal Easement Agreement to easements shown on the Plan of Proposed Subdivision in a form that is satisfactory for approval;
Solicitor; and,

Subdivision Application: 3) that His Worship the Mayor and the City Clerk be authorized to execute a form satisfactory to the City Solicitor.
with respect to easements which may be required by other utility agencies as a #subdivision over dedicated lands within the subdivision area, provided that such agreement is in a form satisfactory to the City Solicitor.

9
/ *ADOPTED.*

Applicant: Webster Surveys Ltd. for City of Saskatoon
Legal Description: Parcel K, Plan 96-S-13323
Location: Brookmore Crescent."

ATTACHMENT

1. September 17, 1996 Subdivision Report.

**B13) Subdivision Application #50/96
104 - 109th Street West
(File No. 4300-50/96)**

RECOMMENDATION: that Subdivision Application #50/96 be approved, subject to the following conditions:

Report of the General
Manager, Planning and
Building Department,
September 27, 1996:

"The following subdivision the owners' expense, according to the requirements of, and to the satisfaction of the City Manager of Public Works.
application has been submitted
for approval:

- a) the payment of \$50 being the required approval fee;
- b) the payment of \$100 being the required Municipal Reserve; and,
- c) that separate water and sewer connections be provided at the expense of the applicant.

ADOPTED.

Subdivision Application: #50/96
Applicant: Mike and Shirley Chometa
Legal Description: Lot 5, Block 2, Plan (HA)1-5611
Location: 104 - 109th Street West."

ATTACHMENT

1. September 27, 1996 Subdivision Report.

**B14) Subdivision Application #51/96
258 & 254 Laycoe Crescent
(File No. 4300-51/96)**

Report of the General
Manager, Planning and
Building Department,
September 27, 1996:

RECOMMENDATION: 1) that Subdivision Application #51/96 be approved.
2) that His Worship the Mayor and the City Council be authorized to execute under the Corporate Seal, on behalf of the City of Saskatoon, Easement Agreements with respect to easements shown on the Plan of Proposed Subdivision form that is satisfactory to the City Solicitor.

"The following subdivision
application has been submitted
for approval:

ADOPTED.

Subdivision Application: #51/96
Applicant: Webb Surveys for City of Saskatoon
Legal Description: Lots 31 & 32, Block 405, Plan 95-S-26266
Location: 258 & 254 Laycoe Crescent."

ATTACHMENT

1. September 17, 1996 Subdivision Report.

**B15) Permanent Blockage - North-South Lane East of
Arlington Avenue between Taylor Street and Louise Street
(File No. 6295-1)**

Report of the City Solicitor,
September 25, 1996:

RECOMMENDATION: that City Council consider Bylaw No. 7568.

ADOPTED.

“Council, at its August 12, 1996 meeting, recommended that the North-South Lane East of Arlington Avenue, between Taylor Street and Louise Street be blocked on a permanent basis.

The permanent blockage of Arlington Avenue is for traffic control. It is not a closing as contemplated by Section 156 of *The Urban Municipality Act* as no separate title is being taken to the property and the area maintains its character as a street.

The City Solicitor’s Office prepared Bylaw No. 7568 to effect the permanent blockage. Notice was given in the Saskatoon StarPhoenix that consideration of this Bylaw would take place at the October 7, 1996 Council meeting in case any members of the public wished to speak.”

ATTACHMENT

1. Bylaw No. 7568.

**B16) Future of the Parking Reserve
Creation of a Parking Committee and
Creation of a Parking Coordinator Position
(File No. 1815-1, 4600-1 and 220-1)**

Report of the City Solicitor,
September 27, 1996:

RECOMMENDATION: that City Council consider Bylaw No. 7569.

ADOPTED.

"The recommendation of the Planning and Operations Committee was passed by City Council at its September 9, 1996 meeting. The recommendation stated:

- ‘1) that the existing Parking Reserve be renamed the Parking Capital Reserve;
- 2) that the provision to the Parking Capital Reserve be reduced from 9% of parking revenues to 4%;
- 3) that the City Solicitor be requested to bring forward an amendment to Bylaw No. 6774, The Capital Reserves Bylaw, to implement the above.’

We have prepared and enclose Bylaw No. 7569 which reflects the required amendments to The Capital Reserves Bylaw."

ATTACHMENT

1. Proposed Bylaw No. 7569.

**B17) Downtown Conversion to Automated Garbage Collection
(File No. 7830-3)**

RECOMMENDATION: that the following report be received as information.

Report of the General
Manager, Environmental
Services, September 30, 1996:

ADOPTED.

"In January 1996, Council was provided with a report on the conversion of the downtown manual/semi-automated system to an automated side-loading garbage collection system. Pursuant to having consulted with the downtown businesses, the Environmental Services Department was to report further on the conversion.

The Environmental Services Department staff have investigated:

- the type of container to be used in the downtown,
- the type of locking system to be used to ensure safety,
- the effects of the conversion on downtown businesses.

There appears to be within the downtown business community a general consensus that the conversion should go ahead. In fact, some businesses have already converted. The intent is to service the downtown businesses with the 300 US gallon polyethylene garbage containers similar to those currently being used in our back lanes. In actual applications, these containers will be locked and opened by the businesses or the truck operator on the pick-up day. After the pick-up, the container will be locked. The actual locking/unlocking procedures will be finalized following a brief test period. This procedure will ensure that:

- each business pays their appropriate share of the cost,
- container burns are eliminated,
- scavenging is eliminated.

The businesses will be asked to sign up for the service by completing a contract document and submitting it by October 10, 1996. The current plan is to eliminate the manual collection on October 15, 1996.

There will be follow-up with businesses that do not sign up for City service and yet continue to dump garbage into the alleys. It is anticipated that the number of these cases will be minimal."

B18) Front Street Garbage Pick-Up Schedule Change
(File No. 7830-3)

RECOMMENDATION: that the following report be received as information.

Report of the General
Manager, Environmental
Services, September 30, 1996:

ADOPTED.

"Prior to the automation of residential garbage collection, the City's front street garbage collection was on a roll-over schedule. This meant that there were specific days of the week set for individual front street collection (e.g. an area of the City would normally be picked up on a Monday, another would be Tuesday, Wednesday, Thursday, or Friday). However, if a statutory holiday fell on one of the week days, then everyone's pick-up day would move one day (i.e. Monday pick-ups would move to Tuesday, Tuesday to Wednesday, etc.). This new day would be set until the next statutory holiday falling on a week day. If there were two statutory holidays during the work week, then every front street pick-up would rotate two days. The reason for setting a specific day of pick-up for front street residents is that they physically move their containers to the front street, while the lane residents leave their garbage containers stationary.

Going to the roll-over schedule meant that each front street residence had to receive a pick-up calendar for the year which indicated their specific pick-up day. At that time, the cost of providing the calendar was approximately \$15,000 annually.

With the advent of automated garbage collection, it was felt that for a period of time the City could save the expense of the calendars. This meant having assigned two days (Tuesday and Thursday) for front street collection which normally avoided the statutory holidays. This also allowed for a day after the holiday to pick up the statutory day's garbage. This was done at the expense of deferring the lane pick-up for a short period.

With the increase in front street pick-ups due to the City's growth, truck breakdowns, cold weather, increase in driving distances, etc., the two days are not sufficient for the 18,000 plus residences. The result has been that some of Tuesday's pick-ups have been picked up on Wednesdays and some of Thursday's pick-ups have been on Fridays. These occurrences generate a large number of complaints.

It is proposed that the residential front street pick-up of 18,000 residences be divided into five days a week pick-up with roll-overs following statutory holidays. This will mean that front street residents will have to be issued pick-up calendars similar to the one attached. This will apply both to the automated and the remaining manual front street pick-up. The effective date will be November 4, 1996. This is also the time that the collection goes to bi-weekly pick-up.

The negative aspects are that residents will have to check their calendars for roll-overs and there will be reduced service levels because the roll-overs result in 41 versus 43 pick-ups per year. (Often, due to cold weather, this service reduction is occurs.)

The positive aspect is that each resident will have a specific marked day of garbage pick-up with no confusion due to bi-weekly pick-ups, cold weather or statutory holidays. With reduced numbers of front street daily pick-ups, on cold days, the front street residents will be serviced later in the day when the temperature warms up above -35 degrees Celsius.

To help residents keep track of their garbage pick-up schedule, we will send each household, with front street collection, a yearly calendar indicating the appropriate pick-up days for the area. Residents are encouraged to post the calendar near their bins and, for additional convenience, the information can be transferred to the calendar located on page 23 of the Talking Yellow Pages at the front of the telephone directory.

The calendars will be delivered between October 15th and October 30th. The cost of the delivered calendars will be approximately \$5,000."

ATTACHMENT

1. Garbage Collection Schedule Calendar

**B19) Request for Access Agreement and Request for Easement
Proposed OK Economy Grocery Store
51st Street and Wanuskewin Road
(File No. 4090-3)**

DEALT WITH EARLIER. SEE PAGE NO. 4.

REPORT NO. 18-2002 OF THE PLANNING AND OPERATIONS COMMITTEE

Composition of Committee

Councillor A. Langford, Chair
Councillor M. Heidt
Councillor P. McCann
Councillor J. Postlethwaite
Councillor K. Waygood

**1. Sports Participation Grant 1996-97
(File No. CK. 1870-2-6)**

RECOMMENDATION: that the information be received.

The following report of the
General Manager, Leisure
Services Department, dated
September 24, 1996, is submitted for City Council's information:

ADOPTED.

"BACKGROUND

During its November 20, 1995, meeting, City Council approved the creation of the Sports Participation Grant to replace the Sport Component of the Assistance to Community Groups Cash Grant Program. The new grant program has three categories:

1. Fifty percent of the total grant will provide funding for skill-development programs for coaches. This recognizes that the roles played by the coach (teacher, leader, organizer) are significant to the success of any sports activity.
2. Twenty-five percent of the total grant will fund learn to/developmental programs to encourage those not currently active to get involved in a sport.
3. Twenty-five percent of the total grant will be allocated to programs which provide access where cost is a barrier to participation.

The new grant is being phased-in to allow groups time to adjust their budgets and activities.

REPORT

The total eligible amount requested by the sixteen applicants in the category of Skill Development for Coaches was \$26,829. Available funding in this category was \$24,937. Each applicant will, therefore, receive 92.948% of the eligible requested amount.

The Learn To/Developmental Programs and Cost As A Barrier to Participation categories each had a total of \$4,156 in available funding. Based on needs assessment data, the Leisure Services Department had established the following priorities: people with disabilities, Aboriginal people, females, and seniors.

Twelve applications were received in the Learn To/Developmental Programs category, three of which were funded:

- Saskatchewan Deaf and Hard of Hearing Services Inc. will receive \$2,356 towards the cost of providing interpreters to enable clients to actively participate in introductory-level sport activities.
- Saskatoon Sports Council will receive \$1,000 to support a "Sport for Life" program to introduce high-risk youth to a variety of sports.
- Riversdale Athletics Club Inc. will receive \$800 towards the cost of introducing new sports for women: hammer throw and pole vault.

Six eligible applications were received in the Cost As A Barrier to Participation category, three of which were funded:

- The Boys and Girl Club of Saskatoon will receive \$1,540 to support a baseball program for inner-city children.
- The Saskatchewan Wheelchair Sports Association will receive \$2,250 towards the cost of purchasing sleds for sledge hockey in Saskatoon.
- The River Racquet Athletic Club Membership Association will receive \$366 to introduce inner-city youth to the sport of racquetball.

Overall, Leisure Services staff were pleased with the initial response to the revised sports grant program. There will be some administrative adjustments next year to simplify the process for applicants, and staff will continue to stress to potential applicants the importance of demonstrating that their proposed activities will achieve the objectives of the grant

program."

2. Enquiry - Councillor Postlethwaite (May 6, 1996)
Traffic Concerns
South Side of 8th Street between Cumberland and Clarence Avenues
- AND -

Communications to Council

From: William Tupper

1119 Munroe Avenue South

Date: August 29, 1996

**Subject: Concerns regarding squealing of vehicle tires at the U-turn
intersection of 8th Street and Munroe Avenue**

(File No. CK. 6320-5 and 6320-1)

RECOMMENDATION: 1) that the construction of a westbound U-turn on 8th Street between Louise Avenue and Cumberland Avenue be identified as the preferred measure to address the residents' concerns; and, 2) that the proposal be referred to the Budget Committee in order to address possible funding for the project in the 1997 Capital Budget.

Your Committee has discussed the following Administrative measure to address the residents' concerns; and, report with Mr. William Tupper. It is understood that the residents of the area support the proposal for a westbound to eastbound U-turn bay on 8th Street between Louise Avenue and Cumberland Avenue.

ADOPTED.

Report of the General Manager, Transportation Department, dated September 19, 1996:

"BACKGROUND

The following enquiry was made by Councillor Postlethwaite at the meeting of City Council held on May 6, 1996:

'Would the Administration please revisit the concerns of residents who live on Munroe and other avenues on the south side of 8th Street between Cumberland and Clarence. Every Friday, Saturday and Sunday between 10:00 p.m and 2:00 or 3:00 a.m they must endure the squealing of tires as cruisers make U-turns on 8th Street.

The medians along 8th have been renewed up to the east side of Cumberland. Is it the intention of the city to continue the rehabilitation

work on the medians along 8th Street west of Cumberland Avenue.

If so, at the time of such upgrading, the residents would accept the closure of all median openings between Cumberland and Clarence, even though it would be a little inconvenient for them. To provide a U-turn for the cruisers, it has been suggested that a new median break be made in the commercial zone near Burger King and Jubilee Ford, where late night noise would be much less of a concern.'

At its meeting held on September 17, 1996, when dealing with the Communication from William Tupper, the Committee resolved, in part:

'that consideration of the matter be deferred until receipt of an Administrative report.'

In 1988, City Council approved the prohibition of u-turns for westbound 8th Street traffic at Wiggins Avenue, one block east of Munroe Avenue. A review of its effectiveness and its impact on Munroe Avenue was conducted in 1989. Monitoring established that between 9:30 p.m. and 10:30 p.m., 597 vehicles made u-turns at Munroe Avenue. Almost all of the u-turn traffic which used to make a u-turn at Wiggins Avenue had shifted to the Munroe Avenue intersection. A report to the then Works and Utilities Committee recommended that a u-turn prohibition be implemented at Munroe Avenue and 8th Street. This recommendation was implemented temporarily, but was later removed due to the relocation of the problem into the residential area south of 8th Street. Subsequently, in May, 1996, after receiving complaints from residents, Councillor Postlethwaite requested that the Transportation Department review the issue one more time. The recommendations in this report are a result of that request.

JUSTIFICATION

1. Volume of U-turning Traffic

The Transportation Department has completed a review of the "cruising" vehicles at the intersection of Munroe Avenue and 8th Street in order to determine the extent of the problem. The review included counting the number of vehicles making u-turns, observing the nature in which u-turns were executed, and recording the time when the u-turn was made. The observation of traffic movements at this intersection was carried out on two consecutive Fridays; September 6 and September 13, 1996, between the hours of 8:30 p.m and 11:30 p.m. The following observations were made:

- September 6, 1996: During the heaviest turning-movement hour (9:30 - 10:30 p.m.), 121 vehicles made u-turn movements. This represents 79% of all (153) left-turning vehicles.
- September 13, 1996: During the heaviest turning-movement hour (9:30 - 10:30 p.m.), 140 vehicles made u-turn movements. This represents 76% of all (184) left-turning vehicles.
- The number of vehicles which make the u-turn movement has decreased from the count carried out in 1989, at which time approximately 600 vehicles were observed to make u-turns at this location.
- The majority of the u-turn movements occur between 9:30 p.m and 10:30 p.m.

2. The Manner of Turning

Although the number of vehicles making u-turns has decreased considerably from 1989, the Transportation Department believes that the combined effect of the number of u-turning vehicles and the manner in which the u-turns are executed is a compelling reason to justify the recommendations. In most cases, the u-turning vehicles appear to be in a hurry which results in the squealing of tires. The noise from this is negatively affecting the quality of life for residents.

3. Enforcement

Strict enforcement has been attempted in the past at this location. No long-term improvements to the situation were demonstrated as a result of enforcement. It is partly for this reason that providing an alternative location, in a non-residential section, for u-turns to take place is being recommended.

OPTIONS

There are two feasible options:

1. Prohibit u-turning movements at 8th Street and Munroe Avenue by installing "NO U-TURN" signs facing the westbound 8th Street traffic, accompanied by strict enforcement.

This option, in spite of being economical is a stop-gap measure with no real long-term benefits. In addition, two things might happen. Firstly, motorists may simply start to ignore the restrictions and proceed with illegal u-turns at either Wiggins Avenue or Munroe Avenue thereby causing enforcement problems. Secondly, it will force some motorists wishing to reverse direction to make a left turn, travel through the neighbourhood streets and loop back to 8th Street. This would be an even greater concern than u-turns on 8th Street. This is exactly what happened in 1989 when the "NO U-TURN" signs were erected temporarily at this location.

2. Construct a westbound to eastbound U-turn bay in the median of 8th Street between Cumberland Avenue and Louise Avenue, in the vicinity of Jubilee Ford, to accommodate u-turns.

This is a desirable, long-term solution which would relocate the u-turns away from residential dwellings. The cost estimate associated with this solution is \$35,000. The drawback is that there are currently no available funds to implement this option. The Department is recommending that this option be referred to the Budget Committee for possible funding in the 1997 Capital Budget.

POLICY IMPLICATION

There are no policy implications.

FINANCIAL IMPACT

The estimated cost to implement Option 2 is \$35,000."

3. **Communications to Council**

From: Daryle Haug
Deltron Consulting & Design
Date: undated
Subject: Requesting increase in landfill fees for tires
AND

Communications to Council

From: Daryle Haug
Deltron Consulting & Design
Date: undated
Subject: Providing Information regarding a tire
recycling proposal

(File No. CK. 7830-5)

DEALT WITH EARLIER. SEE PAGE NO. 14

REPORT NO. 15-2002 OF THE ADMINISTRATION AND FINANCE COMMITTEE

Composition of Committee

Councillor R. Steernberg, Chair
Councillor A. Atchison
Councillor D.L. Birkmaier
Councillor H. Langlois
Councillor P. Roe

1. **City Treasurer's Report on Investments**

(File No. CK. 1790-3)

RECOMMENDATION:

that the information be received.

Your Committee has reviewed the following report of the General Manager, Finance Department, dated September 24, 1996, with the General Manager, and accepts the information provided:

ADOPTED.

"REPORT

- The U.S. economy grew by a 4.8% annualized growth rate in the second quarter of 1996,

well ahead of the 2.0% and 0.3% annualized rates recorded in the previous two quarters. Employment conditions have improved significantly as indicated by the low 5.1% unemployment rate and the approximately 1.4 million jobs created in the January to August period. These employment gains have helped increase consumer confidence and push household incomes higher which, in turn, have encouraged consumers to purchase more goods and services. As well, U.S. companies appear to be rebuilding their inventory positions, thereby providing added support to the American economy. The U.S. economy is expected to grow by 3.0 to 3.5% during the second half of 1996 and into early 1997.

In Canada, the economy continues to experience growth rates well below that in the U.S. Real Gross Domestic Product rose at an annualized rate of 1.3% in the second quarter, matching the growth pace in the first three months. The economy continues to be driven by rising export trade to the U.S. coupled with a strong demand for housing. Despite the low cost of borrowing, consumers have provided modest contributions to the economy as a whole. Job security appears to be a major concern given the ongoing corporate restructurings. Monthly unemployment rates to date have remained at high levels, ranging from 9.3% to 10%. Some economists are anticipating a pickup in economic activity as we move into 1997. Their forecasts are based upon increased gains in merchandise trade, continued growth in residential construction, and a modest rebound in consumer spending.

During the reporting period, the Bank of Canada and the Federal Reserve both maintained a monetary policy designed to lower interest rates. The Bank of Canada pursued a more aggressive monetary ease, thereby allowing prime business rates to decline to 5.75% from 7.00% at December 1995. Slower economic activity, relative to the U.S., and a low inflation rate (1.2% year over year in July) supported this action. The Federal Reserve adopted a more conservative course of action due to a progressively-stronger U.S. economy and a relatively high rate of inflation (3.0%). As a result, U.S. prime rates managed to decline by only 50 basis points to 8.25% at August month end.

The Canadian yield curve shifted to a more positive, upward-sloping position during the first eight months of 1996 (Attachment 1). From a 5.55% level at 1995 year end, three month treasury bill yields moved below the 4.00% before closing out August at 4.01%. In contrast, ten year bond yields actually increased by 30 basis points to record a 7.38% at August month end. Initially, ten year bond yields declined to the 6.95% level in January before a sell off in U.S. treasury bonds pushed domestic ten year yields higher to 7.95% by early May. Evidence of a stronger U.S. economy coupled with expectations of U.S. rate increases placed upward pressure on North American bond yields. Ten year bonds eventually traded downwards to the 7.08% level in mid-August as fears of U.S. economic strength

and potential interest rate hikes subsided.

The General Account long-term portfolio sold some ten year bond positions including \$3,000,000 Ontario Hydro 7.75% Bond maturing 03Nov05 and \$2,000,000 Province of B.C. 8.0% Bond due 23Aug05. The reasoning behind the bond sales were twofold: (1) to realize some capital gains during periods of market strength and (2), to reinvest the sales proceeds into higher-yielding bonds in the event of a backup in long term rates. One term extension trade was transacted with \$2,000,000 Province of Alberta 6.00% Bond due 01Mar99 (6.21% yield) being replaced by \$2,000,000 Government of Canada 7.50% Bond maturing 01Sep00 (6.76% yield).

Based upon economic\interest rate trends to date combined with various economists' forecasts, the following developments may unfold over the next few months:

- (1) No further reductions in U.S. administered rates (Fed Funds Rate currently @ 5.25%); the general consensus is that the Federal Reserve will likely increase short term rates to limit potential inflation pressures.
- (2) Canadian short term yields are presently at their lowest levels since January 1994 and appear to have reached their lows in this cycle. Domestic short term rates should move somewhat higher in sympathy with the expected rise in U.S. short term yields.
- (3) Domestic bond yields will likely trend higher as we move towards year end. Some economists expect U.S. Treasury yields to drift higher due to rising U.S. inflation expectations associated with an accelerating economy. As a result, Canadian bond yields will be forced gradually higher by their U.S. counterparts. However, low inflation numbers and continued improvements on the deficit front should limit the magnitude of the increase. Some estimates have ten year Canada bonds trading in the range of 8.00% to 8.60% by year end.

With short term rates anticipated to increase over the near term, we believe it is appropriate to maintain a short average term to maturity in the civic money market portfolio. The current level of short term rates suggests that the risk of higher yields clearly outweighs the yield benefits on the downside. Accordingly, surplus funds will be directed to the thirty to ninety day term. However, as we move through year end, we believe that short term rates will have risen sufficiently to implement a term extension strategy. Securities maturing in the six-month to one-year range would be the beneficiaries of such a plan.

In terms of bond portfolio strategy, we believe that the expected increase in North American bond yields will provide an opportunity to accumulate additional bond holdings at fairly attractive rates. Bonds earmarked for purchase will include primarily Government of Canada bonds maturing in the five to ten year term. Provincial and municipal bonds will not be considered for purchase at this time; the very low yield spreads between provincial\municipal bonds and comparable Government of Canada bonds have deemed the provincial\municipal sector unattractive for purchase.

ATTACHMENTS

1. Illustration: Canadian Yield Curve
2. Statistical Supplement\August 1996
3. Short-Term Investments as at August 30, 1996
4. General Account Long-Term Investment Portfolio as at August 30, 1996

This is an internal City document intended for use by the City of Saskatoon only, and while the information is thought to be correct, care should be used by investors reading this document."

REPORT NO. 1-1996 OF THE SUBCOMMITTEE TO DEAL WITH REORGANIZATION ISSUES

Composition of Committee

Councillor H. Langlois, Chair
Councillor K. Waygood
Councillor P. McCann
Councillor R. Sternberg
His Worship the Mayor

1. **Terms of Reference**
Saskatoon Environmental Advisory Council
(File No. CK. 1600-1)
-

RECOMMENDATION: that the Terms of Reference of the Saskatoon Environmental Advisory Council be changed from nine to twelve. Attached is a copy of the existing Terms of Reference of the Saskatoon Environmental Advisory Council.

3. The number of members referred to in Section 3.1 of the Terms of Reference be changed from nine to twelve.

4. Reference to the Community Health Unit be changed to "Public Health Services."

The Saskatoon Environmental Advisory Council has put forward the above suggestions for amendment, which are supported by the Subcommittee.

REPORT NO. 7-1996 OF THE LAND BANK COMMITTEE

Composition of Committee

Councillor D. L. Birkmaier, Chair
Councillor H. Langlois
Councillor K. Waygood
Councillor H. Heidt
Councillor J. Postlethwaite
His Worship the Mayor

- 1. Request to Purchase City-Owned Property
Lot 31, Block 144, Plan No. 79-S-18673
810 - 59th Street East, North Industrial Area
Saskatoon Metal Manufacturing Ltd.
File No. CK. 4215-1**

RECOMMENDATION: that Lot 31, Block 144, Plan No. 79-S-18673 be sold to Saskatoon Metal Manufacturing Ltd. for the sum of \$86,500.00 plus applicable taxes. Your Committee met with the Land Branch Manager to discuss the following report of the General Manager, Planning and Building Department dated September 4, 1996, and supports the sale of this property in view of the substantial inventory of serviced industrial property in the area. Upon review of this administrative report, your Committee requested that the Administration prepare a policy with respect to the sale of commercial and industrial land that would address various options:

"BACKGROUND

The City has a substantial inventory of serviced industrial property located on 56th to 59th Streets, between Miners and Millar Avenues in the North Industrial area. During the last several years, we have seen the sale of a small number of these serviced parcels. When the inventory reaches a certain point, we will have to decide if we are going to service more land to assure a land supply for new and expanding business in Saskatoon. To this end, it is important that when we sell properties, we obtain sufficient monies to service new land at current servicing costs.

REPORT

We have received an offer to purchase Lot 31, Block 144, Plan No. 79-S-18673. The offer does not reflect the full amount of the City Council approved price for the lot, and therefore, the offered price must be approved by Council. The 0.7 acre lot has small frontage, shallow depth and is therefore, expensive to service. The current approved servicing rate is reflected in the price. The full lot price is derived as follows:

Land	\$ 5,734.00
Services	82,253.76
Admin. Fee	<u>5,279.27</u>
Total	\$93,267.03

The offered price will repay the full servicing charge and place \$4,246.24 in the land account as follows:

Land	\$ 4,246.24
Services	82,253.76
Admin. Fee	<u>0.00</u>
Total	\$86,500.00

The Administration recommends acceptance of this offer.

ATTACHMENTS

1. Copy of plan showing Lot 31, Block 144."

Moved by Councillor Langlois, Seconded by Councillor Langford,

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

CARRIED.

ENQUIRIES

Councillor Atchison
Sale of Lots - New Avalon Subdivision
(File No. CK. 4214-1) _____

Could we please find out how the sale of lots to contractors will be handled in the new Avalon Subdivision.

INTRODUCTION AND CONSIDERATION OF BYLAWS

Bylaw No. 7566

Moved by Councillor Langlois, Seconded by Councillor Langford,

THAT permission be granted to introduce Bylaw No. 7566, being "*The Zoning Amendment Bylaw, 1996 (No. 11)*" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Langlois, Seconded by Councillor Postlethwaite,

THAT Bylaw No. 7566 be now read a second time.

CARRIED.

The bylaw was then read a second time.

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MONDAY, OCTOBER 7, 1996
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Moved by Councillor Langlois, Seconded by Councillor Atchison,

THAT Council go into Committee of the Whole to consider Bylaw No. 7566.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 7566 was considered clause by clause and approved.

Moved by Councillor Langlois, Seconded by Councillor Birkmaier,

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

CARRIED.

Moved by Councillor Langlois, Seconded by Councillor Waygood,

THAT permission be granted to have Bylaw No. 7566 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Bylaw No. 7568

Moved by Councillor
Langlois, Seconded by
Councillor Langford,

Moved by Councillor Langlois, Seconded by Councillor Heidt,

THAT Bylaw No. 7566 be now read a third time, that the bylaw be passed
and the City Clerk be authorized to sign same and attach the corporate seal thereto.

CARRIED.

The bylaw was then read a third time and passed.

THAT permission be granted to introduce Bylaw No. 7568 being "*The Arlington Avenue
Motor Vehicle Traffic Control Bylaw, 1996*" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Langlois, Seconded by Councillor Postlethwaite,

THAT Bylaw No. 7568 be now read a second time.

CARRIED.

The bylaw was then read a second time.

MINUTES OF REGULAR MEETING OF CITY COUNCIL
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Moved by Councillor Langlois, Seconded by Councillor Atchison,

THAT Council go into Committee of the Whole to consider Bylaw No. 7568.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 7568 was considered clause by clause and approved.

Moved by Councillor Langlois, Seconded by Councillor Birkmaier,

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

CARRIED.

Moved by Councillor Langlois, Seconded by Councillor Waygood,

THAT permission be granted to have Bylaw No. 7568 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Bylaw No. 7569

Moved by Councillor Langlois, Seconded by Councillor Heidt,

Moved by Councillor Langlois, Seconded by Councillor Langford,

and the City Clerk be authorized to sign same and attach the corporate seal thereto.

CARRIED.

THAT permission be granted to introduce Bylaw No. 7569 being "*The Capital Reserve Amendment Bylaw, 1996 (No. 2)*" and to give same its first reading. The bylaw was then read a third time and passed.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Langlois, Seconded by Councillor Postlethwaite,

THAT Bylaw No. 7569 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Langlois, Seconded by Councillor Atchison,

THAT Council go into Committee of the Whole to consider Bylaw No. 7569.

CARRIED.

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

Committee arose.

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

MINUTES OF REGULAR MEETING OF CITY COUNCIL
MONDAY, OCTOBER 7, 1996
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That while in Committee of the Whole, Bylaw No. 7569 was considered clause by clause and approved.

Moved by Councillor Langlois, Seconded by Councillor Birkmaier,

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

CARRIED.

Moved by Councillor Langlois, Seconded by Councillor Waygood,

THAT permission be granted to have Bylaw No. 7569 read a third time at this meeting.

CARRIED UNANIMOUSLY.

*Moved by Councillor
Langlois,*

*THAT the meeting
stand adjourned.*

Moved by Councillor Langlois, Seconded by Councillor Heidt,

THAT Bylaw No. 7569 be now read a third time, that the bylaw be passed and the City Clerk be authorized to sign same and attach the corporate seal thereto.

CARRIED.

The bylaw was then read a third time and passed.

CARRIED.

The meeting adjourned at 9:02 p.m.

Mayor

City Clerk