

Council Chamber
City Hall, Saskatoon, Sask.
Monday, October 5, 1998
at 7:00 p.m.

MINUTES OF REGULAR MEETING OF CITY COUNCIL

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

PRESENTATION

The Honourable Sylvia Fedoruk, HMCS Saskatoon's sponsor, presented Council with the bottle of champagne used to christen the HMCS Saskatoon in Halifax on March 30, 1998. She also presented Council with the ship's kisby ring.

Moved by Councillor Harding, Seconded by Councillor Heidt,

THAT the minutes of the regular meeting of City Council held on September 21, 1998 be approved.

CARRIED.

COMMUNICATIONS TO COUNCIL

The following communications were submitted and dealt with as stated:

A. REQUESTS TO SPEAK TO COUNCIL

**1) John Dewar
719 - 5th Avenue North, dated September 30**

Requesting permission to address Council, and submitted a petition of 14 signatures regarding the planned sidewalk improvements. (File No. CK. 6220-1)

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RECOMMENDATION: that Mr. Dewar be heard.

Moved by Councillor Atchison, Seconded by Councillor Maddin,

THAT Mr. Dewar be heard.

CARRIED.

Mr. John Dewar, representing the residents of Fifth Avenue North between King Street and Princess Street, spoke against the asphalt paving of the sidewalks.

Councillor Waygood submitted a letter from Mr. J. R. Butler, which included a petition from Poplar Crescent residents, who are against the asphalt paving of sidewalks.

Moved by Councillor Waygood, Seconded by Councillor Roe,

THAT the correspondence be received and referred to the Planning and Operations Committee for a report.

*YEAS: Councillors Atchison, Birkmaier, Langford, Maddin, Roe,
Steernberg and Waygood*

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*NAYS: His Worship the Mayor, Councillors Harding, Heidt,
and McCann*

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AA. ITEMS WHICH REQUIRE THE DIRECTION OF CITY COUNCIL

**1) Ray Wachter, A/Fire Chief
Fire and Protective Services, dated September 24**

Requesting temporary closure of the 800 block of Taylor Street East on Wednesday, October 7, 1998, from 6:00 p.m. to 8:30 p.m. of the southbound lanes of Diefenbaker Drive, between 22nd Street; and, temporary closure of Laurier Drive, Thursday, October 8, 1998, from 6:00 p.m. to 8:30 p.m.; for Fire Prevention Week. (File No. CK. 205-1)

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

Moved by Councillor Atchison, Seconded by Councillor Maddin,

THAT the request be approved subject to Administrative conditions.

CARRIED.

**2) Tim Quigley
202 - 111th Street, dated September 26**

Requesting that the four-way stop at Egbert Avenue and 111th Street be made permanent. (File No. CK. 6280-1)

RECOMMENDATION: that the information be received and considered with Clause 2, Report #18-1998 of the Planning and Operations Committee.

Moved by Councillor Atchison, Seconded by Councillor Birkmaier,

THAT Clause 2, Report No. 18-1998 of the Planning and Operations Committee be brought forward for consideration.

CARRIED.

“REPORT NO. 18-1998 OF THE PLANNING AND OPERATIONS COMMITTEE

**2. Neighbourhood Traffic Management: Egbert Avenue
(File No. CK. 6330-1)**

RECOMMENDATION: that the temporary four-way stop signs at Egbert Avenue/111th Street, installed in 1997, be retained on a permanent basis.

Your Committee has reviewed and supports the following report of the General Manager, Transportation Department dated September 2, 1998:

“BACKGROUND

In 1997, City Council approved the installation of stop signs on Egbert Avenue on a trial basis for a period of one year. The objective was to improve pedestrian safety and reduce traffic collisions, particularly right-angle collisions, at this location. The effectiveness of the stop signs over the one-year period has now been evaluated by the Transportation

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Department. Overall, the stop signs have been effective in achieving the objectives. A complete discussion of their performance is outlined in this report.

JUSTIFICATION

Traffic Collisions

The purpose of installing the four-way stop signs was to provide for an orderly movement of traffic streams. Stop signs assist in assigning right-of-way for traffic approaching an intersection, thereby minimizing potential vehicle conflicts and improving safety for all roadway users. At Egbert Avenue/111th Street, the number of right-angle collisions (which are typically preventable by using stop signs) was of concern.

To effectively compare the occurrences of collisions before and after the four-way stop signs were installed at Egbert Avenue/111th Street, it was necessary to consider collisions that occurred one year prior to the installation of stop signs, and one year following installation. The recent monitoring period extends from April, 1997 to April, 1998. In the twelve month period prior to the installation of stop signs at Egbert Avenue/111th Street, i.e. April, 1996 to April, 1997, there were four right-angle accidents. By comparison, during the twelve months following the installation of stop signs, there has not been a single right-angle accident. In fact, during the entire 1997 year, there was only one reportable accident at this location. Prior to 1997, there was an average of three reportable accidents at this location per year. Furthermore, not a single accident has been reported at this intersection so far this year. Other factors, including a milder than normal winter which has seen traffic collisions decline throughout the City, may also have played a role in the collision record at the intersection of Egbert Avenue/111th Street.

Although a single year of data is not enough to establish a trend, it is significant that the number of collisions has improved over the monitoring period. In part, it appears that the stop signs are contributing towards the objective of reducing collisions and improving safety for all roadway users. For this reason, the Department is recommending that the stop signs be retained on a permanent basis.

Traffic Volume and Speed

Traffic speed and traffic volume were measured during the week of August 10 to 14, 1998. The measuring device was located between 110th Street and 111th Street. As shown in Table 1 below, there has been a statistically insignificant decrease in traffic volume and traffic speed since the stop signs were installed.

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Table 1: Before and After Measurement of Speed and Traffic Volumes

	BEFORE	AFTER	COMMENTS
Volume	4,000 vehicles/day	3,800 vehicles/day	Insignificant change
85 th Percentile Speed	56 km/h	53 km/h	Insignificant change

The findings are consistent with what has been reported before, i.e. that stop signs are neither traffic volume nor traffic speed reduction devices, but rather they assign right-of-way to competing traffic streams at an intersection in order that traffic can proceed in a safe manner. Traffic speed between stop signs remain, for the most part, unchanged.

Pedestrian Safety and Sutherland School

There is an average of 140 pedestrian crossings per day at the intersections of Egbert Avenue/111th Street. Another 85 pedestrians cross at Egbert Avenue and 109th Street. The presence of Sutherland School at the corner of Egbert Avenue and 111th Street indicates that, during certain times of the day, the majority of pedestrians are elementary school children. Up to 60% of all pedestrians who cross at these two locations (between 8:00 - 9:00 a.m. and again between 3:00 - 4:00 p.m.) are school children. The Transportation Department believes that the installation of stop signs has improved safety for school children and all other pedestrians crossing Egbert Avenue. Pedestrians can now cross Egbert Avenue in a relatively safer manner than that experienced prior to the installation of stop signs.

Additional Measures

In the original proposal, it was stated that if the stop signs did not achieve the intended objectives, then further measures, such as the installation of a concrete refuge median, should be implemented. The Department is satisfied with the performance of the stop signs at this location and sees no reason for additional measures to be installed.

Community Support for the Measures

There have been several residents who have either telephoned or written letters to the Department. All but one supported the measures and wished to see them installed on a permanent basis. The common theme in the residents' communications with the Department is safety. They believe that it is now much safer for pedestrians to cross Egbert Avenue at 111th Street. Attachment 1 includes some of the written communications that the Department has received.

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POLICY IMPLICATION

There are no policy implications.

FINANCIAL IMPACT

There is no financial impact.

ATTACHMENT

1. Letters from area residents.”

Moved by Councillor McCann, Seconded by Councillor Birkmaier,

THAT the temporary four-way stop signs at Egbert Avenue/111th Street, installed in 1997, be retained on a permanent basis.

CARRIED.

COMMUNICATIONS - CONTINUED

- 3) **W. P. Olszynski**
811 Braeside View, dated September 25

Submitting a copy of a letter sent to the Public Works Department regarding the sewer backup on August 17, 1998. (File No. CK. 7820-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Atchison, Seconded by Councillor Heidt,

THAT the information be received.

CARRIED.

- 4) **Marlene Hall, Secretary**
Development Appeals Board, dated September 18

Submitting Notice of Development Appeals Board Hearing regarding property at 1015 Osler Street. (File No. CK. 4352-1)

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RECOMMENDATION: that the information be received.

Moved by Councillor Atchison, Seconded by Councillor Langford,

THAT the information be received.

CARRIED.

**5) Dale Lorentzen-Bonke, Environment Protection Section
Saskatchewan Environment and Resource Management, dated October 2**

Submitting a letter of support for the proposed Regional Waste Management Strategy. (File No. CK 7830-4-1)

RECOMMENDATION: that the information be received and considered with Clause 1, Report No. 12-1998 of the Executive Committee.

Moved by Councillor Waygood, Seconded by Councillor Harding,

THAT Clause 1, Report No. 12-1998 of the Executive Committee be brought forward for consideration.

CARRIED.

“REPORT NO. 12-1998 OF THE EXECUTIVE COMMITTEE

**1. Regional Waste Management Strategy
(File No. CK. 7830-4-1)**

- RECOMMENDATIONS:**
- 1) that City Council approve, in principle, a regional waste management strategy and the Administration pursue with Saskatchewan Environment and Resource Management, the formation of a regional waste management authority, and negotiate agreements with rural municipalities for Council's approval;
 - 2) that the Spadina Landfill be designated as a regional facility;
 - 3) that the Administration pursue the acquisition of additional land adjacent to the Spadina Landfill; and,

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- 4) that the City drop the options on the three land parcels that have been investigated as potential waste management sites.

Your Committee has reviewed and supports the following report of the General Manager, Environmental Services Department dated August 12, 1998:

“BACKGROUND

In 1992, towns, villages, rural municipalities in the Saskatoon area, and the City joined forces to investigate possible solutions to their waste management problems. Many of the rural municipal garbage dumps did not meet standards for operations, protection of the environment, and managing waste as a resource. The future of the Spadina site had unanswered environmental and capacity questions. It became apparent that regional waste management was workable and desirable and that the construction of a regional waste management center should be pursued.

The center was to be designed like a “factory” that would segregate wastes into reusable scrap, soil nutrients, energy, fuel, wastes that require special handling, and cultivated landfill plots, topsoiled and landscaped. The facility would be soundly engineered, meeting all current environmental standards. Based on that approach, representatives from 26 communities surrounding the City cooperated to form a Siting Criteria Committee. The Committee developed criteria for ranking potential sites and then laid out an 11 step process to select a site. It was decided that the City would take the lead in completing each of the steps.

In 1996, the City initiated the planning necessary to develop a Solid Waste Management Master Plan. A decision was made at that time to continue with the 11 step process to develop a Regional Waste Management (RWM) site. In parallel the City undertook indepth investigations of the Spadina site in order to extend its life.

DISCUSSION

The 11 step process consists of:

1. Invite residents and communities to offer land for consideration.
2. Evaluate the offers using criteria developed by the Siting Committee.
3. Provide the Siting Committee with available information relative to the sites.
4. Share general information with community councils.
5. Secure options on the potential sites to enable further testing and investigation.
6. Contact neighbours of optional lands to ensure fair treatment and process transparency.
7. Inform councils of optioned lands before making public announcements.
8. Carry out geo-technical investigations on potential sites.
9. Form site development committees of representatives from the host municipality.
10. Review findings and alternatives with all stakeholders.
11. Make final site recommendation.

As part of the requirements for Step 9, public meetings were held with residents and councillors of

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the RM and representatives of Saskatchewan Environment and Resource Management (SERM) to disclose the geotechnical findings on three potential sites (optioned parcels). The meetings were also designed to obtain concerns that had to be addressed if a regional facility was to be constructed on one of the two sites that were geotechnically sound, and to invite residents to become part of a team that would prepare a conceptual design. While there was strong opposition to the facility, the process appeared to be intact.

Two important factors, however, have made it necessary to re-evaluate the original concept of a regional waste management center at any of the selected sites:

- **Public Opposition**

Subsequent to the public meetings coordinated by the City, a group of organized residents from the RM of Blucher began a letter writing campaign to their Councillors and SERM in opposition to a regional facility in their neighbourhood and a petition was prepared. Another public meeting was held wherein the residents attacked the concept and the proponents, vowed to fight the Blucher road location, and challenged the RM councillors and representatives of SERM to clarify their positions. One councillor's position was that the City could purchase land in the RM, however the RM will only approve land uses acceptable to the rate payers. The Administrator for the RM stated that the RM was not a proponent of the proposed site or of any site within the RM and that the RM was merely evaluating all waste management options. A SERM representative took the position that SERM did not support any specific site and that all sites would have to go through the Environmental Assessment Process. It became clear that, regardless of commitments made to the original Regional Waste Management Center project, there was little support within the RM for the project if it resulted in a site within the RM. It was also clear that unless guidelines for the operation of existing landfills are enforced by SERM, there is little motivation for any RM to welcome a regional waste management center.

- **Current Status of the Spadina Landfill**

Investigations carried out as part of the requirements to formulate a Solid Waste Management Master Plan have provided information that suggests the future of the Spadina site should be re-evaluated. The most recent data collected from monitoring wells indicate that the quality of the leachate does not present an environmental risk. Gas production monitoring indicates that the quantity of leachate is small, and gas emissions to the air are considerably less than current guidelines. A ground survey of the site and a density/compaction evaluation, a waste composition study, and the Waste Minimization Strategic Plan indicate that with enhanced waste minimization efforts, the site could provide capacity in excess of 20 years. If additional land can be acquired from Sask Power, the life of the site could be longer.

The Spadina operations are licensed under a short-term Permit to Operate. SERM is prepared to issue a long-term permit if the City can show that there is minimal

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environmental risk to operate the site well into the future and if the City is prepared to operate the site as a regional waste facility. SERM is also willing to facilitate the formation of a regional Authority and garner the political support required (attached correspondence from D. Lorentzen-Bonke, Environmental Protection Section, Parkland Region, SERM).

- **Issues**

There are, however, a number of issues surrounding the concept of a regional facility at the Spadina Landfill that must be considered carefully:

- Although wastes generated by communities outside the city will represent only a very small percentage of the total wastes received at the Spadina site, decisions will have to be made with respect to the scope of services the City will provide, and the fees to be charged to outside users.
- Additional land at the Spadina site is required to extend the long-term aspects of the site and to facilitate upgrading and expanding the services provided currently. Expanded services will include enhanced waste minimization initiatives.
- The matter of additional land at the Spadina site is further complicated by the need for land for a future south river crossing. The Transportation Department's current preferred route for the south river crossing passes along the south border of the Spadina site. The route was planned based on the understanding that the Spadina site would be decommissioned at or about the time the crossing would be required. The alignment is already complicated by the CN railway tracks and SaskPower property lines. A relocation of the proposed route will cause problems with the connection to Valley Road, with the bridge alignment and length, with a proposed link to Highway #7, and with the location of a number of holes on the Saskatoon West Golf Course. The Transportation Department will be reporting separately to Council, on the proposed river crossing, and have been informed of the proposal for a long-term landfill site at Spadina.
- A decision is required with respect to the options currently held on the three sites that met the original siting criteria. The value of acquiring land now for a future site that may not receive public approval must be weighted against the potential for stronger support from regional partners at a point when a new site is required.

JUSTIFICATION

The upside of a regional facility at the Spadina Landfill is significant. SERM strongly endorses the concept and will work with the City to establish regional partnerships, risk-based operational practices, and a long-term permit to operate. Regional partnerships supported by written agreements and encouraged by SERM, will make siting of future landfills easier. Risk-based operations and

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long term permits will facilitate sound, long-term environmental, technical, aesthetic, and economic planning. Geotechnical consultants, who have carried out evaluations of the Spadina site, indicate the site is acceptable for long-term use and if it becomes necessary, the site stratigraphy is well suited for leachate containment and recovery. The increase in solid waste from the outside user will not be significant in that the population base is small relative to the City, and waste minimization is cost effective for long haul distances. The City will save significantly in collection costs by maintaining existing haul distances.

The two optioned sites that are geotechnically sound do not meet public acceptance criteria. If the life of the Spadina site is extended well beyond 20 years, owning one of the optioned parcels will be of little value in the short term, and there is nothing to indicate the site will be acceptable in the long term. Purchasing one of the parcels would also raise some questions with respect to the City's commitment to the proposed strategy.

OPTIONS

The most obvious alternative is to continue to search for sites outside the city limits. It is reasonable to conclude that finding an acceptable site is possible, however, far greater resources will have to be devoted to the search. The cost of acquiring options and the geotechnical investigations have been significant. The time spent to date by Departmental staff and that of the Communications Manager's staff has been significant. Further searches will have to be more intensive; new agreements negotiated with different land owners; increased numbers of public meetings; increased use of engineering and communications consultants. The allocation of resources of this nature are generally driven by an urgency to decommission an existing site. In that SERM is prepared to permit the Spadina site on a long-term basis, that urgency does not exist.

Another option is to continue to operate at the existing Spadina site, but not as a regional facility. This option may result in extending the life of the Spadina site by a year or two, which is not considered to be worth losing the support of SERM or the potential benefits from having partners committed by formal regional agreements when a new site is required. For example, the acquisition of additional land adjacent to the Spadina site may be easier if the land was to be part of a regional plan supported by SERM.

POLICY IMPLICATIONS

The most obvious policy change would be the acceptance of wastes from communities outside the city, which currently is not done knowingly. The City has considered requests to provide services to outside customers only when excess collection capacity exists within the fleet and a contract would actually improve efficiencies. The City is currently considering providing a cost-recovered collection and landfill service to the White Cap Reserve. This proposal will be brought forward for Council's approval if an agreement can be reached on the scope of services and their costs.

FINANCIAL IMPACT

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Extending the useful life of the Spadina site as long as possible defers the high capital costs of a new facility and the decommissioning costs of the site, which could be in excess of \$11,000,000. The site will, however, have to be upgraded and capital dollars will be required for incorporating improved waste minimization activities, improved nuisance control, landscaping, roadway improvements, and additional land. It is anticipated these costs will be a small percentage of a new site and decommissioning costs.

Enhanced leachate monitoring programs and waste minimization initiatives will increase operating costs, however, a long-term permit will facilitate optimizing provisions to capital reserves which may be offsetting. Costs to provide services to outside users will be on a cost-recovery basis inclusive of provisions to capital reserves.

Long-term use of the Spadina site will increase the costs of the Transportation Department's south river crossing project.

ATTACHMENT

1. Correspondence from Dale Lorentzen-Bonke, SERM'

Moved by Councillor Steernberg, Seconded by Councillor Langford,

- 1) *that City Council approve, in principle, a regional waste management strategy and the Administration pursue with Saskatchewan Environment and Resource Management, the formation of a regional waste management authority, and negotiate agreements with rural municipalities for Council's approval;*
- 2) *that the Spadina Landfill be designated as a regional facility;*
- 3) *that the Administration pursue the acquisition of additional land adjacent to the Spadina Landfill; and,*
- 4) *that the City drop the options on the three land parcels that have been investigated as potential waste management sites.*

CARRIED.

COMMUNICATIONS - CONTINUED

- 6) **Dan McDonald, President**
McDonald & Associates, dated October 3

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Submitting comments regarding the application from Genesis Bench Advertising to allow bus bench advertising. (File No. CK. 7311-4)

RECOMMENDATION: that the information be received and considered with Clause 2, Report No. 19-1998 of the Planning and Operations Committee.

Moved by Councillor Atchison, Seconded by Councillor Waygood,

THAT Clause 2, Report No. 19-1998 of the Planning and Operations Committee be brought forward and considered.

CARRIED.

“REPORT NO. 19-1998 OF THE PLANNING AND OPERATIONS COMMITTEE

2. Communications to Council

**From: Dan McDonald, President
McDonald & Associates**
Date: July 22, 1998
**Subject: Genesis Bench Advertising
Application to Amend City of Saskatoon Policies/Bylaw
to Allow Bus Bench Advertising**
(File No. CK. 7311-4)

RECOMMENDATION: that the information be received.

Your Committee has reviewed the report of the General Manager, Transportation Department dated September 22, 1998, regarding the above matter. In addition, your Committee has received a presentation from Mr. Dan McDonald, President, McDonald & Associates, on behalf of Genesis Bench Advertising, regarding a proposal for bus bench advertising.

Attached are copies of the following documents which have been provided by Mr. McDonald:

- Letter dated July 22, 1998, submitting a proposal regarding bus bench advertising;
- Letter dated September 21, 1998, submitting a summary of a proposed bus bench installation and maintenance agreement;
- Presentation to Planning and Operations Committee meeting on September 29, 1998, including proposed agreement; and
- Letters of support from Saskatoon Services for Seniors and Stensrud Lodge for additional benches at bus stops.

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While your Committee is in favour of transit benches with advertising, the Administration has been requested to provide a further report with respect to information on implementation concerns.

The following is the report of the General Manager, Transportation Department dated September 22, 1998:

“RECOMMENDATION: that the Planning and Operations Committee makes the following recommendations to City Council:

- 1) that the Transit Services Branch not pursue transit bench advertising within the City of Saskatoon at this time; and,
- 2) that, should the Transit Services Branch pursue transit bench advertising at a later time, a competitive bidding process be used.

BACKGROUND

The Planning and Operations Committee, at its meeting held on August 11, 1998, considered the above-noted matter and resolved that:

‘the matter of bus bench advertising be referred to the Administration for a report, including a history of past applications/decisions, and options for implementation (i.e. tender, designation, etc.).’

The Transportation Department has received numerous requests over the past five years to implement a program of bus bench advertising at Transit bus stops, with the most recent proposal provided by McDonald & Associates on behalf of Genesis Bench Advertising in Saskatoon. Transit bench advertising has been common throughout the transit industry since the 1980’s, with a majority of cities entering into some type of arrangement with an advertising company for the right to sell advertising in return for benches at bus stops as well as a share of revenues received by the company. This situation is similar to that of interior/exterior bus advertising which has been in Saskatoon for many years.

The Department has received at least five separate proposals from Saskatoon-based advertising companies, and an additional 15 expressions of interest from various other advertising companies throughout Western Canada for an opportunity to submit competitive bids for this advertising medium.

While the Department is interested in this source of revenue, it is not recommending pursuing this medium at this time as there are other sources of higher-value revenue that the Department is currently investigating. In February, 1997, Council endorsed the

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Department's recommendation to pursue transit shelter advertising. A 'Request for Proposals' for bus shelter advertising has been prepared and will be sent out shortly.

DISCUSSION

Many cities across North America allow for advertising on transit benches adjacent to bus stops or on transit shelters. Net revenues to transit systems range from approximately \$100 to \$300 per bench per year, depending upon the market. The installation of the bench itself is a further benefit to the transit systems.

While the Transit Services Branch recognizes the potential revenue that may accrue from the provision of advertising benches, it is believed that with the higher revenue potential for transit shelter advertising and the efforts required to successfully implement this program, transit bench advertising may be better considered at a later date.

This opinion is shared by the Urban Design Committee which has recently stated that:

'Based on the experience of other cities the Committee considers that signage on bus stop benches or other pedestrian benches should not be allowed because of the negative visual impact typical of this type of advertising and the inferior quality of the benches usually used.'

The Urban Design Committee goes on to recommend that advertising on bus stop benches or any public sidewalk benches not be allowed.

Furthermore, conflicts may arise at a particular bus stop which has transit shelter advertising. Given that the Department has not negotiated a transit shelter advertising agreement, we believe it is premature at this time to seriously consider bench advertising until the details have been settled with respect to shelter advertising.

FINANCIAL IMPACT

The financial impact, in terms of revenues, is not known at the present time; however, similar experience in Regina suggests a potential revenue in the \$30,000 per year range. By comparison, Transit Services Branch's exterior/interior bus advertising generates in excess of \$200,000 per year, and it is expected that transit shelter advertising will fall somewhere in between these two.

SUMMARY

Transit bench advertising offers a potential for increased revenues to the Transit Services Branch in combination with an opportunity to provide for increased customer service through more seating at Transit bus stops; however, since Transit is currently in the process

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of releasing its request for proposals for transit shelter advertising, the Department recommends that bus bench advertising be reviewed at a later time following successful implementation of a transit shelter advertising program. In addition, given the major interest by suppliers of bus bench advertising throughout Western Canada, it is recommended that any decision to proceed with bench advertising in the future be handled in the normal competitive bidding process.”

Moved by Councillor Atchison, Seconded by Councillor Heidt,

THAT advertising on transit benches be approved, in principal, and that the Administration be requested to provide a further report with respect to information on implementation concerns.

CARRIED.

COMMUNICATIONS - CONTINUED

B. ITEMS WHICH HAVE BEEN REFERRED FOR APPROPRIATE ACTION

**1) Shawn Antosh, Administrator
Rural Municipality of Vanscoy No 345, dated September 16**

Providing a letter of support and encouragement to Council for the establishment of a Regional landfill. **Referred to the Administration.** (File No. CK. 7830-4-1)

**2) Sheila Keating-Nause, Policy and Resolutions
Federation of Canadian Municipalities, dated September 4**

Submitting a request for the FCM National Board of Director's Meeting, Call for Resolutions. **Referred to the Administration and Finance Committee and Planning & Operations Committee.** (File No. CK. 155-2-2)

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- 3) **Elmer Guenther, Chair**
Saskatoon Mennonite Care Services Inc.
Peter Schroeder, Housing Manager
Bethany Manor, dated September 16

Requesting a 3-year phase-in for their 1998 property tax increase for Bethany Manor and Villa, 110 LaRonge Road. **Referred to the Administration and Finance Committee for a report.** (File No. CK. 1930-1)

- 4) **Bruce Acton**
1630 Empire Avenue, dated September 18

Submitting concerns regarding the noise caused by the Skateboard Facility in Archibald Arena. **Referred to the Planning and Operations Committee.** (File No. CK. 5000-1)

- 5) **Dan McDonald, President**
McDonald & Associations, dated September 21

Requesting on behalf of Genesis Bench Advertising, that City Council amend City of Saskatoon Policies/Bylaws to Allow Bus Bench Advertising. **Referred to the Planning and Operations Committee.** (File No. CK. 7311-4)

- 6) **Dennis & Marge McMahon**
104 Kenosee Crescent, dated September 17

Providing comments regarding the intersection of College Drive (No. 5 Highway) and Central Avenue. **Referred to the Planning and Operations Committee.** (File No. CK. 6320-1)

- 7) **CeaAnna Server**
2805 Arlington Avenue, undated, 1998

Providing information regarding possible sponsorship to the Fitness Universe Pageant. **Referred to the Administration.** (File No. CK. 1870-1)

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- 8) **Bernard Schissel, Professor**
Dept. of Sociology, University of Saskatchewan, dated September 14

Providing information regarding the Outreach Programs for Street Prostitutes in the City. **Referred to the Safer City Committee.** (File No. CK. 281-1)

- 9) **Claude Cantine, President**
Federation of Canadian Municipalities, dated September 10

Providing information regarding the call for applications to the A-C-T Program. **Referred to the Social Housing Advisory Committee.** (File No. CK. 155-2)

- 10) **Dean Mario**
P. O. Box 342, dated September 24

Providing information regarding the Annual Grant to Wanuskewin Heritage Park. **Referred to the Executive Committee.** (File No. CK. 1870-1)

- 11) **George F. Evens, Managing Director**
(CLAW) Creatures, Land, Air Water Advocacy, dated September 24

Providing information regarding Project 2000 - Protection of Animals, Spay & Neuter/Identification/Breeder/Immunization Bylaws. **Referred to the Advisory Committee on Animal Control.** (File No. CK. 152-5-1)

- 12) **R. Lorne Jamieson**
Jamison Bains, Barristers and Solicitors, dated September 24

Submitting an application for tax relief for the 1997 re-assessment of T.S.K. Developments Ltd. **Referred to the Administration and Finance Committee.** (File No. CK. 1920-1)

- 13) **Wenda McArthur**
212 Garrison Crescent, dated September 21

Providing information regarding the Annual Grant to Wanuskewin Heritage Park. **Referred to the Executive Committee.** (File No. CK. 1870-1)

- 14) **M. Dianne Patenaude**

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303 O'Brien Place, dated September 25

Providing information regarding Parking Ticket #1071179 4. **Referred to the Planning and Operations Committee.** (File No. CK. 6120-1)

**15) Raymond Carriere, National Chairman
Canada Communities in Bloom, September 5**

Providing information regarding the Communities in Bloom initiative. **Referred to the Administration.** (File No. CK. 205-1)

**16) Dr. Liana Nolan, Deputy Medical Health Officer
Public Health Services-Saskatoon District Health, dated September 28**

Submitting a letter in support of the report and recommendations regarding Aluminum in drinking water. **Referred to the Planning and Operations Committee.** (File No. CK. 7920-1)

**17) Ruth and Louis Horlick
1215 Elliot Street, dated September 27**

Providing comments for the continuation of support to Wanuskewin. **Referred to the Executive Committee.** (File No. CK. 1871-1)

**18) Jamie McKenzie
#106-530-25th Street East, dated September 28**

Providing information regarding special needs busing to Saskatchewan Place for Saskatoon Blades games. **Referred to the Planning and Operations Committee.** (File No. CK. 7305-1)

**19) R. Donahue, Chair
Saskatoon Environmental Advisory Committee, dated September 30**

Submitting a letter in support of the report and recommendations regarding Aluminum in drinking water. **Referred to the Planning and Operations Committee.** (File No. CK. 7920-1)

RECOMMENDATION: that the information be received.

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Moved by Councillor McCann, Seconded by Councillor Roe,

THAT the information be received.

CARRIED.

C. PROCLAMATIONS

**1) M. Anne Sloboda, Publicity Chair
CEC Conference Committee, dated September 15**

Requesting Council to proclaim the week of October 12 to 16, 1998, as Exceptional Children's Week in Saskatoon. (File No. CK. 205-5)

**2) Dr. Mel Hosain, P. Eng., Chair
Saskatoon Branch, Save the Children-Canada, dated September 24**

Requesting Council proclaim November 20, 1998, as Child Day in Saskatoon. (File No. CK. 205-5)

**3) Eric Braun, Chair
Food Future, dated September 25**

Requesting Council proclaim the week of October 12 to 16, 1998, as Saskatoon Food Week in Saskatoon. (File No. CK. 205-5)

**4) W. M. (Mac) Evans, President
Canadian Space Agency, undated, 1998**

Requesting Council proclaim October 16, 1998, as National Space Day in Saskatoon. (File No. CK. 205-5)

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**5) Allison Langridge, Communications Assistant
Veterans Affairs Canada, dated September 24**

Requesting Council proclaim November 5 to 11, 1998, as Veterans' Week in Saskatoon. (File No. CK. 205-5)

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

Moved by Councillor Maddin, Seconded by Councillor Harding,

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

CARRIED.

REPORTS

Councillor Waygood, Member, presented Report No. 17-1998 of the Municipal Planning Commission;

A/City Manager Richards presented Report No. 18-1998 of the City Manager;

Councillor McCann, Chair, presented Report No. 18-1998 of the Planning and Operations Committee;

Councillor Harding, A/Chair, presented Report No. 19-1998 of the Planning and Operations Committee;

Councillor Langford, Chair, presented Report No. 16-1998 of the Administration and Finance Committee;

His Worship Mayor Dayday, A/Chair, presented Report No. 7-1998 of the Land Bank Committee; and

His Worship Mayor Dayday, Chair, presented Report No. 12-1998 of the Executive Committee.

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Moved by Councillor Steernberg, Seconded by Councillor Waygood,

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

- a) Report No. 17-1998 of the Municipal Planning Commission;*
- b) Report No. 18-1998 of the City Manager;*
- c) Report No. 18-1998 of the Planning and Operations Committee;*
- d) Report No. 19-1998 of the Planning and Operations Committee;*
- e) Report No. 16-1998 of the Administration and Finance Committee;*
- f) Report No. 7-1998 of the Land Bank Committee; and*
- g) Report No. 12-1998 of the Executive Committee.*

CARRIED.

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

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

Committee arose.

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

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

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“REPORT NO. 17-1998 OF THE MUNICIPAL PLANNING COMMISSION”

Composition of Commission

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

**1. Plan Saskatoon Project - Proposed New
Development Plan and Zoning Bylaw
(Files CK. 4110-3 and PL4114-1)**

RECOMMENDATION:

- 1) that City Council approve the advertising respecting the proposal to adopt a new Development Plan and Zoning Bylaw;
- 2) that the General Manager, Planning and Building Department be requested to prepare the required notice for advertising the proposed Development Plan and Zoning Bylaw;
- 3) that the City Solicitor be requested to prepare the required adopting Bylaws;
- 4) that at the time of the public hearing Council consider the Commission's recommendation that the proposed Development Plan and Zoning Bylaw be approved; and
- 5) that the Administration and the School Boards meet to review concerns regarding parking requirements and drop-off zones for possible future amendments.

ADOPTED.

Your Commission has reviewed the report of the Planning and Building Department dated September 16, 1998, which includes the proposed Development Plan and Zoning Bylaw dated

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September 22, 1998, with the Administration and is recommending that the Development Plan and Zoning Bylaw go forward for advertising.

Your Commission has been advised by the School Board representatives on the Commission of concerns regarding parking requirements and drop-off zones around schools. Your Commission is recommending that the proposed Development Plan and Zoning Bylaw go forward as submitted, but that discussions be held between the Administration and the School Board officials to review these concerns to attempt to resolve the issues raised.

The following is the report of the General Manager, Planning and Building Department dated September 22, 1998:

“PROPOSAL

Plan Saskatoon is a project to renew Saskatoon’s Development Plan and Zoning Bylaw, which are the main public policy tools used to manage the growth and development of the City. The Development Plan sets out the long range land use policies for the City, including the direction and form of future growth. The Zoning Bylaw helps to put the land use policies into effect and makes the day to day administration of land use and development possible.

THE NEW DEVELOPMENT PLAN

Introduction

The proposed Development Plan, dated September 22, 1998, contains the land use policies and future land use patterns necessary to manage the growth and development of Saskatoon from a population of 205,000 today, to a population of 270,000 in about 25 years. This Plan has been prepared by the City’s Planning and Building Department, in conjunction with other civic departments and the City’s Municipal Planning Commission (MPC), with the benefit of extensive public consultation.

Vision of the New Development Plan

The proposed Development Plan outlines a vision to sustain a high quality of life for Saskatoon’s residents over the long term, by harmonizing the economic, social, and environmental needs of the community. **The Plan recognizes the following principles in building a community with a sustainable quality of life:**

- **economic diversity, economic security, and fiscal responsibility;**
- **environmental protection and stewardship;**
- **equity in land use decisions and a fair distribution of community services**

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- **efficient use of land, infrastructure and other resources in managing the City and accommodating growth and change; and**
- **decision making based on democratic institutions and public consultation.**

The following is a summary of the general objectives intended to achieve the overall vision:

- **A compact and efficient city form** will be encouraged through appropriate infill development in existing areas, and moderately higher densities in new areas;
- **The downtown will continue to be the centre and heart of the City and Region**, and will provide the highest level of commercial, cultural and tourist facilities, as well as permitting the highest development densities in the City;
- **A hierarchy of community focal points** will be provided consisting of the downtown, five suburban centres, several arterial commercial areas, and a variety of district centres, all providing an appropriate level of commercial and community services;
- **Viable inner-city neighbourhoods** will be encouraged through updated local area plans, stable zoning patterns, and appropriate infill development;
- **More diverse new neighbourhoods** will be developed with moderately higher densities and a greater variety of housing types and lot sizes intended to meet the growing diversity in Saskatoon's housing needs;
- **A balanced transportation system** will be supported through a compact city form, designated community focal points, and the encouragement of alternative modes of transportation;
- **New economic development opportunities** will be facilitated through the provision of new industrial development areas and two new classes of industrial use;
- **Environmental protection will be encouraged** through the continued conservation of the riverbank and other important natural areas, as well as support for the urban forest; and
- **A fair distribution of basic community services** will be provided throughout the City through the comprehensive planning of future growth areas and the allocation of basic services to each new area.

Components of the New Development Plan

The major policies of the new Plan are summarized as follows:

1. City Form and Structure

The new Plan sets out policies aimed at a compact and efficient city form, with a strong downtown, and the concentration of commercial and community activities within a designated hierarchy of focal points.

2. Development Phasing

The new Plan provides a rational and efficient system for the phasing and servicing of new development areas. In summary, the phasing of new development areas is determined by the availability and economics of servicing, the demand for new lots, the ability to provide schools and other community services, and the overall concept plans and subdivision plans that have been approved for a given area.

3. Land Use Map

The Plan sets out the basic land use concept for the community, designating various parts of the City for residential, commercial, industrial, and institutional land use and development. This land use plan is the basis for the detailed zoning controls which are applied to each property in the City through the companion Zoning Bylaw. (Refer to the Development Plan - Land Use Map.)

4. Neighbourhood Development Policies

The neighbourhood is the basic building block for residential development in Saskatoon. New neighbourhoods are generally designed to contain a population of about 5,000 persons, with centrally located elementary schools, and a density objective of five dwelling units per gross acre. A variety of housing forms, densities and lot sizes shall be encouraged within each neighbourhood.

5. Infill Residential Development in Existing Neighbourhoods

The new Plan supports infill residential development in order to meet Saskatoon's increasingly diverse housing needs and to make efficient use of civic and community infrastructure. At the same time, infill development should be compatible with the character of the surrounding neighbourhood. The following criteria will be used to evaluate infill developments requiring a specific approval by Council:

- the impact of the proposal on the existing roadway and public transit systems;
- the impact of the proposal on water and sewer systems and other infrastructure;
- the scale of the proposal in relation to nearby buildings and lotting patterns;

- the adequacy of landscaping and parking; and
- the need to supply a range of housing opportunities throughout the City.

6. Supportive Housing and Special Needs

The new Plan facilitates the provision of supportive housing forms such as residential care homes, custodial care facilities, child and adult day care, family shelters and other forms of supportive housing in all parts of the City. The companion Zoning Bylaw specifies the densities and development standards under which these uses may be established.

7. Local Area Plans for Unique Neighbourhoods

The new Plan continues to offer special land use plans and policies for neighbourhoods with unique development pressures or other issues that need to be resolved. Local area plans are now in place for the Pleasant Hill, Riversdale, City Park, Caswell Hill, Westmount, Varsity View and Nutana neighbourhoods. In addition to regular updates for existing plans, neighbourhoods plans are now in the works for Sutherland and King George.

8. Downtown Development Policies

One of the principal objectives of this Plan is maintain a strong downtown as the centre for business, administration and culture for the City and Region. This will be achieved through the following policies:

- Land use and zoning policies aimed at directing major commercial and administrative uses to the downtown and other major civic focal points;
- Land use and zoning policies in the downtown will focus on providing a strong retail core area, supported by high density residential precincts and other supportive activities;
- Pedestrian amenities and continuous retail store frontages at grade level will provide a stimulating environment within the retail core area; and
- Housing development will be supported in the downtown through infrastructure improvements, flexible zoning policies, public land assembly, and other incentives;

9. Commercial Hierarchy

The basic model for commercial development in Saskatoon will continue to be a rational hierarchy of activity beginning with the Downtown serving the entire City, Suburban Centre Commercial Areas serving from 7 to 10 neighbourhoods, Special Area Commercial properties and Arterial Commercial areas serving a variety of catchment areas depending on their size, District Commercial areas serving from 2 to 5 neighbourhoods, and Neighbourhood Commercial areas serving a single neighbourhood population. The new

Plan contains policies for the type and amount of commercial activity to be located at each point in the hierarchy.

10. Industrial Land Use Policies

The industrial development policies in the new Plan are intended to foster economic growth by providing an adequate supply of serviced industrial land, in locations and land use categories consistent with market needs. To this end, the Plan contains three basic categories of industrial use, including light industrial, heavy industrial, and business park.

11. Parks and Open Space

The Plan contains policies aimed at conserving important natural areas such as the riverbank, and integrating such areas into the fabric of new development. Policies are also aimed at setting aside an appropriate amount of land for parks and recreation use as the City grows, as well as promoting the maintenance and expansion of the urban forest.

12. Education and Community Services

The new Plan supports an equitable distribution of educational and community services throughout the City. As new areas are developed, land for schools, parks and other community uses will be set aside. The Plan also contains policies to guide the re-use of closed school facilities.

13. Other Important Elements of the New Development Plan

The new Plan also provides policies for other important issues, including:

- responsible and cost-effective distribution of public utilities;
- provision for building design review through architectural control districts;
- processes to limit the development of potentially contaminated sites;
- policies to prevent property damage within flood hazard areas near the riverbank; and
- policies to support public consultation in planning processes, as well as cooperation with other municipalities and other jurisdictions.

THE NEW ZONING BYLAW

Introduction and Purpose

Zoning is a system of land use regulations that divides the City into geographic areas or zoning districts. Under the Zoning Bylaw only certain compatible uses and activities are permitted in a given area or district. Each district contains standards for lot size, building height, building setbacks, site coverage, parking, landscaping, and signage, intended to provide for the amenity and safety of the area, and to achieve consistency in the location and form of physical development.

The new Zoning Bylaw was drafted with a number of objectives in mind, including:

- Implementing the policies of the new Development Plan and ensuring consistency between the Development Plan and Zoning Bylaw;
- Making the Zoning Bylaw easier to use and understand by reducing the number of zoning districts, and adopting a chart format in place of written text wherever possible;
- Ensuring an improved progression of land use intensity between districts, with each district serving a clear and stated purpose;
- Improving certainty and enforceability by updating terms and definitions; and
- Improving the zoning map in terms of clarity and accessibility to the public by adopting a digital format with neighbourhood based map sheets, in 11 inch by 17 inch size for ease of reproduction.

HIGHLIGHTS OF THE NEW RESIDENTIAL ZONING DISTRICTS

12 separate residential zoning districts have been established, down from 16 in the present Zoning Bylaw. Each has a specific purpose, providing a more logical progression of residential land uses from low to high density. The purpose of each residential district is outlined below:

R1 - Large Lot One-Unit Residential District

The purpose of the R1 District is to provide for large lot residential development in the form of one-unit dwellings as well as related community uses.

R1A - One-Unit Residential District

The purpose of the R1A District is to provide for residential development in the form of one-unit dwellings as well as related community uses.

R2 - One and Two-Unit Residential District

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The purpose of the R2 District is to provide for residential development in the form of one and two-unit dwellings as well as related community uses.

RMHC - Mobile Home Court District

The purpose of the RMHC District is to provide for residential development in the form of mobile home courts.

RMHL - Mobile Home Lot District

The purpose of the RMHL District is to provide for residential development in the form of mobile homes on individual sites.

R2A - Low Density Residential Infill District

The purpose of the R2A District is to provide for residential development in the form of one and two-unit dwellings, while facilitating certain small scale conversions and infill developments, as well as related community uses.

RMTN - Townhouse Residential District

The purpose of the RMTN District is to provide for comprehensive planned low to medium density multi-unit dwellings in the form of townhouses, dwelling groups, and other building forms, as well as related community uses.

RM1 - Low Density Multiple-Unit Dwelling District

The purpose of the RM1 District is to provide for residential development in the form of one to four-unit dwellings, while facilitating certain small and medium scale conversions and infill developments, as well as related community uses.

RM2 - Low/Medium Density Multiple-Unit Dwelling District

The purpose of the RM2 District is to provide for a variety of residential developments in a low to medium density form as well as related community uses.

RM3 - Medium Density Multiple-Unit Dwelling District

The purpose of the RM3 District is to provide for a variety of residential developments in a medium density form as well as related community uses.

RM4 - Medium/High Density Multiple-Unit Dwelling District

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The purpose of the RM4 District is to provide for a variety of residential developments in a medium to high density form as well as related community uses.

RM5 - High Density Multiple-Unit Dwelling District

The purpose of the RM5 District is to provide for a variety of residential developments, including those in a high density form, as well as related community uses, and certain limited commercial development opportunities.

SPECIFIC ZONING POLICIES FOR RESIDENTIAL AREAS:

Compatibility of Infill Housing in Established Neighbourhoods

In order to promote the compatibility of infill developments, new one-unit dwellings in established neighbourhoods (primarily those areas located within Circle Drive) may only be built on lots that are generally consistent with the lot widths in the immediate area, while new one and two-unit dwellings must have a front yard setback which is consistent with neighbouring homes.

New Building Height Limits for One and Two-Unit Dwellings

The building height for new one and two unit dwellings throughout the City has been reduced from 11 metres (36 feet) to 8.5 metres (27.9 feet). The intent of this proposal is to promote the compatibility of new homes with neighbouring homes, in both new and older areas.

New Regulations for the Storage and Repair of Vehicles in Residential Areas

The new regulations for vehicle storage and repair are intended to maintain a quality residential environment, to reduce land use conflicts, and to make the regulations easier to understand for all concerned. The regulations are summarized as follows:

- One commercial vehicle with a Gross Vehicle Weight (GVW) of up to 5,000 kg and a length up to 6.0 metres (19.7 feet) may be stored on a residential property, provided the vehicle is owned or operated by a resident of the property. Any commercial vehicle which is heavier or longer, such as a semi-tractor or a tandem truck, would be prohibited.
- Large recreational vehicles such as motor homes, travel trailers or fifth wheel trailers may not be stored in a required front yard and may be stored in a side or rear yard only. However, from May 1st to October 31st, large recreational vehicles may be stored in a required front yard on a residential property with no access to a rear

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lane or flanking street, provided the vehicle is at least 1.2 metres (4 feet) from the inside edge of the sidewalk.

- No more than a total of two unlicensed vehicles or junked vehicles may be stored on a residential site at any one time. In the case of junked vehicles, they must be stored in a building or totally screened from neighbouring properties.
- No person shall repair, clean, refit, modify or refurbish vehicles of any kind for payment on a residential site. Vehicle repairs and maintenance are permitted for domestic vehicles by a resident of the subject dwelling site. Spray painting is prohibited, whether for payment or not.
- The storage and non-commercial repair of racing vehicles is permitted at a residential location, provided the vehicle is owned or operated by a resident of the dwelling and that no nuisance is created for nearby residents.

New Limits for the Duration of Garage Sales

In order to promote a quiet residential environment and to add clarity to the regulation of garage sales in residential areas, it is proposed that no more than two garage sales may be undertaken on any one property in a calendar year, and any one sale may not last more than three consecutive days.

New Limits for Breeding Kennels

In order to promote a quality residential environment, breeding kennels are prohibited in residential areas. A breeding kennel is defined as the keeping of more than four dogs, cats or other domestic animals, male or female, over the age of 12 months, for breeding purposes. The boarding of animals remains a prohibited use in residential areas.

New Density Bonus for Accessible Dwelling Units in Multiple-Unit Dwelling Projects

In order to encourage the development of accessible dwelling units, a density bonus of 5 m² (53 square feet) per dwelling unit beyond the maximum permitted building volume will be provided for each dwelling unit that meets prescribed standards of accessibility. An incentive for accessible parking spaces is also provided.

New Standards for Home Based Businesses

The proposed standards for home based businesses are intended to seek a balance between supporting a quiet and safe residential environment, and supporting the aspirations of home based entrepreneurs. The list of permitted and prohibited businesses has been clarified, but not substantially altered from the existing Zoning Bylaw. However, the development standards have been made more flexible through the permitted use of accessory buildings, the ability to store materials indoors, and the possibility of having one non-resident employee.

The following is a sample of uses that are specifically permitted as home based businesses:

- seamstress or tailor;
- office of a professional, or person who offers skilled services to a client, with no sales of goods or products;
- music, dancing or art instruction limited to three students at a time;
- the creation of home crafts for sale off-site, where for the purposes of this Bylaw, home craft means an occupation requiring manual dexterity and artistic skill to make unique items primarily by hand, without the use of large power tools, and does not include the mass production of similar items;
- direct sellers who have no contact with clients at the home business address and who keep no inventory for sale on the premises;
- electrology, acupuncture, reflexology, and massage therapy;
- word processing and computer programming services;
- administrative office of a contractor.

The following is a sample of uses that are specifically prohibited as home based businesses:

- restaurants and tea rooms;
- hair styling and cutting;
- photography or recording studios;
- veterinary services, or the boarding or grooming of animals;
- printing, engraving and embroidery services;
- repair, rental or sharpening services;
- hotels and hospitals;
- base of operations or dispatching of a trucking, towing, taxi or delivery service;
- painting, repairing, or selling of vehicles;
- sign manufacturing or painting;
- welding, cabinet or furniture making;
- on-site sales of any goods or products;
- businesses using large power tools and machinery; and
- businesses involved in the mass production of similar products.

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Any permitted home based business must be classified as a Type I (low intensity) or Type II (high intensity) home business. Type I home businesses are permitted as of right, while Type II home businesses are usually permitted only at the discretion of City Council, after hearing the comments of affected neighbours at a public hearing. (A City of Saskatoon business license is required for any home based business.) The development standards for each type are summarized below:

Development Standards for Type I Home Based Businesses

- No persons other than residents may be employed on the site;
- No more than 20% of the gross floor area of the dwelling may be occupied by the business, to a maximum of 30 Square metres (323 square feet);
- An attached or detached garage may be occupied by the home business, to a maximum of 30 square metres on the entire site, including the house;
- No outside storage is permitted and no nuisance can be created for neighbouring properties;
- One business vehicle is permitted up to 5,000kg Gross Vehicle Weight and up to 6.0 metres in length;
- No more than five client visits are permitted to the site each day;
- Up to 2.0 cubic metres of storage is permitted in the home and up to 4.0 cubic metres of storage is permitted within an attached or detached accessory building.

Development Standards for Type II Home Based Businesses

- A maximum of one non-resident person may be employed on the site. A parking space must be provided for the non-resident employee. The number of non-resident employees may not be appealed to the Development Appeals Board;
- No more than 20% of the gross floor area of the dwelling may be occupied by the business, to a maximum of 40 Square metres (430 square feet);
- An attached or detached garage may be occupied by the home business, to a maximum of 40 square metres on the entire site, including the house;
- No outside storage is permitted and no nuisance can be created for neighbouring properties;
- One business vehicle is permitted up to 5,000kg Gross Vehicle Weight and up to 6.0 metres in length;
- No more than 10 client visits are permitted to the site each day;
- Up to 2.0 cubic metres of storage is permitted in the home and up to 4.0 cubic metres of storage is permitted in an attached or detached accessory building.

Secondary Suites to be Permitted in all Parts of the City

In order to increase the supply of affordable rental housing, to make efficient use of existing City services and to provide added income for home owners, it is proposed to permit the development of secondary suites in all areas of the City where one unit dwellings are now permitted. Secondary suites are small self-contained apartments within one unit dwellings, usually found in basements or upper floors, and are sized to accommodate one or two persons. An on-site parking space is required with any secondary suite.

The new Zoning Bylaw contains standards intended to limit the size of secondary suites, and to limit the number of occupants to two persons. Secondary suites are proposed to be permitted as of right on lots with a width of 37.5 feet or more, and proposed to be a discretionary use on lots with a width less than 37.5 feet. Compliance with all relevant building and fire codes is required for secondary suites.

It is important to note that all residential areas of the City, even those that formerly permitted one unit dwellings only, are now proposed to permit the development of secondary suites.

New Size Limits for Residential Care Homes

In most residential areas of the City, residential care homes with up to five persons are a fully permitted use. In order to meet the growing need for this type of service, care homes with up to 15 persons under care are now proposed as a discretionary use. Sufficient parking, adequate solid waste disposal, and other site attributes would be required for a large care home in a neighbourhood location. As with other forms of discretionary use, the comments of any interested neighbours or other persons would be heard by City Council at a public hearing.

HIGHLIGHTS OF THE NEW INSTITUTIONAL ZONING DISTRICTS

Four institutional zoning districts have been provided in the new Zoning Bylaw, each with a specific purpose, providing a logical progression of land uses between districts. The new M4 District is intended specifically for the downtown area, and contains a reduced parking rate for multiple-unit dwellings as an incentive for the development of downtown housing.

The purpose of each institutional zoning district is outlined below:

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M1 - Local Institutional Service District

The purpose of the M1 District is to facilitate a limited range of institutional and community activities that are generally compatible with low density residential uses and capable of being located within a neighbourhood setting.

M2 - Community Institutional Service District

The purpose of the M2 District is to facilitate a moderate range of institutional and community activities, as well as medium density residential uses, that are generally compatible with residential land uses, and capable of being located in a neighbourhood setting subject to appropriate site selection.

M3 - General Institutional Service District

The purpose of the M3 District is to facilitate a wide range of institutional and community activities, as well as medium and high density residential uses, within suburban centres and other strategically located areas.

M4 - Core Area Institutional Service District

The purpose of the M4 District is to facilitate a wide range of institutional, office and community activities, as well as high density residential uses within and near the downtown area.

HIGHLIGHTS OF THE NEW COMMERCIAL ZONING DISTRICTS

Seven commercial zoning districts have been established in the new Zoning Bylaw, down from 11 in the present Bylaw. Each serves a specific purpose from daily convenience neighbourhood commercial up to high density mixed-use in the Downtown. This range of commercial districts implements the policy of the Development Plan by providing a hierarchy of commercial services throughout the City.

The B6 zone is now exclusive to the downtown, and requires retail and service uses on the street level in the main retail core of the Downtown. The parking requirement for multiple-unit dwellings has been removed from the B6 district as an incentive for downtown housing.

The purpose of each commercial zoning district is outlined below:

B1A - Limited Neighbourhood Commercial District

The purpose of the B1A District is to permit commercial uses which serve the daily convenience needs of the residents of the neighbourhood while being compatible with the surrounding residential uses.

B1 - Neighbourhood Commercial District

The purpose of the B1 District is to permit commercial uses which serve the daily convenience needs of the residents in the neighbourhood.

B2 - District Commercial District

The purpose of the B2 District is to provide an intermediate range of commercial uses to serve the needs of two to five neighbourhoods.

B3 - Medium Density Arterial Commercial District

The purpose of the B3 District is to facilitate arterial commercial development providing a moderate to wide range of commercial uses on small to medium sized lots.

B4 - Arterial and Suburban Commercial District

The purpose of the B4 District is to facilitate arterial and suburban commercial development providing a wide range of commercial uses serving automobile oriented consumers.

B5 - Inner-City Commercial Corridor District

The purpose of the B5 District is to recognize historic commercial areas which include a wide range of commercial uses in a medium to high density form.

B6 - Downtown Commercial District

The purpose of the B6 District is to facilitate a wide range of commercial, institutional and residential uses in a high density form, in the downtown area.

HIGHLIGHTS OF THE NEW INDUSTRIAL DISTRICTS

Four industrial zoning districts have been established, down from nine in the existing Zoning Bylaw. In addition to the basic light and heavy industrial districts, the new IB Business Park district has been established for business and light industrial uses seeking a high quality industrial park environment.

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Under the present Zoning Bylaw there is no limit to the type or amount of retail development that may take place in most industrial areas in the City. In order to ensure that large retail developments are located where they can be adequately serviced by transportation routes, and to support the existing commercial structure of the City, retail stores or shopping centres with a floor area of more than 5,000 square metres (53,800 square feet) are proposed to be permitted in industrial areas only at the discretion of Council. Minor alterations or additions to large retail developments would remain as a permitted use.

The purpose of each industrial district is outlined below:

IL1 - General Light Industrial District

The purpose of the IL1 District is to facilitate economic development through a wide variety of light industrial activities and related businesses that do not create land use conflicts or nuisance conditions during the normal course of operations.

IL2 - Limited Intensity Light Industrial District

The purpose of the IL2 District is to facilitate economic development through certain light industrial activities and related businesses that do not create land use conflicts or nuisance conditions during the normal course of operations, as well as to limit activities oriented to public assembly.

IB - Industrial Business District

The purpose of the IB District is to facilitate business and light industrial activities that are seeking a high quality, comprehensively planned environment.

IH - Heavy Industrial District

The purpose of the IH District is to facilitate economic development through industrial activities that may have the potential for creating nuisance conditions during the normal course of operations.

HIGHLIGHTS OF THE SPECIALIZED ZONING DISTRICTS

There are nine specialized zoning districts contained in the new Zoning Bylaw, including four new zoning districts. The purpose of each district is outlined below:

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AG - Agricultural District

The purpose of the AG District is to provide for certain large scale specialized land uses as well as certain rural oriented uses on the periphery of the City.

FUD - Future Urban Development District

The purpose of the FUD District is to provide for interim land uses where the future use of land or the timing of development is uncertain due to issues of servicing, transitional use or market demand.

APD - Airport District

The purpose of the APD District is to designate and conserve land for uses associated with the orderly operations of the Airport.

The APD is a new district that is contained within the text of the new Zoning Bylaw, but has not been placed on the Zoning Map. The ultimate list of permitted uses has yet to be finalized with the Airport Authority, and until such time as this work is completed, the Airport property will remain in an AG Agricultural zoning designation.

PUD - Planned Unit Development District

The purpose of the PUD District is to recognize existing Planned Unit Developments.

The PUD zoning district is no longer applied to new development sites due to changes in Provincial Legislation. As opportunities present themselves, the PUD district will be replaced by other more appropriate zoning classifications on a site by site basis.

PDD - Planned Development District

The purpose of the PDD District is to facilitate specific development proposals with design options, densities, lotting arrangements, or other forms of development that do not fit within the development standards of existing zoning districts.

The PDD district is a new district intended to replace the PUD district on sites where a developer has a concept that will not fit within the standards of any existing zoning category. All development standards within a PDD are negotiated between the developer and the City, with appropriate consultation with nearby residents. The final development standards are implemented through a zoning agreement between the owner and the City.

DCD1 - Direct Control District 1

The purpose of the DCD1 is to regulate the development of the South Downtown Area in order to provide a strong, functional link between the commercial core of the Downtown and the South Saskatchewan River. The specific development objectives and standards are contained within the Development Plan.

DCD2 - Direct Control District 2

The purpose of the DCD2 is to manage the transitional use of the lots fronting onto Stanley Place, Minto Place, Aberdeen Place, Grey Place and Connaught Place, from low density residential use to light industrial use, and to minimize land use conflicts over the period that this change in use takes place. The specific development objectives and standards are contained within the Development Plan.

FP - Flood-Plain Overlay District

The purpose of the FP District is to provide appropriate development standards in order to prevent injury and minimize property damage within the South Saskatchewan River flood hazard area.

The Flood Plain District is a new district that would overlay conventional zoning districts in those areas near the river where the potential for flooding is apparent. Development would be limited in those areas. This district is included in the text of the Zoning Bylaw, but has yet to be applied to the Zoning Map pending the final identification of flood hazard areas by the Saskatchewan Water Corporation.

AC - Architectural Control Overlay District

The purpose of the AC Overlay District is to provide appropriate development standards in order to preserve the physical character of an area or to promote a selected design theme for an area.

The Architectural Overlay District is a new district that would overlay one or more conventional zoning districts and provide for a design review process for new buildings. Prior to an AC district being applied to a given area, a Local Area Design Plan would be completed to set out design objectives and standards by which to review new developments. For example, an AC district could be applied to an area to preserve the existing architectural character.

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SUBSTANTIVE AMENDMENTS TO THE DRAFT ZONING BYLAW

Since the July 21, 1998 version of the new Zoning Bylaw was approved in principle by the Municipal Planning Commission and received by Council, numerous minor adjustments and clarifications have been made to the document. The vast majority of these alterations have not changed the intent of the new Bylaw. Several changes are substantive in nature, however, and are listed as follows:

- The regulations for home based businesses - type II have been amended to limit the number of non-resident employees to a maximum of one, with no opportunity for appeal.
- The list of prohibited home based businesses has been expanded to also include screen printing, engraving, embroidery, sign painting and sign manufacturing, businesses using large power tools, and businesses involved in the mass production of similar products.
- The placement of a small sign in conjunction with a home based business is no longer permitted.
- The new Zoning Bylaw formerly required that the front yard setback for a new one or two unit dwelling in an established neighbourhood shall not vary by more than 2.0 metres from the average front yard setback of the houses on the adjacent lots. The 2.0 metre standard has now been increased to 3.0 metres.
- The definition of “established neighbourhoods” has been clarified by referring to a map contained in appendix C to the Bylaw. The map identifies all those residential areas inside Circle Drive, plus Sutherland, Forest Grove, and Montgomery Place as established neighbourhoods.

COMMUNICATION PLAN

If the proposed new Development Plan and Zoning Bylaw are approved for advertising by Council, the public hearing will take place on November 23, 1998, and the following public notice procedures will be undertaken:

- a substantial advertisement, consisting of 8 to 10 full pages will be placed in the Star Phoenix for two consecutive Saturdays. The advertisement will contain summaries of the main objectives, policies and development standards contained within the Development Plan and Zoning Bylaw. In addition, both the land use map from the proposed Development Plan and a consolidated version of the proposed Zoning Map will be included.
- All households in the City that do not receive the Star Phoenix will receive a copy of the advertisement delivered on both Saturdays through the Star Phoenix delivery system.

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- Additional advertising will be placed in the Saskatoon Free Press advising that the complete advertising package is available through the Planning and Building Department.
- A newsletter and news release will be circulated respecting the proposed advertising

ATTACHMENT

1. Proposed Development Plan and Zoning Bylaw, dated September 22, 1998.”

REPORT NO. 18-1998 OF THE CITY MANAGER

Section A - Administration and Finance

A1) Routine Reports Submitted to City Council

RECOMMENDATION: that the following information be received.

ADOPTED.

<u>SUBJECT</u>	<u>FROM</u>	<u>TO</u>
Schedule of Accounts Paid \$1,821,119.38	September 16, 1998	September 21, 1998
Schedule of Accounts Paid \$1,171,885.23	September 17, 1998	September 23, 1998
Schedule of Accounts Paid \$1,174,309.04	September 23, 1998	September 28, 1998
Schedule of Accounts Paid \$1,348,660.68 (File No. 1530-2)	September 24, 1998	September 29, 1998

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

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

ADOPTED.

Report of the A/General Manager, Finance Department, September 25, 1998:

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

ATTACHMENT

1. Schedule of Securities Transactions (September 1 - 18, 1998).

**A3) Council Meeting Schedule - 1999
(File No. CK 255-1)**

RECOMMENDATION: that City Council meet on the following dates in 1999:

Monday, January 4
Monday, January 18
Monday, February 8
Monday, February 22
Monday, March 8
Monday, March 22
Monday, April 12
Monday, April 26
Monday, May 10
Tuesday, May 25
Monday, June 7
Monday, June 21
Monday, July 12
Monday, August 9
Tuesday, September 7
Monday, September 20
Monday, October 4
Monday, October 18
Monday, November 1
Monday, November 15
Monday, November 29
Monday, December 13

ADOPTED.

Report of the City Clerk, September 28, 1998:

“Attached is a schedule of recommended Council Meeting dates for 1999.

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The proposed schedule has City Council meeting every second week, with the exception of a three week break due to the 1999 SUMA Convention and a three week break due to Easter.”

ATTACHMENT

1. Schedule - Council Meeting Dates for 1999.

**A4) 1998 Year-End Projections
(File No. 1895)**

RECOMMENDATION: that the information be received.

ADOPTED.

Report of the Acting General Manager, Finance Department, September 30, 1998:

“Attached, for City Council’s information, is a copy of the year-end financial projections for the City of Saskatoon. This report identifies an anticipated surplus of \$218,000. A Letter of Transmittal accompanies the report and provides the necessary precautionary comments which are normally associated with a document relying primarily on estimates as its basis of conclusion.”

ATTACHMENT

1. Letter of Transmittal

Section B - Planning and Operations

**B1) Proposed Disabled Person’s Loading Zone
427 Avenue I South
(File No. 6145-1)**

RECOMMENDATION: that a Disabled Person’s Loading Zone be installed in front of 427 Avenue I South.

ADOPTED.

Report of the General Manager, Transportation Department, September 21, 1998:

“The Transportation Department has received a request from the resident of 427 Avenue I South, for the installation of a Disabled Person’s Loading Zone in front of their residence. The

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resident's daughter is physically handicapped and requires direct access to the front of their home.

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

**B2) Fire Agreement Bylaw
R.M. of Corman Park #344
(File No. 2500-1)**

RECOMMENDATION: that City Council consider Bylaw No. 7791.

ADOPTED.

Report of the City Solicitor, September 24, 1998:

"City Council at its meeting held on March 23, 1998, resolved that the City enter into an agreement with The Rural Municipality of Corman Park No. 344 to provide for fire inspection services for commercial properties with the Rural Municipality. This Office was instructed to prepare the necessary Bylaw and appropriate Agreement.

We are pleased to submit Bylaw No. 7791 for Council's consideration. The proposed Agreement between the City and Corman Park is attached as Schedule "A" to the Bylaw. The proposed Agreement has been reviewed by Corman Park and is acceptable as drafted."

ATTACHMENT

1. Proposed Bylaw No. 7791 with attached Schedule "A".

**B3) Plan Saskatoon Project - Proposed New Zoning Bylaw
Cost Recovery Options for Implementing Front Yard Setback Standards
(File No. PL4114-1)**

RECOMMENDATION: that the following report be received as information.

Report of the General Manager, Planning and Building Department, September 30, 1998:

"City Council held a special meeting on September 3, 1998, to review, in principle, the proposed new Zoning Bylaw. Following a discussion on the proposed new front yard setback standard for one- and two-unit dwellings in established neighbourhoods, it was resolved:

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‘that the standard for front yard setbacks of one and two-unit dwellings and front additions in established neighbourhoods be a variance of 3.0 metres from the average setback of the principal buildings on the adjacent flanking sites; and

that the Administration review possibilities for recovering the administrative costs involved in implementing the front yard setback standard in established neighbourhoods.’

This report will address the issue of cost recovery options for implementing the front yard setback standard in established neighbourhoods.

The proposed new Zoning Bylaw contains provisions to promote the compatibility of infill residential developments with nearby homes and lotting patterns. One such provision requires that new one- and two-unit dwellings, semi-detached dwellings, and front additions be situated within 3.0 metres of the front yard setback of the houses on adjacent, flanking lots. While there is some benefit to having such a standard, there is also extra time and cost involved in administering this provision.

It is estimated that each application for an infill house or front addition will involve an average of five hours work over and above the existing building permit review process. This work will consist of gathering building permit information on adjacent homes, taking on-site measurements, and communicating with the applicant and neighbours. Based on an average cost of \$26 per hour for wages and benefits, this amounts to \$130 per application. Building permit information from recent years indicates that an average of 75 such applications will be received per year, amounting to an additional administrative cost of approximately \$9,750 per year.

There are three basic options to recovering these costs:

1. The first option would involve adding the cost directly on to the building permit application fee for a new infill dwelling or front addition. While this is possible, the addition of \$9,750 to the department's budget is not sufficient to hire additional full time or permanent part-time staff. Experience has shown that qualified part time staff are not readily available. As a result, the work would have to be absorbed by existing staff resources which are not sufficient to complete the work without reducing service levels for other customers.
2. The second option would involve putting the onus for confirming the front yard setbacks for adjacent dwellings on the applicant. This would involve the hiring of a Land Surveyor to undertake the preparation of a Real Property Report establishing the front building lines of the adjacent dwellings within a accuracy range of 3 to 5 centimetres. The cost of a Real Property Report of this nature would be within a range of \$250 to \$400. At first glance this would eliminate the majority of departmental administrative costs. However, this would add a significant cost to the applicant, and the information would not be completely reliable

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without being checked by staff given the misinterpretations that are possible due to variables such as front porches, front steps with canopies, bay windows and other factors. By having to check the information, the costs to the department would not be significantly reduced.

3. The third option would involve increasing the building permit fees for all types of applications to cover the extra \$9,750 in administrative costs. This is not considered a viable option as it would be perceived as unfair. In addition, the same difficulty noted in Option 1 would arise in that the funds are not sufficient to hire additional staff resources, and reduced service levels for other customers would be incurred.

If the bylaw is passed with the front yard provision containing the 3.0 metre variance requirement, then your Administration recommends that Option 1 be pursued.”

IT WAS RESOLVED: that the information be received and referred to the Planning and Operations Committee.

**B4) Land-Use Applications Received by the Planning and Building Department
For the Period Between September 11 to September 24, 1998
(For Information Only)
(File Nos. PL 4300, 4132)**

RECOMMENDATION: that the following report be received as information.

ADOPTED.

Report of the General Manager, Planning and Building Department, September 25, 1998:

“The following applications have been received and are being processed:

Condominium

- Application #14/98: Heritage View and Crescent (No Civic Address)
Applicant: T. Webb Surveys for Milbrandt Homes Ltd.
Legal Description: Lot 1, Block 414, Plan 97-S-49157
Current Zoning: RM4
Neighbourhood: Wildwood
Date Received: September 22, 1998

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- Application #15/98: 525 McWillie Avenue
Applicant: Webster Surveys for Crystal Springs
Condominiums Ltd.
Legal Description: Part of Parcel D, Block 367, Plan 87-S-32646
Current Zoning: Rm(Tn)
Neighbourhood: Silverspring
Date Received: September 23, 1998

Subdivision

- Application #48/98: 1711 and 1725 Ontario Avenue
Applicant: Arlo Investments Ltd.
Legal Description: Lot A, Part B and C, Block 213, Plan G826
Current Zoning: I.D.4
Neighbourhood: Kelsey/Woodlawn
Date Received: September 9, 1998
- Application #49/98: 314/316 Acadia Drive
Applicant: James D. Wilke
Legal Description: Lot 29, Block 608A, Plan 66-S-19767
Current Zoning: R.2
Neighbourhood: College Park
Date Received: September 17, 1998
- Application #50/98: 312 Saskatchewan Crescent
Applicant: Wilf Peters for David Petroff
Legal Description: Lot 19 and 20, Block 6, Plan G4228
Current Zoning: R.2
Neighbourhood: Nutana
Date Received: September 23, 1998.”

ATTACHMENT

1. Plan of Proposed Severance #50/98

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**B5) Application for Registration of Condominium Plan
4230 Degeer Street (R.4 Zoning District)
Lot 38, Block 800, Plan 78-S-14625
Applicant: Mike McNinch, Colliers McClocklin
(File No. PL 4132- 11/98)**

- RECOMMENDATION:**
- 1) that the application submitted by Mike McNinch of Colliers McClocklin (728 Spadina Crescent East, Saskatoon, S7K 4H7) on behalf of Henry Koehn to convert the existing multiple-unit dwelling at 4230 Degeer Street to a condominium be approved; and,
 - 2) that after the necessary building modifications have been made, to the satisfaction of the General Manager, Planning and Building Department, to correct the building code variances, as noted in the architect's report submitted and any other variances that are encountered during the plan review and inspection process, the City Clerk be authorized to prepare and forward the certificate to the applicant.

ADOPTED.

Report of the General Manager, Planning and Building Department, September 22, 1998:

“An application has been submitted by Mike McNinch of Colliers McClocklin on behalf of Henry Koehn requesting approval in principle, for the registration of a condominium plan through the conversion of a building which is located on Lot 38, Block 800, Plan 78-S-14625 (4230 Degeer Street).

The applicant wishes to convert the existing multiple-unit dwelling which contains twenty-four units to condominium ownership. If City Council provides approval, the applicant will undertake all building improvements in order to meet the building code prior to requesting final project approval.

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

Written Notice

On November 26, 1997, each tenant received written notice that an application was being made to the City of Saskatoon to convert the multiple-unit dwelling for condominium purposes. A copy of this notice was provided by the applicant to the Planning and Building Department, along with a list of the tenants who received the notice.

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Option to Purchase

On July 27, 1998, each tenant was advised of their option to purchase a unit through a notice indicating estimated unit prices, monthly fees, and taxes. Engineering reports were provided to the tenants at this time for their review.

Professional Review of Building

On August 14, 1998, the applicant submitted an engineering report addressing the building's critical life safety conditions to the Planning and Building Department.

Compliance with the Zoning Bylaw

The site is zoned R.4 District in the City of Saskatoon Zoning Bylaw No. 6772. Forty-one parking spaces are 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.

Compliance with the National Building Code (UBAS Act)

The Building Standards Branch of the Planning and Building Department has reviewed the engineering report submitted by the applicant. The engineering report identifies several minor deficiencies which must be addressed prior to the certificate being issued. In addition, the Building Standards Branch will be required to review the conversion of this building in accordance with the 1995 National Building Code which was introduced July 1, 1998. All upgrades required by the 1995 National Building Code will be identified at the time of the plan review for the new building permit. In the meantime, the Building Standards Branch has no objection to this application going to Council for approval in principle.

It is the opinion of the Planning and Building Department that the proposal to convert the existing apartment building at 4230 Degeer Street to a condominium complies with the City of Saskatoon Policy C09-004 - Condominium Conversion and will not negatively affect the availability of rental accommodations or put undue hardship on the existing tenants.

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

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

**B6) Termination of License between
Saskatoon Prairieland Exhibition and the City of Saskatoon
For Use of Wheatland “B” Building
(File Nos. 611-7, 610-17, 156-8 , and 290-50)**

- RECOMMENDATION:**
- 1) that City Council approve the termination of the Wheatland “B” license agreement between the City of Saskatoon and the Saskatoon Prairieland Exhibition upon the terms set forth in this report; and,
 - 2) that His Worship the Mayor and the City Clerk be authorized to execute such termination agreement, as prepared by the City Solicitor.

ADOPTED.

Report of the General Manager, Leisure Services Department, September 29, 1998:

“Background

The City currently has a license agreement, which expires on April 30, 2029, with the Saskatoon Prairieland Exhibition to use the Wheatland B Building for ice-hockey games and practices, ice-skating for the general public, figure skating, and other ice-related activities that are arranged, conducted, or supervised by the City. The City can use the building from approximately October 1 to March 31 in each season. Provision is made for the Prairieland Exhibition to use the building during this period for no more than 14 days.

As part of its deliberations on the 1992 Operating Budget, City Council reviewed the City’s indoor rinks program. On January 6, 1992, the Administration was directed to close the Lions and Archibald Arenas, effective October 1, 1992. This decision provided the opportunity to explore the feasibility of converting one or both of these rinks for indoor soccer use.

On December 16, 1991, staff from the Leisure Services Department (on instruction of the Planning and Development Committee) met with representatives of the Indoor Soccer Centre to discuss the available buildings for an indoor-soccer facility and the appropriate type of flooring that should be acquired with the City’s capital funding. During these discussions, the soccer representatives

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identified the Wheatland Arena as the preferred location for such a facility. They felt that this building, with two ice surfaces, would be the most convenient from both administrative and scheduling perspectives.

During the discussions which followed, staff from the Leisure Services Department and the representatives of the Indoor Soccer Centre reviewed the option to convert the Wheatland Arena, rather than the Lions and Archibald Arenas, into an indoor soccer facility. This included an understanding that the Wheatland option must be implemented in a manner which does not alter the budgetary decision which City Council made on January 6, 1992. This proposal, along with the budgetary implications, were considered by City Council on March 21, 1992, at which time the following was resolved:

‘that Wheatland I and II (rather than Archibald and Lions) be closed as indoor ice surfaces effective on October 1, 1992, and that the building be utilized as an indoor soccer facility.’

It was also pointed out that changing the use of the Wheatland Arena would require approval of the building’s owner, the Saskatoon Prairieland Exhibition Corporation. As a result of subsequent negotiations, the Directors of the Saskatoon Prairieland Exhibition Corporation agreed to incorporate an addendum in their Corporation’s existing contract with the City of Saskatoon. The addendum specified that the use of the Wheatland B Arena would be changed from ice hockey to indoor soccer. However, this approval is subject to the Corporation continuing to receive the equivalent for administration services of \$15,000 from the City, as was the practice under the original contract.

In 1993, the operating shortfall of operating the Archibald and Lions Arenas was \$47,500. Consequently, the annual lease payment from the Saskatoon Soccer Centre was set at \$62,500 (\$15,000 + \$47,500). There is still the misapprehension by some that the City has made a profit from Saskatoon Indoor Soccer through lease of the Wheatland B Building. The reality is that Saskatoon Indoor Soccer was allocated Archibald and Lions Arenas for use as indoor soccer facilities and chose to exchange these two facilities for use of the Wheatland B Building. However, in order to avoid increasing costs to existing users and taxpayers, they were requested to pay the difference in operating costs between the facilities allocated and the facility of their choice.

Report

Current Situation

By the end of this year, Saskatoon Soccer Centre will be in their new facility. Representatives from Saskatoon Soccer Centre Inc. have informed the Leisure Services Department that they will not require use of the Wheatland B Building this fall and, therefore, there is no need to extend their agreement (which expired in the spring of 1998) to use this facility for indoor soccer. This means that effective October 1, 1998, the City will not be able to recover the annual operating cost

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difference of \$47,500 (as determined in 1993) between the Archibald and Lions arenas and the Wheatland B Building. The City will also be responsible for any operating costs (e.g. utilities, maintenance) for six months of the year. In discussions with the General Manager of the Saskatoon Prairieland Exhibition, the utility bills associated with the Wheatland B Building while occupied by Saskatoon Soccer Centre amounted to \$29,000 per season.

In light of this situation, the General Manager of the Leisure Services Department began discussions with the General Manager of Saskatoon Prairieland Exhibition to jointly explore alternate uses for this facility to offset both operating costs and lost revenues as a result of Saskatoon Soccer Centre moving to their new facility. During these meetings, the General Manager of Saskatoon Prairieland Exhibition indicated that they would like to terminate the existing license between the City of Saskatoon and the Saskatoon Prairieland Exhibition related to use of the Wheatland B Building. The Saskatoon Prairieland Exhibition is undertaking a major facility expansion and redevelopment on their site and would like to incorporate the Wheatland B Building into those plans. They have not included an indoor ice surface facility as part of their long-term plans.

Proposal offered to terminate license

In order to achieve a satisfactory resolution for all affected parties (Saskatoon Prairieland Exhibition, indoor ice surface users, taxpayers), an option needed to be found which would see the operating cost difference of \$47,500 (as determined in 1993) between the Archibald and Lions arenas and the Wheatland B Building offset in 1999 and for a significant period of time thereafter.

The General Manager of the Saskatoon Prairieland Exhibition recently contacted the General Manager of the Leisure Services Department and asked him to consider the concept of a one-time payment to terminate the lease.

As part of the 1998 Capital Budget, City Council authorized a 'green loan' to undertake an energy efficiency project at the ACT Arena (Capital Project No. 1868). The total cost of this project was \$133,300, with projected savings of \$30,000 per year. Results to date indicate that these savings are being realized and will be used to repay the 'green loan'. The outstanding balance at December 31, 1998, is projected to be \$111,400.

In light of the above information, the General Manager of the Leisure Services Department offered to terminate the license for use of the Wheatland B Building in exchange for a one-time payment of \$111,000. This offer was made with the following benefits and concerns in mind:

1. Repayment of the loan will provide users of the City's indoor ice surface program with a long-term economic benefit.
2. Repayment of the loan will offset, to a large degree, the operating cost difference of \$47,500 (as determined in 1993) between the Archibald and Lions arenas and the Wheatland B Building.

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3. Funds set aside for re-commissioning the compressors at Wheatland B Building could be used to repay the outstanding balance of another productivity improvement loan (only one payment remaining) to achieve an additional \$5,000 savings in 1999.
4. The costs of re-commissioning the entire Wheatland B Building ice plant are estimated to be between \$200,000 and \$300,000. These estimates are subject to a complete engineering condition evaluation. Also, the uncertainty related to the operating cost difference of \$47,500 between the Archibald and Lions arenas and the Wheatland B Building at this point in time is cause for further concern regarding re-commissioning the Wheatland B Building.
5. Terminating the license avoids the political issues surrounding the closing of existing facilities. However, it foregoes the ability to consider alternative uses for these two facilities.
6. The economic benefits of terminating the license are immediate as compared to a 12 to 18 month period of time to realize re-commissioning the Wheatland B Building and implementing a long-term plan for Archibald and Lions Arenas.

On September 24, 1998, a verbal understanding was reached between the General Manager of the Saskatoon Prairieland Exhibition and the General Manager of the Leisure Services Department. The key terms of this agreement were communicated to Mr. Regier by fax on September 25, 1998. Mr. Regier acknowledged these terms by return fax on September 25, 1998. A copy of key terms of the agreement and the signed return fax are attached.

The other option discussed between the General Manager of the Saskatoon Prairieland Exhibition and the General Manager of the Leisure Services Department was to jointly publicize a request for proposals for use of the Wheatland B Building. Any profits realized would be applied to the pay-out agreement. However, upon further consideration, the General Manager of the Saskatoon Prairieland Exhibition felt that renting facilities on the exhibition site was really the business expertise of the Saskatoon Prairieland Exhibition and, therefore, would be more cost-effectively achieved directly through his office.

Communication Plan

Staff from the Leisure Services Department have shared the information contained in this report with the major users groups of our indoor ice surface facilities. User groups are indicating agreement with the termination of the license agreement; however, they have expressed a desire for the City to address certain improvements at existing indoor ice arenas. The Administration will explore these requests further and prepare a follow-up report for consideration by City Council.”

ATTACHMENTS

1. Letter of understanding dated September 25, 1998 regarding key terms of agreement to terminate license with Saskatoon Prairieland Exhibition Corporation for use of the Wheatland B Building.

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2. Return fax of 1. above signed by General Manager, Saskatoon Prairieland Exhibition Corporation.

**B7) Proposed Speed Limit Revisions
Circle Drive
Boychuk Drive
(File No. 6000-6)**

RECOMMENDATION: that City Council consider Bylaw No. 7792.

ADOPTED.

Report of the City Solicitor, September 28, 1998:

“City Council, at its meeting of September 8, 1998, resolved that the speed limit on sections of Circle Drive and Boychuk Drive be increased. Bylaw No. 7792, The Traffic Amendment Bylaw, 1998 (No. 5), amends the Traffic Bylaw to effect this instruction.”

ATTACHMENT

1. Proposed Bylaw No. 7792.

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REPORT NO. 18-1998 OF THE PLANNING AND OPERATIONS COMMITTEE

Composition of Committee

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

- 1. Enquiry - Councillor Heidt (September 8, 1997)
Crosswalk on Hunt Road between Nesbitt Crescent and
Sumner Crescent Intersection and Wedge Road Intersection
AND
Communications to Council
From: John Thomson, President
Dundonald Community Association
Date: Undated, 1998
Subject: Traffic and Pedestrian Concerns on Hunt Road
(File No. CK. 6000-1)**
-

RECOMMENDATION:

- 1) that bulbing be constructed on the east side of Hunt Road to the north and south of the mid-block crosswalk;
- 2) that bulbing be constructed on Wedge Road in the vicinity of the pedestrian corridor; and
- 3) that the estimated \$15,000 cost of the work be funded from the 1999 Capital Project No. 631 - Traffic Safety.

ADOPTED.

Your Committee has considered and concurs with the following report of the General Manager, Transportation Department dated September 4, 1998:

“BACKGROUND

At the January 27, 1998 meeting of the Planning and Operations Committee, the Committee received a report in response to Councillor Heidt’s enquiry and resolved:

‘That the matter be referred to the Administration for a review and report on the possibility of placing something in the curb lane, such as bulbing, and on

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the costs involved.’

Subsequently, correspondence was received from Mr. John Thomson, President, Dundonald Community Association at the March 11, 1998 meeting of the Planning and Operations Committee. The Committee considered Mr. Thompson’s communication and resolved:

‘That the matter be referred to the Administration to include in the report dealing with the crosswalk on Hunt Road.’

JUSTIFICATION

Hunt Road Mid-block Pedestrian Corridor

The concern that was not addressed in the original report was one of illegal parking within the ‘No Parking’ and ‘No Stopping’ areas which results in reduced visibility of pedestrians. The Transportation Department has forwarded this concern to its Parking Branch for enforcement during evenings in the spring, summer, and fall.

A mid-block roadway narrowing or ‘bulbing’ plan has been developed in order to address these parking concerns in a physical manner. This plan (Attachment 1) is attached. Four bulbing locations are available, one for each quadrant of the crosswalk. Bulb 1 is located on the near side of the crosswalk for northbound traffic; bulb 2 on the far side; bulb 3 is located on the near side for southbound traffic; and, bulb 4 is located on the far side.

From a pedestrian safety perspective, the near-side bulbs provide the greatest value. These bulbs prevent vehicles from parking in advance of the crosswalk, and thereby improve the visibility of pedestrians. As well, bulbs in this location prevent vehicles from passing on the right of vehicles stopped in the traffic lane. It should be noted, however, that passing on the right at this location is less likely to occur than at an intersection. It should be further noted that this has not been identified as a concern by the neighbourhood.

Bulbing placed on the far side of the crosswalk provides less value than near-side bulbs. Pedestrian visibility is improved for vehicles approaching the crosswalk in the driving lane on the far side of the street.

For this specific location, the parking infractions are occurring primarily on the east side of Hunt Road. There are driveways flanking the crosswalk on the west side which prevent vehicles from parking immediately adjacent to the crosswalk; however, illegal parking may still be occurring within the ‘No Stopping’ zone.

The following table summarizes the bulb locations, costs, and benefits:

			Improves pedestrian	Addresses illegal	Addresses passing on

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Bulb	Location	Cost	visibility	parking	the right
1	Northbound near-side	\$2,400	yes	yes	yes
2	Northbound far-side	\$4,600	somewhat	yes	somewhat
3	Southbound near-side	\$2,100	somewhat	no	yes
4	Southbound far-side	\$2,100	no	no	somewhat

Based upon this analysis, bulb 1 meets all of the objectives and bulb 2 successfully addresses the illegal parking concerns while providing other benefits. Due to their close proximity to private driveways, bulbs 3 and 4 provide marginal value and will not be considered further for installation. As such, it is proposed that bulbs 1 and 2 be installed on the east side of Hunt Road at an estimated cost of \$7,000, and that no bulbing be installed on the west side.

Wedge Road Mid-block Pedestrian Corridor

With respect to the concerns regarding pedestrian safety at the mid-block pedestrian corridor on Wedge Road, the Transportation Department has contacted the Community Association and has undertaken a review of the existing facility in the field. Three concerns were voiced regarding the operation of the existing pedestrian corridor:

- 1) vehicles parking in the curb lane adjacent to the school in the currently signed 'No Stopping' area;
- 2) the speed of vehicles passing the school; and,
- 3) the reluctance of motorists to stop for pedestrians in the crosswalk.

A proposed bulbing and median island layout has been developed (Attachment 2) to specifically address these concerns. It is proposed that bulbing be installed along the north curblane adjacent to the school property and along the south curblane preceding the crosswalk in order that parking and stopping be eliminated. This bulbing would be constructed in the existing 'No Stopping' areas. This construction would provide improved visibility to pedestrians attempting to cross in the pedestrian crosswalk, and eliminate the opportunity for westbound vehicles to overtake, in the curb lane, vehicles that have stopped for pedestrians.

Additional bulbing is not being proposed along the south curblane as any curb alteration would interfere with access to private driveways. Eastbound traffic speeds will be moderated somewhat by the presence of median signing and island and the small bulb. Although it would be desirable to have additional curb bulbing, space simply does not permit the construction of an effective device along the south curblane.

It is also proposed that a short section of centre median be constructed. This construction would provide an adequate and safe travelling surface for vehicles while providing a visual narrowing of the roadway. The roadway narrowing will provide a level of speed control

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similar to that of the bulbing constructed on Rusholme Road.

The estimated cost of the proposed bulbing and median on Wedge Road is \$8,000.

This proposal has been discussed with the Dundonald Community Association, who have provided their support for the proposed installation as indicated in their letter dated June 9, 1998 (Attachment 3).

OPTIONS

Temporary bulbing has been in place on Hunt Road since the spring of 1998, and will be placed on Wedge Road during September, 1998. It is proposed that the bulbing be evaluated over the winter with the intention of constructing permanent bulbing in 1999.

POLICY IMPLICATIONS

The placement of bulbing islands on roadways is consistent with Transportation Department initiatives to reduce the impact of automobile traffic on neighbourhood streets and conforms to accepted traffic engineering practices.

FINANCIAL IMPACT

The cost of the proposed temporary bulbing is estimated to be \$1,000, and funding is available through Capital Project No. 631 - Traffic Safety. Funding will be allocated in this Capital Project for permanent construction in 1999.

ATTACHMENTS

1. Hunt Road proposed bulbing.
 2. Wedge Road proposed bulbing.
 3. Letter dated June 9, 1998 from John M. Thomson”
-
2. **Neighbourhood Traffic Management: Egbert Avenue
(File No. CK. 6330-1)**
-

DEALT WITH EARLIER. SEE PAGE NO. 3.

REPORT NO. 19-1998 OF THE PLANNING AND OPERATIONS COMMITTEE

Composition of Committee

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

1. Communications to Council

**From: Michael Kiepen
Box 4043, Saskatoon
Date: July 17, 1998
Subject: Safe Crossing - Ravine Drive
(File No. CK. 6295-1)**

RECOMMENDATION: that the information be received.

ADOPTED.

Your Committee has reviewed and submits the following report of the General Manager, Transportation Department dated September 22, 1998, to City Council as information:

“BACKGROUND

The City Clerk forwarded the above-noted communication (Attachment 1) to the Transportation Department on July 30, 1998, for a report. Additionally, the communication was placed on City Council’s agenda of August 10, 1998, for its information.

Mr. Kiepen made several suggestions in his letter regarding traffic operations on Primrose Drive near the Lawson Heights Mall and the Lawson Heights Civic Centre. Mr. Kiepen is specifically requesting City Council to extend and widen Ravine Drive and connect it to Primrose Drive as a fully signalized intersection. Under Mr. Kiepen’s proposal (as shown on his plan), the Lawson Heights Civic Centre and the new soccer facility would also be accessible from Ravine Drive.

JUSTIFICATION

The existing Ravine Drive connection to Primrose Drive is used by buses only. The connection is basically a single-lane roadway to facilitate easy Transit access to Primrose Drive. This section of roadway has never been open to the general public. In 1996/1997, while reviewing the closure of Coppermine Crescent, the Transportation Department, in conjunction with various community associations, examined the merits of opening Ravine Drive to all vehicular traffic. Because the disadvantages outweighed the advantages of opening Ravine Drive, the option was rejected. Briefly, the advantages and disadvantages are listed below:

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Advantages

1. A signalized intersection at Primrose/Ravine Drive would improve pedestrian safety; however, this could also be accomplished by installing a pedestrian-actuated signal without opening Ravine Drive to the public.
2. The connection would reduce the southbound traffic making left turns at Warman Road and Churchill Drive. The Warman Road upgrading will effectively address this issue.
3. It would provide an alternate connection between the north-end and the Central Business District (CBD), reduce travel times, and reduce demand on Warman Road.

Disadvantages

1. Significant increase in traffic on Ravine Drive which has two elementary schools, St. Anne and River Heights. Opening Ravine Drive would endanger the safety of school children who cross Ravine Drive each day to access the two schools.
2. Increased traffic on Spadina Crescent, accompanied by a corresponding increase in traffic noise.
3. Increased traffic on Churchill Drive, accompanied by a corresponding increase in traffic noise.

Vehicular traffic generated by the new soccer facility is not an issue. During the planning stage of the soccer facility, a review of traffic generated by the soccer facility was conducted. It was demonstrated that the peak traffic can be accommodated on existing roadways, with Primrose Drive, Lenore/51st Street, Warman Road and Pinehouse Drive being the main roadways which would take the additional traffic. There is adequate capacity on these roadways to absorb the anticipated additional traffic.

The disadvantages of opening Ravine Drive to all vehicles outweigh the advantages. For this reason, the Department is recommending that the present arrangement be maintained. The issues of pedestrian safety and safety at the intersection of Churchill Drive and Warman Road can be addressed without opening Ravine Drive. The Transportation Department will be reviewing pedestrian safety on Primrose Drive following the opening of the new soccer facility later this year.

POLICY IMPLICATION

There are no policy implications.

FINANCIAL IMPACT

There is no financial impact.

ATTACHMENT

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1. Letter dated July 17, 1998, from Michael Kiepen.”

2. Communications to Council

**From: Dan McDonald, President
McDonald & Associates**
Date: July 22, 1998
**Subject: Genesis Bench Advertising
Application to Amend City of Saskatoon Policies/Bylaw
to Allow Bus Bench Advertising**
(File No. CK. 7311-4)

DEALT WITH EARLIER. SEE PAGE NO. 13.

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

RECOMMENDATION:

- 1) that 15 new two-hour metered parking stalls be installed along the north side of Queen Street between 5th Avenue and 7th Avenue, and;
- 2) that the existing parking restriction be changed to two hour parking, 0900 to 1800, Monday to Saturday.

ADOPTED.

Your Committee has reviewed and supports the following report of the General Manager, Transportation Department dated September 21, 1998:

“BACKGROUND

The Transportation Department has been monitoring on-street parking restrictions in the area surrounding City Hospital on an ongoing basis since the new Hospital was constructed. Last year, parking meters were installed along the Hospital’s frontage on the south side of Queen street between 5th and 7th Avenues, after a parking study indicated there was a need to increase vehicle turnover.

After the parking meters were installed, another parking study was conducted to determine the effect of the new parking meters. The main focus of this follow-up study was the north side of Queen Street between 5th and 7th Avenues. This portion of Queen Street has been

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redeveloped over the past few years to the point where almost the entire frontage is commercial or institutional.

JUSTIFICATION

The results of the second parking study conducted after the meters were installed on the south side of Queen Street showed that the average utilization between 10:00 a.m. and 2:00 p.m. on the north side of Queen Street between 5th and 7th Avenues is approximately 87%. A utilization of 85% is used to indicate when an area is fully utilized. The study also showed that parking durations greater than two hours were becoming a problem. This indicates the need for additional vehicle turnover.

In order to increase turnover in this area, the Transportation Department is proposing that two-hour parking meters be installed along the north side of Queen Street between 5th and 7th Avenues. The installation of the meters will reduce the amount of parking beyond the existing two-hour signed limit as metered parking results in better adherence to the posted restriction. It will also increase the opportunity of finding a short-term parking stall in this area. The metered parking will encourage persons who wish to park for durations longer than two hours to park in the Hospital's off-street lot. It will also improve the designation of parking stalls along the north side of the street which will reduce the amount of parking that is too close to intersections and driveways, across crosswalks, and in front of fire hydrants.

The present signed parking restriction along this section of Queen Street is only in effect Monday to Friday. It is desired that the meters in this area have the same hours of operation (0900 hours - 1800 hours, Monday to Saturday) as all of the City's other meters; therefore, it is recommended that the existing signed parking restriction be extended to cover Saturdays.

The Transportation Department will continue to monitor this area after the meters have been installed to determine if the desired increase in turnover was achieved.

The above has been discussed with the Traffic Planning and Operations Branch, the Transit Branch, City Hospital and the City Park Community Association. The installations have been endorsed by the Parking Committee.

OPTIONS

The only option to the proposed recommendation is to maintain the status quo. The status quo is not recommended since it does not address the lack of vehicle turnover and the safety concern when vehicles park too close to driveways, fire hydrants, intersections and across crosswalks.

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POLICY IMPLICATION

There are no policy implications resulting from this proposal.

FINANCIAL IMPACT

The approximate revenue generated by the installation of these new meters will be \$30,000 annually.

The increase in parking revenues will be assigned to General Revenues (50%), the Streetscape Reserve (43%), the Parking Capital Reserve (4%), and to the three Business Improvement Districts (1% each).”

REPORT NO. 16-1998 OF THE ADMINISTRATION AND FINANCE COMMITTEE

Composition of Committee

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

**1. Security at Saskatoon Zoo and Forestry Farm
(File No. CK. 4205-8)**

This report is to be considered with Clause 1, Report No. 7 of the Land Bank Committee.

- RECOMMENDATION:**
- 1) that approval be granted to withdraw \$50,000 from the Civic Buildings and Grounds Comprehensive Maintenance Reserve to increase the height of the Saskatoon Zoo perimeter fence by six feet;
 - 2) that the Administration include an additional provision of \$25,000 to the 1999 Operating Estimates for night watchman services for the Saskatoon Zoo for consideration by the Budget Committee; and
 - 3) that as future development occurs adjacent to the Zoo perimeter, the developers of the property be charged for those costs associated with increasing the height of the perimeter fence, for the portion abutting the length of their

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development, and that these funds be returned to the reserves which funded any existing structures.

Your Committee has reviewed the following report of the General Manager, Leisure Services Department, dated August 14, 1998, with representatives of the Leisure Services Department, and supports the proposal to increase the height of the fence around the perimeter of the Saskatoon Zoo with funding as outlined in the report:

“BACKGROUND

Due to the rapid expansion of the City in the northeast sector, the Administration is becoming concerned with the number of unauthorized entries into the zoo and park.

Presently, rental security forces visit the zoo and park four times per evening during the period of April through November and once per evening during the winter months. The reduction to one time per evening during the winter months has proven adequate to date, probably because of the weather conditions being much harsher than the rest of the year.

Over the years, the zoo and park have always had a number of unauthorized entries during the spring, summer, and fall months. Most of these entries were into the park by people wanting to party. Few people attempted to access the zoo. However, the number of occurrences has been increasing each year as the City expands around the facility, with the majority of the unauthorized entrances being into the zoo.

The concern that acts of vandalism would likely occur as the City expanded toward the zoo and park was expressed during the development of the plans for new neighbourhoods in the northeast sector. Requests were made to have a substantial buffer placed between the subdivisions and the park and zoo. However, it was deemed to be too costly to give up the land.

A recent submission of the Five Year Development Program to the Technical Planning Commission indicates that the neighbourhoods of Silverspring, Arbor Creek, and Briarwood are projected to have the fastest growth over the next five years.

DISCUSSION

In December 1997, a person climbed the zoo fence and cut a hole in the wolf enclosure, releasing one of the wolves into the zoo grounds. Zookeepers found the gray wolf wandering at large the next morning. He was quickly captured and returned to its pen. In 1998 there has been a minimum of three - four entrances into the park that we know of, and most disconcerting, there have been six - seven incidents of persons entering the zoo (e.g. climbing into the elk pen, throwing debris into pens, and breaking into the concession three times in June). See Attachment 1 for a list of examples of unauthorized entries to zoo and park.

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After the release of the wolf from its pen in December 1997, the difficulties of unauthorized entries into the zoo and park were discussed with the City's Risk Manager. Mr. Fisher arranged for a Risk Control Consultant from J&H Marsh & McLennan of Edmonton to audit the security of the Saskatoon Zoo and Forestry Farm Park. Essentially, Mr. Cousens indicates that our security for the zoo pales in comparison to the Calgary Zoo and the Edmonton Zoo. See Attachment 2 - May 7, 1998, report from J&H Marsh & McLennan.

Mr. Cousens highlights a number of options such as electronic security, watchman service, lighting, fencing improvements for the zoo, signage, and a public awareness program.

Your Administration has reviewed the consultant's report with the Asset Management Department, Police Services, and Mr. Fisher of the City Solicitor's Office and all agree that the City needs to take steps to improve the security at the zoo and park as quickly as possible.

During the time it has taken to review the report and seek appropriate advice for solutions, the zoo concession has been robbed three times. Losses totaled approximately \$5,000 (\$80 in cash from the Saskatoon Zoo Society's wishing well was stolen the first evening, \$4,897.50 in cash the second evening, and pop and tee-shirts the third time several weeks later). The concession is now electronically monitored by Brigadier Security Systems and a large and more secure safe is being used to protect the day's receipts.

While the Administration is concerned about the loss of money and property, it is very concerned about the safety of the animals from those who have thrown objects like beer bottles into pens or have entered the pens without realizing that the animals will panic and injure themselves during attempts to get away from the intruder. People also put themselves in grave danger by entering the pens.

With the City approving plans to develop neighbourhoods adjacent to the Saskatoon Zoo and Forestry Farm Park, it must move to protect its assets and the public in the immediate area and also ensure that the animals in its care are protected.

JUSTIFICATION

Electronic Security:

The cost of installing an electronic monitoring system in the zoo concession was \$1,440, with a monthly monitoring fee of \$17. There are other locations such as the office, healthcare facility, and the commissary that should be monitored because of the valuable equipment housed in each of those facilities. The costs to place monitoring equipment in these facilities should be similar to the concession costs. A decision to proceed with electronic monitoring of these facilities and others will be deferred if watchman services are approved in the 1999 operating budget.

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Watchman Services:

The present system of four random checks per evening during the period of April 1 to November 1 is not working. It hasn't prevented unauthorized entrances into the zoo and park as evidenced by the increasing number of occurrences in the last couple of years. It is now apparent that a physical presence is required to monitor and secure the facility during the spring, summer, and fall months. The Police Department officials have recommended to the manager of the Saskatoon Zoo and Forestry Farm Park that a physical presence is the best deterrent to keeping people from entering a facility after hours. The security person can monitor all buildings within the zoo and park, ensure the public has left after rentals, and ensure all gates are locked.

Estimated costs for security services from 11:00 p.m. to 7:00 a.m. April 1 to November 1 are approximately \$23,000 (214 days at 8 hours/evening x \$12/hour).

Lighting:

Lighting options will be reviewed as suggested by Mr. Cousens; however, these improvements would only be recommended as an additional approach if the watchman service and an increase in the height of the zoo fence proved to be inadequate in deterring unauthorized entrances.

Fencing Improvements:

Mr. Cousens recommends that the City should look at increasing the fencing around the zoo to 16 feet whenever the old fence should be replaced. Your Administration agrees that the existing perimeter fence should be increased in height. However, because people are climbing over the existing 6-foot fence to get into the zoo, the height of the fence should be raised as soon as possible, to 12 feet. Anyone who is very serious about entering the zoo with the intent to harm the animals or willfully destroy property will use wire cutters, so it won't matter how high the fence is. The 12-foot fence will act as a deterrent to youth and others who are looking for easy access to the facility after hours.

The 12-foot fence will also retain any animals within the zoo grounds that escape or are released by intruders. The additional six feet of fence can be added to the existing fence through the use of sleeves being welded to existing posts and adding six feet of chain link. It is estimated that it will cost approximately \$82,000 to \$85,000 to increase the existing zoo fence to 12 feet.

Signage:

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Perimeter signage will be undertaken as part of a 1999 program to deter the public from entering the zoo and park. This program will be developed through the advice of the Risk Manager and the City Solicitor's Department. Funding for the program will be submitted in the 1999 Operating Budget.

Public Awareness:

Security issues have already been discussed with police officials and visitations by zone forces are undertaken as often as possible. Visitations to homes adjacent to the Forestry Farm Park and St. Joseph High School will be made in the fall and each spring to ask for their assistance in watching for vandals or intruders.

OPTIONS

Recommendations from the consultant for J&H Marsh & McLennan are quite comprehensive and to undertake all of the recommendations will be expensive and perhaps unnecessary. However, the City should move to increase the height of the zoo fence as soon as possible and provide for a watchman service in 1999 (April 1 - November 1). Signage and public awareness programs, and electronic monitoring of the office and quarantine could proceed as programs are developed and resources permit. Further expansion of a security program such as increased lighting within the whole facility should be deferred until a careful review can be undertaken, as this could be a costly program and perhaps unnecessary.

By not taking steps to improve the security at the zoo, the City increases its risk of general property loss, potential injury to animals within the zoo, and potential increased risk to residents adjacent to the zoo because of unauthorized persons accessing the zoo and committing acts of sabotage in the facilities and pens.

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POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPACT

While reviewing the estimates for increasing the fence around the Zoo portion of the Forestry Farm Park, officials from Asset Management indicated that \$50,000 of the \$82,000-\$85,000 could be taken from the Comprehensive Maintenance Reserve as the additional six feet of fencing would be considered an upgrade to the existing fence. The Saskatoon Zoo's operating budget contributes annually to the Civic Building and Grounds Comprehensive Maintenance Reserve.

Funding for the remaining \$32,000-\$35,000 of the total fencing costs should be provided by the Property Realized Reserve as the increase in the vandalism and unauthorized access into the zoo seems to be growing in proportion to the development with the area.

The second part of the two-pronged approach to improving security should be to have a watchman on duty during the period of April 1 to November 1 each year. The estimated \$23,000-\$25,000 would have to be provided through the operating budget of the zoo. The cost of the watchman is proposed to be included in the 1999 operating budget.

COMMUNICATIONS PLAN

Personal contact will be made with the schools in the immediate area and residents of Silverspring neighbourhood. In addition to the personal contact, staff will contact the local community associations to request the use of their newsletters to inform their members of the difficulty the facility is having with intruders.

ATTACHMENTS

- 1 After Hour Incidents at the Saskatoon Zoo and Forestry Farm Park
- 2 May 7, 1998 report from J&H Marsh & McLennan"

"REPORT NO. 7-1998 OF THE LAND BANK COMMITTEE

1. **Security at Saskatoon Zoo and Forestry Farm
(File No. CK. 4205-8)**

This report is to be considered with Clause 1, Report No. 16-1998 of the Administration and Finance Committee.

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RECOMMENDATION: that approval be granted to withdraw \$35,000 from the Property Realized Reserve to increase the height of the Saskatoon Zoo perimeter fence by six feet.

Your Committee has considered the proposal for increasing the height of the perimeter fencing around the Saskatoon Zoo and Forestry Farm for security reasons, as outlined in the report of the General Manager, Leisure Services Department dated August 14, 1998 (which is contained under Clause 1, Report No. 16-1998 of the Administration and Finance Committee), and supports the recommendations. This includes the proposal to fund a portion of the cost from the Property Realized Reserve, in that the development plan for this area involves housing backing onto the Forestry Farm Park and Zoo, with only a public walkway as the buffer between the two, which is part of the security problem.”

Moved by Councillor Langford, ,

THAT approval be granted to withdraw \$50,000 from the Civic Buildings and Grounds Comprehensive Maintenance Reserve to increase the height of the Saskatoon Zoo perimeter fence by six feet.

CARRIED.

Moved by Councillor Langford,

THAT the Administration include an additional provision of \$25,000 to the 1999 Operating Estimates for night watchman services for the Saskatoon Zoo for consideration by the Budget Committee.

CARRIED.

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Moved by Councillor Langford,

THAT as future development occurs adjacent to the Zoo perimeter, the developers of the property be charged for those costs associated with increasing the height of the perimeter fence, for the portion abutting the length of their development, and that these funds be returned to the reserves which funded any existing structures.

*YEAS: His Worship the Mayor, Councillors Heidt, Langford, Maddin,
McCann and Waygood 6*

NAYS: Councillors Atchison, Birkmaier, Harding, Roe and Steernberg 5

CARRIED.

Moved by Councillor Langford,

THAT approval be granted to withdraw \$35,000 from the Property Realized Reserve to increase the height of the Saskatoon Zoo perimeter fence by six feet.

CARRIED.

**REPORT NO. 16-1998 OF THE ADMINISTRATION AND FINANCE COMMITTEE -
CONTINUED**

**2. City of Saskatoon Policy C03-007 (Special Events)
(File No. CK. 421-C03-007)**

RECOMMENDATION: that a grant of \$6,544 (subject to actual facility rental cost) be approved under the Special Events Policy for the rental of the A.C.T. Arena for the 1998 Saskatchewan Figure Skating Sectional Championship.

ADOPTED.

Your Committee has reviewed the following report of the General Manager, Leisure Services Department, dated September 13, 1998, and supports the provision of a grant under the Special Events Policy for the rental of the A.C.T. Arena for the 1998 Saskatchewan Figure Skating:

“BACKGROUND

City of Saskatoon Policy C03-007 (Special Events) states, in part:

Section 3.2 ‘Eligibility Criteria - Unexpended Youth Sports Subsidy Funds’

‘The following additional criteria shall be used for grants made from the unexpended funds remaining in the Youth Sports Subsidy Program:

- a) Eligible applicants will be restricted to those organizations receiving funding under the Youth Sports Subsidy Program.**
- b) As indicated in the special events definition, funding must be applied to events that are non-recurring on an annual basis. However, groups applying for seed money to host recurring events for the first time would be eligible to apply on a one-time basis. Events that are now held on an annual basis would not be eligible for this funding.**
- c) Funding must be used for the rental cost of facilities only.’**

JUSTIFICATION

The Saskatoon Figure Skating Club is requesting a grant from the unexpended Youth Sport Subsidy funds to assist the Club in hosting the 1998 Saskatchewan Figure Skating Sectional Championship November 11 to 15, 1998 at the A.C.T. Arenas.

The Sectional competition will involve approximately 180 athletes and 100 Judges/Officials from around the province. In addition, the Club is expecting approximately 400 to 500 family members, spectators, and volunteers.

The Club receives funding from the Youth Sports Subsidy Program and is eligible to apply for funds from the Special Events reserve. The club has identified \$6,544 in facility rental costs at A.C.T. Arena.

OPTIONS

The only option would be to deny the funding.

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POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPACT

There is approximately \$13,800 in the reserve to meet this request.”

REPORT NO. 7-1998 OF THE LAND BANK COMMITTEE

Composition of Committee

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

**1. Security at Saskatoon Zoo and Forestry Farm
(File No. CK. 4205-8)**

DEALT WITH EARLIER. SEE PAGE NO. 64

**2. Request to Remove Trees from City-Owned Property
Three Groves of Existing Trees North of 37th Street
John Thomson, President, Dundonald Community Association
(File No. CK. 4139-4)**

RECOMMENDATION: that the trees north of 37th Street, as noted by the Dundonald Community Association in the following report, be removed as requested.

ADOPTED.

Your Committee has considered the report of the General Manager, Planning and Building Department dated September 11, 1998 containing a letter from the Dundonald Community Association requesting that three groves of trees located immediately north of 37th Street in the Dundonald neighbourhood be removed in order to alleviate the concerns of the residents as outlined therein. The Committee supports this proposal, in that this area is slated for future development, these trees are near the end of their life span, and there are significant problems being encountered by the presence of these trees.

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Report of the General Manager, Planning and Building Department, September 11/1998:

"BACKGROUND"

The Dundonald Community Association has requested that the Land Branch remove three groves of trees located immediately north of 37th Street in the Dundonald neighbourhood. The reasons cited for the removal are as follows:

1. There have been a few fires associated with this area.
2. This area is a magnet for young males (14 years +) who use the area as a well secluded "hideout" complete with lawn furniture, clothing, bedding, and they have constructed a small "fort".
3. Younger, adventurous children have discovered "hard core pornographic magazines".
4. The concern from accidental injury from medical type needles or broken beer bottles.
5. Most recently, while school was still in (97-98 year), there was a rifle discovered and turned over to the police.

The Land Branch has also received a letter from Mr. Ron Geib, a Dundonald resident, requesting that the trees not be cut down as they provide a place for birds, a break to the wind, and are visually pleasing.

REPORT

As there were safety hazards mentioned in the Community Association's letter, the Land Branch advised the Association that the trees would be cut down as soon as *The Federal Nesting Bird Act* could be conformed to. Discussion with the appropriate Federal authority determined this to be after August 1.

Subsequently, the Land Branch was advised that the cutting down of such trees would require a development permit under the new Development Plan and Zoning Bylaw. The intent of the new Plan and Zoning Bylaw is to conserve natural features on areas of raw land until such time as they are considered for development and a final concept plan is prepared for the area. In this way, it may be possible to integrate the natural area or feature into the new development area.

Under the new Zoning Bylaw, the Development Officer may issue a development permit when satisfied that the removal of trees (or other natural feature) is necessary for the interim use, development or maintenance of the subject land, prior to a final concept plan being approved for the area. In making such a decision, the Development Officer would consider the value or importance of the trees being removed, the maintenance of effective drainage

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patterns, and the health and safety of persons in the area. If a development permit is denied, the applicant, or any other affected person, may appeal the decision to the Development Appeals Board.

In this instance, the Community has put forth a compelling safety argument for the removal of the trees and as a result, a recommendation for removal of the trees is brought before the Land Bank Committee for consideration.

ATTACHMENTS

1. Plan showing Dundonald neighbourhood and approximate location of trees.
2. Letter from Ron Geib to Dundonald Community Association.
3. Letter received June 4, 1998 from John Thomson, Dundonald Community Association.
4. Letter dated July 7, 1998 from John Thomson, Dundonald Community Association."

**3. Request to Purchase City-Owned Property
Lot 11, Block 452, Plan 87S10852
526 Peterson Crescent, Westview Neighbourhood
Mr. Shawn Konowski
(File No. CK. 4214-1)**

RECOMMENDATION: that Lot 11, Block 452, Plan 87S10852 be sold to Mr. Shawn Konowski for \$35,900.00, plus GST.

ADOPTED.

Your Committee has reviewed the following report of the General Manager, Planning and Building Department dated September 11, 1998 on the proposal to sell the above-noted property to Mr. Shawn Konowski at the price already approved by City Council, and supports this proposal rather than it being included in the lot draw process:

"BACKGROUND

At its meeting held June 29, 1998, City Council adopted the following recommendations of the Land Bank Committee:

- "1) that the Land Branch Manager be authorized to sell 105 lots within the Westview Neighbourhood through a lot draw process as outlined in this report; and**

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- 2) **that any of the lots which are not sold through the lot draw process be placed for sale over-the-counter on a first-come, first-served basis.”**

The first 54 lots of the authorized 105 lots were advertised for a lot draw to close September 11, 1998. The balance of the 51 lots, with the exception of Lot 11, have not been serviced at this time.

Lot 11 was serviced but left off the lot draw as it was on the far side of a walkway that created a convenient break for the lots offered in the draw.

REPORT

The Land Branch has been approached by Mr. Shawn Konowski who requested that we sell Lot 11 directly to him without going through the lot draw process. Mr. Konowski is confined to a wheelchair and states that Lot 11, which is a large pie-shaped lot on the corner of Peterson Crescent, is the only lot that will accommodate his specialized floor plan.

City Council has already approved the price of this lot; however, Council also directed that the lot be sold by lot draw. The Land Branch is of the opinion that Mr. Konowski's request is reasonable and recommends that Lot 11 be withdrawn from a future lot draw and sold directly to Mr. Konowski for the City Council approved price of \$35,900.00.

ATTACHMENTS

1. Letter dated September 4, 1998, from Mr. Shawn Konowski.
2. Map of Peterson area in Westview."

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REPORT NO. 12-1998 OF THE EXECUTIVE COMMITTEE

Composition of Committee

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

**1. Regional Waste Management Strategy
(File No. CK. 7830-4-1)**

DEALT WITH EARLIER. SEE PAGE 7.

**2. Pelican Lake First Nation
Proposed Purchase of Land Near Wanuskewin
(File No. CK. 4214-1)**

- RECOMMENDATIONS:**
- 1) that City Council agree to extend the option to purchase with Pelican Lake Holdings Ltd. to December 15, 1998 on the same terms and conditions as the original option agreement; and
 - 2) that the Mayor and City Clerk be authorized to execute the appropriate extension agreement as prepared by the City Solicitor.

ADOPTED.

City Council previously entered into an Option to Purchase Agreement with Pelican Lake Holdings Ltd. for the purchase of the SE of 35-37-5 W3rd and W ½ of the NE 35-37-5 W3rd. Pelican Lake Holdings Ltd. has requested that the option be extended to December 15, 1998.”

Moved by Councillor Steernberg, Seconded by Councillor Langford,

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

CARRIED.

ENQUIRIES

**Councillor McCann
Sewage Treatment Plant Odour
(File No. CK. 7800-1)**

Odour from the Sewage Treatment Plant has been a problem for many years for the residents of certain parts of Lawson and Silverwood Heights.

The frequency of emission of highly unpleasant odours from the Sewage Treatment Plant this summer, due to numerous maintenance and equipment problems, as well as the odours resulting from normal operational issues such as de-gritting, has caused serious problems for those residents of Lawson and Silverwood Heights who live close to the plant.

The City of Saskatoon Development Plan calls for major new residential housing close to the plant, across the river, in University Heights. This will undoubtedly cause additional, and possibly more severe problems, since this area is downwind of the plant, based on prevailing wind direction in summer time.

Will the Administration please report on:

- What measures can be taken to eliminate, or at least significantly reduce, the odour problem at the Sewage Treatment Plant;
- What the capital costs associated with such measures might be; and
- The feasibility of covering the capital cost from land sales in University Heights.

**Councillor Harding
Access to Spadina Landfill
(File No. CK. 7380-4)**

Would the Administration please report on the implications of restricting access to the Spadina Landfill to licensed/registered carriers only.

**Councillor Birkmaier
Water Meter Rates - Condominiums**

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(File No. CK. 1905-2)

Would the Administration please report on the policy of applying residential vs commercial rates on water meters at a condominium site.

INTRODUCTION AND CONSIDERATION OF BYLAWS

Bylaw No. 7791

Moved by Councillor Steernberg, Seconded by Councillor Waygood,

THAT permission be granted to introduce Bylaw No. 7791, being "*The Corman Park Fire Prevention Services Bylaw, 1998*" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Steernberg, Seconded by Councillor Langford,

THAT Bylaw No. 7791 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Steernberg, Seconded by Councillor Heidt,

THAT Council go into Committee of the Whole to consider Bylaw No. 7791.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 7791 was considered clause by clause and approved.

Moved by Councillor Steernberg, Seconded by Councillor Roe,

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

CARRIED.

Moved by Councillor Steernberg, Seconded by Councillor Maddin,

THAT permission be granted to have Bylaw No. 7791 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Steernberg, Seconded by Councillor Birkmaier,

THAT Bylaw No. 7791 be now read a third time, that the bylaw be passed and the Mayor and the City Clerk be authorized to sign same and attach the corporate seal thereto.

CARRIED.

The bylaw was then read a third time and passed.

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Bylaw No. 7792

Moved by Councillor Steernberg, Seconded by Councillor Waygood,

THAT permission be granted to introduce Bylaw No. 7792, being "*The Traffic Amendment Bylaw, 1998 (No. 5)*" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Steernberg, Seconded by Councillor Langford,

THAT Bylaw No. 7792 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Steernberg, Seconded by Councillor Heidt,

THAT Council go into Committee of the Whole to consider Bylaw No. 7792.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 7792 was considered clause by clause and approved.

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Moved by Councillor Steernberg, Seconded by Councillor Roe,
THAT the report of the Committee of the Whole be adopted.

CARRIED.

Moved by Councillor Steernberg, Seconded by Councillor Maddin,
THAT permission be granted to have Bylaw No. 7792 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Steernberg, Seconded by Councillor Birkmaier,
THAT Bylaw No. 7792 be now read a third time, that the bylaw be passed and the Mayor
and the City Clerk be authorized to sign same and attach the corporate seal thereto.

CARRIED.

The bylaw was then read a third time and passed.

Moved by Councillor Steernberg,
THAT the meeting stand adjourned.

CARRIED.

The meeting adjourned at 8:45 p.m.

Mayor

City Clerk