

Council Chambers  
City Hall, Saskatoon, Sask.  
Monday, July 13, 2009  
at 6:00 p.m.

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

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

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

*THAT the minutes of meeting of City Council held on June 22, 2009, be approved.*

*CARRIED.*

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

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

*CARRIED.*

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

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

*Committee arose.*

*Councillor Penner, 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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**“ADMINISTRATIVE REPORT NO. 13-2009**

**Section A – COMMUNITY SERVICES**

**A1) Land-Use Applications Received by the Community Services Department  
For the Period Between June 11, 2009 to July 2, 2009.  
(For Information Only)  
(File Nos. CK. 4000-5; PL. 4355-D, PL 4115, PL 4300)**

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

*ADOPTED.*

The following applications have been received and are being processed:

Discretionary Use

- Application No.: D11/09                      701 Taylor Street East  
Applicant:                                      Staci Faulk  
Legal Description:                              Lot 1, Block 979, Plan 101962010  
Current Zoning:                                 R2  
Proposed Use:                                    Preschool  
Neighbourhood:                                 Haultain  
Date Received:                                 June 12, 2009

Official Community Plan

- Amendment No.: DPA- OCP7/09              341 Avenue T South  
Applicant:                                      City of Saskatoon  
Legal Description:                              Lots 26 and 27, Block 19, Plan G4995  
Current Land Use Designation:              Low Density Residential - No Conversion  
Proposed Land Use Designation:              Low/Medium Density Residential  
Neighbourhood:                                 Pleasant Hill  
Date Received:                                 June 17, 2009

Subdivision

- Application No.: 41/0                              1302-1314 17<sup>th</sup> Street West  
Applicant:                                      Webb Surveys for 101079776 Sask. Ltd.  
Legal Description:                              Lane 1 and Lots 1-10, Block 12, Plan H771  
Current Zoning:                                 MX1  
Neighbourhood:                                 West Industrial  
Date Received:                                 June 16, 2009



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infrastructure maintenance. The SFFP&Z contains a variety of native Saskatchewan mammals, birds, trees, and shrubs, as well as non-native ornamentals and fruit trees. It also provides a setting for recreational activities such as picnics, fishing, walking, and other unstructured activities. Rental facilities include a hall, one booth with ball diamond, gazebo (semi-private picnic site), wedding garden, outdoor stage, and the Forestry Farm House.

Numerous capital projects at the SFFP&Z have been completed by leveraging capital contribution's from third party organizations. The efforts of a volunteer organization, the Saskatoon Zoo Foundation (SZF), whose mandate is to raise capital dollars for the SFFP&Z, have been very successful. Historically, in exchange for the capital contribution, the new feature at the Zoo was named for this major contributing entity. This is a very common practice in the Zoo and Aquarium industry in Canada. The branding of various exhibits and services such as the Kinsmen Children's Zoo, Kinsmen Express Zoo Train, and the PotashCorp Ark Exhibit were named using this approach.

During its June 15, 2009 meeting, the City of Saskatoon's Executive Committee reviewed this report. No concerns with the branding initiatives at the Saskatoon Forestry Farm Park and Zoo were noted at this meeting.

## **REPORT**

Recently the SZF completed a very successful capital campaign, the Cameco's Who's Who at the Zoo Capital Campaign that generated \$2,194,863 in cash and in-kind donations designated for five capital projects at the SFFP&Z. An integral part of the SZF Capital Campaign was the ability to offer recognition to the company or service group making a financial or in-kind donation towards the projects at the SFFP&Z. Your Administration supported this approach to fundraising in the community and the attached letter from the SZF outlines the intent of this fundraising initiative (see Attachment 1).

The five projects, sponsors, and proposed naming rights are as follows:

1) **Kinsmen Bear Exhibit**

This exhibit was completed in June 2008 with a financial contribution of \$275,000 from the Saskatoon Zoo Foundation and was aided by a \$100,000 contribution to the project from the Kinsmen Club. In keeping with historical practices, your Administration supports the proposal that this exhibit be permanently named the "Kinsmen Bear Exhibit". The permanent naming of this exhibit is partly in recognition to the long-term, multi-project involvement of the Kinsmen Club at the SFFP&Z.

2) **Education Centre**

Currently, a 4000 square foot building that is dedicated to be a learning/education centre is under construction at the SFFP&Z. The completion of this project will aid this facility to meet the educational requirements mandated by the Canadian Association of Zoos and

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Aquariums accreditation standards. The planned opening date of this building is late June of 2009 for programming and later in the summer for the opening of the Discovery Centre portion of the building.

This project is budgeted at \$1,378,000 and consists of up to a \$1,000,000 contribution from the SZF and the remainder of the funds are financed through a 2009 City Capital Project.

The primary contributors to this project are:

Affinity Credit Union ..... \$200,000;  
the Catholic School Board ..... \$30,000;  
the Public School Board ..... \$30,000;  
Sask Tel ..... \$30,000;  
CIBC ..... \$10,000;  
Sask Energy ..... \$30,000; and  
the Knights of Columbus..... \$75,000.

Financial contributions were also received from the Province of Saskatchewan through the Building Communities Initiative and through the Green Plan.

Your Administration supports the recommendation from the SZF to recognize the major contributors to this project by the following:

- a) The learning centre will be known as the Affinity Learning Centre and this name will remain for a period of ten years after completion of the project.
- b) Two learning rooms sponsored by the school boards will have permanent recognition through signage.
- c) The largest learning room will be branded to recognize Sask Tel for a term of ten years.
- d) The discovery room will be branded to recognize the Knights of Columbus for a period of ten years.
- e) A plaque will recognize Sask Energy and will remain in place for ten years.
- f) The Province will be recognized through permanent signage.
- g) There are no terms with the CIBC contribution, but the SZF will include the CIBC on their donor board as recognition.

3) Flight Rehabilitation and Conservation Centre

This project has been budgeted for \$260,000 and as funds become available, construction could start in 2009 or 2010. To date, the SZF has received a commitment of \$100,000 from the Saskatoon Lions Club and \$75,000 from Cameco to help fund this project.

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Your Administration supports the recommendation of the SZF to name this facility the Lions Flight Rehabilitation and Conservation Centre for a ten-year period and to permanently identify Cameco through on site signage.

#### 4) Phase Two of the PotashCorp Ark Exhibit

This project is budgeted to cost \$375,000 when funding becomes available and is currently scheduled for construction in 2011. As this is a continuation of the current PotashCorp Ark Exhibit, your Administration recommends that the whole complex be branded as the PotashCorp Ark Exhibit.

#### 5) Playground Equipment

This project calls for the installation of a playground unit in the park portion of the SFFP&Z. This unit would be themed and also have accessible components so children of all ages would be able to use it. In 2008, we had over 40,000 children visit SFFP&Z. This project is budgeted at \$250,000, and if funding is available, construction could start as early as this year.

The SZF has secured a \$100,000 commitment from McDonalds for this project, and we have also applied to both the Federal and Provincial Government to secure final funding to complete this project by July 1, 2010.

Your Administration supports the recommendation of the SZF to brand this playground unit the McDonalds Play Centre for a period of ten years.

All the companies and Service Clubs who have donated funds or in-kind contributions to the Cameco Who's Who at the Zoo Capital Campaign will also be recognized on the SZF donor board.

Your Administration supports the efforts and accomplishments of our partner organizations for their efforts in the continued development and growth of the Saskatoon Forestry Farm Park and Zoo and supports the proposed names for the projects listed above.

### OPTIONS

The options would be to name the identified projects differently, which could hinder the fundraising initiatives of the Saskatoon Zoo Foundation in future years.

### POLICY IMPLICATIONS

This report responds to City of Saskatoon Policy C09 028 (Sponsorship).

**FINANCIAL IMPACT**

There would be no financial impact.

**STAKEHOLDER INVOLVEMENT**

The Saskatoon Zoo Foundation has been very active in this project by taking a lead in securing the financial contributions to the all the projects listed in this report.

**PUBLIC NOTICE**

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

**ATTACHMENT**

1. Letter from the Saskatoon Zoo Foundation

**A3) Pleasant Hill Revitalization Project**

**Property Acquisition**

**Olfert Site - 412 Avenue P South, 422 Avenue P South, 413 Avenue O South**

**File No: CK. 4020-1 x CK. 4131-31 and LA 4020-06-4**

**RECOMMENDATION:**

- 1) that City Council approve the purchase of 412 Avenue P South, 422 Avenue P South, and 413 Avenue O South from Olfert Trucking Ltd. at a purchase price of \$462,000;
- 2) that the City Solicitor be requested to prepare the necessary Purchase Agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement;
- 4) that the purchase be funded from the Property Realized Reserve in the amount of \$462,000, plus other legal costs and disbursements; and
- 5) that the General Manager be authorized to take the necessary steps to incorporate this site into the Concept Plan for the Pleasant Hill Village redevelopment project.

*ADOPTED.*

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**BACKGROUND**

On July 16, 2007, City Council adopted a redevelopment Concept Plan for the Pleasant Hill Revitalization Project now known as “Pleasant Hill Village”.

On October 18, 2007, Executive Committee resolved in part:

“that the Administration be authorized to pursue a revised strategy to include the Olfert Trucking property, as shown as a potential redevelopment site on the concept plan endorsed by City Council on July 16, 2007.”

The aim is to expand the Pleasant Hill Village project to include available adjacent properties and create more redevelopment opportunities.

The Olfert Trucking site has been used since 1960 for industrial/commercial purposes. Olfert Trucking has used the site since 1980. The Olfert Trucking site has been for sale since 2006. A fire in July 2006 destroyed the principal building on the site, and now the property sits vacant.

**REPORT**

Since 2007, the City of Saskatoon (City) has been negotiating the purchase of the Olfert Trucking site.

As part of the City’s interest in the purchase of this site, a Phase 1 and Phase 2 environmental screening has been conducted on the Olfert Trucking site.

The results of the Phase 1 and Phase 2 environmental screenings are presented below.

**Environmental Screening**

The site was originally developed as a commercial property in 1960. Olfert Trucking has existed on the site since 1980. Prior to 1980, the site was home to M&M Transport (1975), Prairie Bus Services (1970), and Landa Trailer Repair (1965).

In 2008, the City contracted SLR Consulting (Canada) Ltd. to conduct an Environmental Site Investigation (Investigation) on the Olfert Trucking site.

The Investigation was to assess, confirm, and delineate potential impact conditions in soil and groundwater onsite due to former facilities and operations onsite and on adjacent properties.

The Investigation included drilling twenty-three boreholes, eight of which were developed into groundwater monitoring wells. Soil samples were submitted for chemical analyses including petroleum hydrocarbon (PHC), volatile organic carbons (VOC), metals, glycols, and polychlorinated biphenyls (PCB). Groundwater samples were submitted for chemical analyses including dissolved PHC, routine chemistry, dissolved metals, VOC and glycols, and PCB.

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Results of the Investigation indicated two soil samples, located onsite below the north portion of the former building, with Petroleum Hydrocarbon Fractions concentrations exceeding Saskatchewan Ministry of Environment (MOE) Tier I Residential criteria for a coarse-grained site. All other soil samples analyzed from onsite were below the applicable Saskatchewan MOE Tier 1 Residential criteria.

The remediation of this site would involve the removal of 80 m<sup>3</sup> of impacted soil, placement of imported fill in excavation, confirmatory analysis of excavation extents, disposal of impacted soil at an approved facility, decommissioning of all existing monitor wells, and report preparation. The approximate cost of this work is \$30,000, but could climb higher if contamination is found during any excavations of the site.

### Offer to Purchase

An Offer to Purchase the Olfert Trucking property has been signed by the City's Property Agent with the following terms and conditions:

1. Purchase Price  
Purchase price is \$462,000, with an initial deposit of \$25,000.
2. Conditions Precedent  
Approval of Saskatoon City Council shall be by July 13, 2009.
3. Closing Date  
Closing Date of this transaction shall be July 31, 2009
4. Possession Date  
Possession shall coincide with the Closing Date.
5. Adjustments  
Taxes and all other adjustments shall be made as of the Closing Date.
6. Legal Costs and Disbursements  
Each party shall be responsible for its own legal costs.

Your Administration is recommending the purchase of the Olfert site. The purchase price is reasonable in the context of the Pleasant Hill and Saskatoon market. The purchase price represents a cost of \$5.47 per square foot for the Olfert Trucking site.

The plan is to combine this site into the Pleasant Hill Village project and create more housing and green space.

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Revised Concept Plan

The purchase of the Olfert Trucking site opens up an opportunity to expand the Pleasant Hill Revitalization Project in a meaningful way. It would also remove the uncertainty concerning the future use of the former industrial site.

If this purchase is successful, the City will initiate the necessary process to bring this site into the Pleasant Hill Village Concept Plan. If all goes as intended, the site could be incorporated into the Concept Plan, subdivided and rezoned to allow a Request for Proposals to be issued in 2010.

If the purchase goes ahead, the Community Services Department would undertake the following steps to bring this land into the Pleasant Hill Revitalization Project:

- Undertake consultation with the Pleasant Hill Community to amend the approved Concept Plan;
- Develop a comprehensive list of all proposed infrastructure and surface improvements needed to implement the new concept;
- Develop a detailed budget to undertake the necessary improvements;
- Develop a timeline for the eventual release of the site for new development; and
- Submit the revised Concept Plan and budget to City Council for approval.

**OPTIONS**

1. Approve the purchase of this site and incorporate the new land into the Pleasant Hill Village project.
2. Decline to purchase the site. In this instance, the Olfert Trucking site will remain for sale. However, the opportunity to expand the Pleasant Hill Village project will be lost.

**POLICY IMPLICATIONS**

There are no policy implications.

**FINANCIAL IMPACT**

The Pleasant Hill Village Project has its own funding source from the Urban Development Agreement (\$3.3 million) for the approved Concept Plan. However, no funding source has been identified for an expanded Concept Plan to include the Olfert Trucking site.

Given the timelines contained in the Sale Agreement, the Administration is recommending the Property Realized Reserve be used to purchase the Olfert Trucking site until such time as a budget can be established for the expanded concept within the Pleasant Hill Village project.

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**PUBLIC NOTICE**

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

**ATTACHMENT**

1. Location Map of Olfert Trucking Site

**Section B – CORPORATE SERVICES**

**B1) External Borrowing  
(File No. CK. 1750-1 and CS1750-1)**

- RECOMMENDATION:**
- 1) that City Council approve Borrowing Bylaw No. 8777 which conforms to the terms and conditions of the transaction, and specifically authorizes a \$30,900,000 ten-year loan from the Canada Mortgage and Housing Corporation (CMHC) Infrastructure Program; and
  - 2) that the General Manager, Corporate Services Department, the City Solicitor, and the City Treasurer be instructed to take all such steps to execute and sign further documentation as may be necessary to complete the loan transaction.

*IT WAS RESOLVED: that consideration of the matter be deferred until after consideration of Clause 8a), Matters Requiring Public Notice.*

**B2) Federal Economic Action Plan – Infrastructure Stimulus  
Funding for Projects - Approval No. 2  
(File No. CK. 1750-1; CS1860-1)**

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- RECOMMENDATION:**
- 1) that City Council approve all capital projects identified in this report;
  - 2) that Administration be authorized to enter into any required Contribution Agreements required to secure funding under the Economic Action Plan; and

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- 3) that His Worship the Mayor and the City Clerk be authorized to execute on behalf of the City of Saskatoon under the Corporate Seal, all Contribution Agreements required to secure funding under the Economic Action Plan.

*ADOPTED.*

**REPORT**

Federal Economic Action Plan

As part of its 2009 Budget, the Federal Government announced their Economic Action Plan, an economic stimulus package that will provide significant infrastructure funding opportunities for municipalities across Canada. The stimulus package provides municipalities with funding above and beyond what is currently in place with the Building Canada Fund, gas tax revenues and the GST rebate. The key conditions for receiving funding from this stimulus package initiative are that projects must be:

- shovel-ready, need to be built over the next two construction seasons and be completed by March 31, 2011; and,
- incremental, meaning that these projects would not be undertaken in the next two years without new federal funding.

Infrastructure Stimulus Fund

This program is overseen by Infrastructure Canada, and with funding allocation on a per capita basis, the City of Saskatoon will receive approximately \$13.0 million, with all projects being funded two-thirds from the City and one-third from the Federal Government. The focus of this fund is on rehabilitation of existing assets. Some of the projects submitted were announced on May 27, 2009, and approved at City Council on June 22, 2009. That report identified that more announcements were expected soon, this is the second round of approvals.

On June 29, 2009, the Federal Government announced a new set of shovel-ready projects for Saskatoon. This announcement results in the City receiving \$2.244 million of Federal funding. Another funding announcement is expected soon.

Attachment 1 summarizes the project descriptions, and Attachment 2 identifies the project cost and funding details.

**OPTIONS**

There are no options.

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**POLICY IMPLICATIONS**

There are no policy implications.

**FINANCIAL IMPACT**

The City's portion of funding for these projects is from various Reserves. Approval of these projects also means approving the allocation from the Reserve.

**PUBLIC NOTICE**

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

**ATTACHMENTS**

1. Project Descriptions.
2. Funding Details.

**Section D – HUMAN RESOURCES**

**D1) 2009 Contract Negotiations  
International Association of Fire Fighters Local 80  
(File No. 4720-7)**

- RECOMMENDATION:**
- 1) that City Council approve the proposed changes set out in the attached report dated July 13, 2009, with respect to the 2009 contract with the International Association of Fire Fighters Local 80; and
  - 2) that City Council authorize completion of the revised contract incorporating all the changes for execution by His Worship the Mayor and the City Clerk under the Corporate Seal.

Attached is a report dated July 13, 2009, detailing conditions agreed upon by the bargaining team of the City and the International Association of Fire Fighters Local 80.

**PUBLIC NOTICE**

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

**ATTACHMENT**

1. Report dated July 13, 2009.

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*The City Clerk distributed copies of the July 13, 2009 report detailing conditions agreed upon by the bargaining team of the City and the International Association of Fire Fighters Local 80. This report was confidential until tabled at this meeting.*

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

**Section E – INFRASTRUCTURE SERVICES**

**E1) Enquiry – Councillor T. Paulsen (February 17, 2009)  
Loading and Unloading of RVs  
(File No. CK. 6120-1)**

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

**BACKGROUND**

The following enquiry was made by Councillor Paulsen at the meeting of City Council held on February 17, 2009:

“Could the Administration please report on amending The Traffic Bylaw to allow those streets that do not have on-street parking available for loading/unloading RVs, to park the RV on the driveway/sidewalk in front of the homeowner’s residence for loading and unloading purposes only.”

**REPORT**

The Administration has reviewed this request and has several concerns regarding any amendments to the Traffic Bylaw which would permit parking on a sidewalk in order to facilitate loading or unloading of recreational vehicles (RVs).

Allowing RVs to park on a sidewalk, for any length of time, would force pedestrians onto the street, compromising their safety. Greater challenges and hazards are presented if the pedestrian is elderly, in a wheelchair, or is a young child. Regardless of how busy the street, permitting any type of vehicle to park on a sidewalk can be perceived as infringing on the accessibility rights of pedestrians.

It is anticipated that there would be difficulty in clearly defining what constitutes the loading and unloading of an RV, and also establishing an associated timeframe to complete this event. Currently, Parking Enforcement regards a vehicle as being in the process of loading or unloading when its four-way flashers are in operation, there are clear signs of activity and it doesn’t exceed a 20-minute time limit.

From a zoning perspective, the Zoning Compliance Section of the Community Services Department has provided the following comments:

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“Section 5.17 (5) of the City’s Zoning Bylaw states:

‘Large recreational vehicles may be parked in front, rear and side yards on a residential site provided the vehicle is not within 1.2 metres of the interior edge of the sidewalk.’

This provision is in place for safety reasons. The 1.2 metre setback provides sight lines for vehicles backing out of the driveway, to ensure safety for pedestrians. If a large recreational vehicle does not provide the 1.2 metres, any pedestrian, cyclist or other occupant of the sidewalk would be at risk of being struck by a vehicle backing out beside the large recreational vehicle.

A proposal to permit large recreational vehicles to cross the sidewalk and reside on a portion of the roadway would force pedestrians onto the roadway when passing the vehicle. This would expose them to traffic on the roadway, and expose them to risks from vehicles backing onto the street adjacent to the large recreational vehicle.

The Community Services Department does not support such a policy for safety reasons. In addition, there are aesthetic reasons for prohibiting such conduct. However, should such a policy be supported by City Council, an amendment to Section 5.17 of the Zoning Bylaw would be required.”

The City Solicitor has provided the following comments:

“Permitting parking on a sidewalk in order to facilitate the loading or unloading of an RV would require amendments to both the Traffic Bylaw and the Zoning Bylaw. While such amendments could be made, they raise some practical concerns. The Parking Services Group has identified the difficulty in defining loading or unloading for the purposes of the requested amendment. In the same regard, the definition of what constitutes availability of on-street parking would require special consideration. However, the main issue is the safety concerns as outlined above.”

The Administration does not recommend any changes to the Traffic Bylaw or Zoning Bylaw to accommodate the loading or unloading of RVs.

**PUBLIC NOTICE**

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

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

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**E2) Enquiry – Councillor T. Paulsen (April 21, 2008)**  
**Parking Cars for Sale on High Profile Streets**  
**(File No. CK. 6120-1)**

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

**REPORT**

The following enquiry was made by Councillor Paulsen at the meeting of City Council held on April 21, 2008:

“Could the Administration please report on the feasibility of bringing forward a bylaw to prevent people from parking cars on higher profile streets in an effort to sell the vehicles. Now that spring is here, a number of impromptu ‘car lots’ have emerged on the streets of Saskatoon, much to the annoyance of the residents who live on those streets.”

**REPORT**

The Administration has investigated the issue of vehicles, identified as being “for sale”, parked on City streets. This activity is not limited to high profile streets, as it also occurs on streets adjacent to automotive dealerships and on the private parking lots of large shopping centres.

In tracking these “For Sale” vehicles, it has been determined that they are primarily owned by people who live in the area and who continue to use the vehicles on a regular basis. Parking Enforcement has been dealing with this issue through Section 14 of The Traffic Bylaw (7200), which prohibits a vehicle from being parked on a street for longer than 36 hours. Parking Enforcement’s practice is to chalk a vehicle’s tires and then return after 36 hours to issue a ticket. In the majority of cases, the vehicles were moved before a parking violation could be issued.

Clusters of “for sale” vehicles may be the result of other area residents choosing to park their “for sale” vehicles nearby, believing that they can capitalize on the success of others. There is no suggestion that this is a group or coordinated activity.

The current bylaws, Traffic Bylaw (7200) and Impounding Bylaw (8640), were recently amended, and with the construction of a new municipal impound lot, Parking Enforcement now has enhanced options to address complaints about nuisance vehicles. It is standard practice that if a ticket is issued, Parking Enforcement will make a return visit several days later to see if the vehicle has moved off the street. If the vehicle has not been relocated, or if the initial investigation reveals that it has invalid licence plates, it will be towed to the impound lot. It is the Administration’s opinion that the mechanisms currently in place, in particular, the 36-hour parking provision contained in The Traffic Bylaw, and the City’s impounding authority, are adequate to address the issue of vehicles with “for sale” signs parked on City streets.

The following are comments from the City Solicitor:

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“We agree that the problem of “for sale” signs on vehicles should first be addressed through existing provisions of The Traffic Bylaw. Evidence that those provisions were inadequate would be helpful in justifying any new Bylaw.

If the existing provisions of The Traffic Bylaw are not effective, we would recommend looking at amending The Temporary Sign Bylaw to address the issue of use of vehicles for advertising. This would probably include garage sale ads in parked vehicles, as well as for sale signs. We would also have to look at exemptions for vehicles used for political advertising campaigns and the like.”

**PUBLIC NOTICE**

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

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

**E3) Cankerworms**  
**File: CK. 4200-1**

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

**REPORT**

Spring and fall cankerworms are native species of insects which cause injury to American elm, Manitoba maple and Green ash trees located throughout Saskatoon. While they may appear to be causing trees to die, they do not affect the overall health of a tree, and any damage is considered to be cosmetic. Trees will re-leaf within a couple of weeks, once feeding has completed.

While a number of calls are received from homeowners expressing concern with respect to the health of the city-owned trees in front of their homes, an equal number of calls are received regarding the “mess” that the cankerworms make. The mess and aesthetics of cankerworms descending to the ground on silken threads only happens on very windy days, and when the cankerworm has completed its larval feeding stage, and is ready to pupate just below the soil surface. There have also been concerns expressed regarding the fecal pellets the canker worms produce which causes damage to private property. This has never been unequivocally proven to be the case, and could be confused with a sticky “honeydew” that can be produced by species of aphid and scale.

In the past, the City of Saskatoon had an intensive spray program to control cankerworms as well as forest tent caterpillars, another common defoliator on the prairies. The City of Saskatoon also participated in a community tree banding program, in which community associations were provided with the tools to band elms and maples in their neighbourhoods. In the late nineties,

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through the direction of City Council, the City discontinued spraying for tree insect pests such as cankerworms, and the tree banding program was discontinued approximately four years ago.

In an attempt to determine what other municipalities do to combat cankerworms; the City of Regina was contacted, as it very closely mirrors the urban forest structure of the City of Saskatoon. The City of Regina has been managing cankerworms for 20 years, and has two operational aspects to their program.

The first is the monitoring of cankerworm populations and the presence of females captured through the banding of trees, in order to establish priority neighbourhoods for spraying. The number of bands placed throughout the city is approximately 1% of the total number of elm and maple trees inventoried (approximately 500). This occurs in the fall, and typically requires four people up to three weeks to complete. The bands are left on over the winter, monitored in the spring, and then removed in early summer.

The second component of the program is the actual spraying. Once an action level has been determined, it involves spraying an entire neighbourhood and drenching the entire crown of city-owned elm and maple trees with *Bacillus thuringiensis* var. *kurstaki* (Btk). This is accomplished with four crews of three people so as to be able to blanket the city in a reasonable time frame.

In 2009, the City of Regina was able to band approximately 500 and spray 39,000 city-owned American elm, Manitoba maple and green ash trees. The total budget for the program in 2009 is \$180,000, with trucks, sprayers, staffing and chemicals already in place. Spraying of this many trees is unusual, as wind is usually a variable which can slow down productivity. Canopy spraying cannot occur at wind speeds exceeding 5 to 10 kph. This makes treatment incredibly difficult, as the feeding activity only lasts a couple of weeks.

The Administration has made efforts to increase awareness regarding cankerworms in the absence of a spray program. Information on the website has been expanded to inform the public about the biology and behaviour of the insect; to provide advice on products which can be safely sprayed on privately-owned trees; and to explain how to properly band a tree. The Administration does not recommend that people spray city-owned trees in front of their homes as we have a healthy and vigorous urban forest that we have spent a great deal of time and money to establish under extreme conditions, and there is currently no way in which to monitor to ensure that any spraying done won't have a negative impact on the health of the trees.

The City of Saskatoon is required to follow laws regarding pesticide usage, as laid out by the Pest Management Regulatory Agency of Canada (PMRA). This division of Health Canada regulates what products can be sprayed on a particular species of tree, shrub, grass, etc. to control particular insects. The Government of Saskatchewan also requires that any spraying be done by licensed pesticide applicators. Accidents can happen, and spraying a tree with the wrong product, or with tools that are contaminated with herbicides could have a serious impact on our urban forest, local wildlife and the citizens of Saskatoon

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Through collaboration with researchers at Simon Fraser University, the University of Alberta, the Canadian Forest Service and the Canadian Food Inspection Agency, the Administration is looking at alternatives to spraying as a means to control insects and disease pests. With advances in pheromone and bioacoustics communications, there may be opportunities for the City of Saskatoon to serve as a research local. This would benefit the researcher as well as the City of Saskatoon by controlling cankerworms and other insect pests as part of an integrated pest management strategy.

With current budgeting, staffing and equipment, as well as the time of year, there is no opportunity to spray for cankerworms in 2009. Determining whether spraying for cankerworms is the direction that the City of Saskatoon would like to go must be approached with an open mind and understanding of what direction other provinces and municipalities are going, as it pertains to the cosmetic use of pesticides.

**PUBLIC NOTICE**

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

*IT WAS RESOLVED: that the matter of pest control be referred to the Planning and Operations Committee for review and report to the Budget Committee.*

**E4) Post Budget Approval – Capital Project 1678  
Waste Water System – Wet Weather Inflow Remediation  
Rosewood Inline Sanitary Storage Tank  
(File No. CK. 7820-3 and IS 8400-1)**

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- RECOMMENDATION:**
- 1) that City Council approve an increase of \$1,000,000 to Capital Project 1678 – Waste Water System – Wet Weather Inflow Remediation – for the construction of an additional sanitary storage tank system in the Rosewood development area; and
  - 2) that the \$1,000,000 increase to Capital Project 1679 – Waste Water System – Wet Weather Inflow Remediation be funded from the Water and Sanitary Sewer Reserve, with funds generated from the Flood Protection Levy.

*ADOPTED.*

**REPORT**

On July 21, 2008 Council approved a sole source contract to Hamm Construction for the supply and installation of 1.5 million litres of inline storage of sanitary sewage during extreme rain fall events. At that time, Hamm Construction was already in the process of installing a water and trunk sewer in the area where the storage pipes were to be placed.

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The original approved contract did not include the cost of paving Kingsmere Boulevard. Also, the installation of storage pipe along Kingsmere Boulevard, west of Boychuk Drive, would have caused complete detours around Boychuk Drive at Kingsmere Boulevard. Therefore, the project scope was reduced to 1.0 million litres of pipe, deleting the portion on Kingsmere Boulevard east of Boychuk Drive to accommodate the cost of paving and reduce traffic disruptions.

The Administration is now proposing that the remaining approximately 0.5 million litres of sanitary storage tank be installed. This underground tank will be constructed within the greenspace of the adjoining Rosewood neighborhood. By taking advantage of water and sewer construction occurring in the new Rosewood development area adjacent to Lakeridge, it will not be necessary to disturb existing parks or roadways within Lakeridge. The tank is a similar concept to the tank already constructed near the intersection of Kingsmere Drive and Boychuk Drive and will provide increased protection in northeast Lakeridge.

A public tender for the supply and construction of the additional sanitary storage tank system in the Rosewood development area has been advertised.

**FINANCIAL IMPACT**

It is estimated that the additional storage tank will cost approximately \$1,000,000. There is sufficient funding available within Water and Sanitary Sewer Reserve, with funds generated from the Flood Protection Levy.

**PUBLIC NOTICE**

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

**E5) Capital Project No. 1616 – Waste Water Collection  
14<sup>th</sup> Street Sanitary Sewer River Crossing Repair  
(File No. CK. 7820-3 and IS 7820-51 )**

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- RECOMMENDATION:**
- 1) that \$1,500,000 be transferred from the 2010 allocation of the Water and Wastewater Infrastructure Reserve to Capital Project 1616 – Waste Water Collection, to fund the repair of the 14<sup>th</sup> Street sanitary sewer river crossing; and
  - 3) that the City Manager be authorized to sole source the purchase of goods and services over \$100,000, to an aggregate total of \$1,500,000, required to facilitate the repair of the 14<sup>th</sup> Street sanitary sewer river crossing.

*ADOPTED.*

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**BACKGROUND**

In 1911, a 600 millimetre (mm) cast iron sewer pipe was installed to carry wastewater sewage from the system on the east to west side of the South Saskatchewan River. The pipe is aligned downstream of the Broadway Bridge, and crosses the river in line with 14<sup>th</sup> Street on the east side, and the lift station adjacent to the boat launch at Kiwanis Park on the west.

On June 4, 2009, a leak was discovered in the pipe, and on June 6, 2009, a temporary bypass pumping and piping operation was put in place to redirect the sewage until the necessary repairs could be made.

**REPORT**

The timely design and repair of the sewer pipe involves several elements for which the City Manager and the Administration require the ability to hire contractors and procure materials. As this is not a routine repair, the Administration requires, on an expedited basis, the ability to be part of the repair process, making incremental decisions as needed. The Administration is, therefore, recommending that the City Manager be authorized to sole source the purchase of goods and services over \$100,000, to an aggregate total of \$1,500,000, in order to facilitate the repair of the 14<sup>th</sup> Street sanitary sewer river crossing

**FINANCIAL IMPACT**

The anticipated costs for the temporary bypass pumping and piping operation and repair of the sewer pipe are as follows:

1. Temporary Pumping and Bypass Works – \$750,000 allowance
  - Pumps are running, and piping is set up and manned at a cost of approximately \$7,000 per day.
2. Engineering, Cleaning and Preparatory Works - \$200,000 allowance
  - The pipe is being flushed as it is full of grit and is not clear. Engineering firms have been hired to assist in the hydraulic evaluation of repair options.
3. Repair Works and New Installation - \$550,000 allowance.
  - It is the Administration's opinion that it will be possible to pull a smaller new pipe inside the existing pipe.

The Administration is requesting that \$1,500,000 be transferred from the 2010 allocation of the Water and Wastewater Infrastructure Reserve to Capital Project 1616 to fund the repair of the 14<sup>th</sup> Street sanitary sewer river crossing. This will result in the Water and Wastewater Infrastructure Reserve to be in a deficit position, which will be taken into consideration when preparing the 2010 Capital Budget.

**PUBLIC NOTICE**

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

**E6) Framework Agreement**  
**Urban Highways Connector Program**  
**City of Saskatoon and Ministry of Highways and Infrastructure**  
**File: CK. 6000-1**

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**RECOMMENDATION:** that His Worship the Mayor be authorized to execute the Urban Highway Connector Program Framework Agreement, under the corporate seal.

*ADOPTED.*

**REPORT**

Urban connectors are sections of the provincial and national highway system which lie within the boundaries of cities and towns with a population over 1,000 people, and are critical trade and transportation corridors between communities.

The Provincial Government has developed the Urban Highway Connector Program (UHCP) to provide a transportation framework which outlines the manner in which the Ministry will assist municipalities with the cost of capital improvement, rehabilitation and maintenance of the Urban Connectors.

Through the UHCP, the following outcomes will be achieved:

- Improved route continuity for traffic passing through urban areas;
- Enhanced traffic safety in urban areas;
- Equitable treatment for urban municipalities;
- Improved level of service on urban connectors;
- Enhanced transportation planning to meet future requirements;
- Enhanced management of transportation infrastructure, including targeting of resources to maximize benefits for the provincial economy.

The Ministry of Highways and Infrastructure has requested that the City of Saskatoon formalize its participation in the UHCP by signing the Urban Highway Connector Program Framework Agreement (Operations and Maintenance). Some of the key elements of the agreement include:

- The Ministry of Highways and Infrastructure (MHI) is committed to providing an annual Operation and Maintenance (O&M) grant of \$766,490.00 to the City to use toward the O&M of the urban connectors (including structures) within the City limits. The transfer of the majority O&M to the City will be effective July 15, 2009 (pending approval).

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- Revisions to the funding amounts may be made bi-annually, as approved by MHI.
- Through the UHCP, the City of Saskatoon is also eligible to apply for funding for capital and rehabilitation projects and planning studies that relate to the urban highway connectors.
- The Ministry will fully fund the rehabilitation of the following locations (other locations will be partly funded, based on the level of provincial interest on each roadway):
  - College Drive from Central Avenue to the east city limit.
  - Betts Avenue from 11<sup>th</sup> Street West to the west city limit.
  - Highway 11 South Connector from Circle Drive Cloverleaf Interchange to the south city limit.
  - Circle Drive from Clarence Avenue to the south ramp of the Taylor Street interchange.
  - Idylwyld Drive from the north city limit to 51<sup>st</sup> Street.
  - 22<sup>nd</sup> Street West from the west city limit to Dalmeny Road.
  - Highway 16 East Connector from the Circle Drive Cloverleaf Interchange to the east city limit.
- Under this program, the City is required to submit an O&M plan. An affidavit must also be signed each year, after the first year, certifying that the urban connectors were maintained to a suitable standard.
- The UHCP agreement will supersede any previous agreements made with MHI for O&M and/or rehabilitation activities.

An O&M grant for this fiscal year has been calculated based on the roadways that the City and the Ministry have been maintaining since the Infrastructure Agreement for the South Saskatchewan River Crossing project was signed at the end of March, 2009. The Ministry will pay the City a grant of \$721,036 for the combination of this O&M from April 1 to June 30, and the regular O&M grant from July 1 to March 31 in the 2009-10 year.

**PUBLIC NOTICE**

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

**E7) Funding Reallocation**

**Capital Project 1890 – Expressway Road Preservation**

**Capital Project 836 – Arterial Road Preservation**

**Infrastructure Reserve – Surface Discretionary**

**(File No. CK. 6000-1 and IS 6000-9)**

**RECOMMENDATION:** 1) that \$683,320 be transferred from Capital Project 1890 - Expressway Road Preservation to the Infrastructure Reserve – Surface Discretionary; and

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- 2) that \$683,320 be transferred from the Infrastructure Reserve – Surface Discretionary to Capital Project 836 - Arterial Road Preservation.

*ADOPTED.*

**REPORT**

Roadway preservation projects funded in prior years from the Infrastructure Reserve – Surface Discretionary are complete, with a net under expenditure of \$683,320 resulting from government funding being received for the resurfacing of Idylwyld Drive from 39<sup>th</sup> Street to 51<sup>st</sup> Street - Capital Project 1890 - Expressway Road Preservation; and funding requirements for the restoration of Circle Drive adjacent to the bridge widening project being less than expected.

The Federal Infrastructure Stimulus Fund has approved several projects in our arterial network which will require two-thirds of the funding to come from the City. Some of this work will occur in 2009, with the remainder in 2010. It is anticipated that this additional work will cause Capital Project 836 - Arterial Road Preservation to go into a deficit. The Administration is, therefore, recommending that projects within Capital Project 1890 be closed and the remaining funding, in the amount of \$683,320, be transferred to the Infrastructure Reserve – Surface Discretionary. It is further recommended that this same amount be transferred from the Infrastructure Reserve – Surface Discretionary to Capital Project 836 – Arterial Road Preservation, to fund the recently approved stimulus projects.

**PUBLIC NOTICE**

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

**E8) Enquiry – Councillor M. Heidt (November 6, 2006)  
Election Signs  
(File No. CK. 6280-1)**

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**RECOMMENDATION:** that the additions and deletions to Schedules A and B, of Bylaw 7491, The Temporary Sign Bylaw, as described in the following report, be approved.

**BACKGROUND**

The following enquiry was made by Councillor Heidt at the meeting of City Council held on November 6, 2006:

“Would the Administration please report back on the issues surrounding the removal of the clause relating to election signs in the Temporary Sign Bylaw.

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Also, would the Administration please provide what Regina has for signage laws in relation to election signs on public property.”

City Council, at its meeting held on March 26, 2007, considered a report of the City Solicitor in response to Councillor Heidt’s enquiry (Attachment 1) and resolved:

“that the matter be referred back to the Administration to review the list of roads on which temporary signs are prohibited and report back at the appropriate time.”

**REPORT**

City Council enacted a bylaw in 1995 to deal with the nuisance and hazard of temporary signing throughout the city on public streets and buffer strips. That bylaw prohibits temporary signs on streets and buffer strips in all residential districts and on all streets with a speed limit greater than 50 kph.

Election signs are considered to be temporary signs and are thus subject to the bylaw, but with an exemption to allow them on non-residential streets with speed limits of 60 kph and lower.

The last revision to the bylaw was made in 2003 and since that time new roads have been constructed, existing roads have been annexed into the City limits, and some roads have had speed limit changes. Consequently, the Administration is recommending that the following additions and deletions be made to Schedules A and B of Bylaw 7491, The Temporary Sign Bylaw.

**Schedule A**

(Streets where temporary signs, including election signs, are prohibited.)

**Deletions:**

College Drive east of Cumberland Avenue.

Highways 7 and 14 between Diefenbaker Drive and the west City limit.

**Additions:**

College Drive between Cumberland Avenue and the east City limit.

22<sup>nd</sup> Street between Dalmeny Grid and the west City limit.

Betts Avenue between Hart Road and the south City limit.

33<sup>rd</sup> Street between Steeves Avenue and the west City limit.

Range Road, 3063 and 3064, between the north City limit and the south City limit.

Wanuskewin Road between Adilman Drive and the north City limit.

71<sup>st</sup> Street between Idylwyld Drive and Wanuskewin Road.

Millar Avenue between 60<sup>th</sup> Street and the north City limit.

Attridge Drive between Circle Drive and McOrmond Drive.

McOrmond Drive between Highway 5 and the north City limit.

Agra Road between Lowe Road and the east City limit.

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**Schedule B**

(Streets where temporary signs are prohibited but where election signs are allowed.)

Deletions:

Attridge Drive between Circle Drive and Berini Drive.  
22<sup>nd</sup> Street between Witney Avenue and Diefenbaker Drive.

Additions:

22<sup>nd</sup> Street between Witney Avenue and Dalmeny Grid.  
Betts Avenue between 22<sup>nd</sup> Street and Hart Road.  
Battleford Trail between Hughes Drive and the west City limit.  
Claypool Drive between Airport Drive and the west City limit.  
Ave C between 45<sup>th</sup> Street and Idylwyld Drive.  
51<sup>st</sup> Street between Idylwyld Drive and Warman Road.  
Lenore Drive between Warman Road and Primrose Drive.  
Central Avenue between Attridge Drive and the north City limit.  
Agra Road between Central Avenue and Lowe Road.  
Lowe Road between Agra Road and Nelson Road.  
8<sup>th</sup> Street between Moss Avenue and the east City limit.  
Boychuk Drive between 8<sup>th</sup> Street and Highway 16.  
Preston Avenue between Circle Drive (north) and 14<sup>th</sup> Street.  
Preston Avenue between Circle Drive and the south City limit.  
Clarence Avenue between Circle Drive and the south City limit.  
Lorne Avenue between Ruth Street and the south City limit.

The Temporary Sign Bylaw only applies to temporary signs placed on streets or buffer strips. It does not apply to signing on private property. Temporary signing, including election signing, is prohibited in all public parks and civic properties such as City Hall, the leisure centres, etc. Election signing cannot be placed on streets or buffer strips prior to 45 days in advance of an election, and must be removed within seven days following an election.

**PUBLIC NOTICE**

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

*The City Clerk distributed copies of proposed Bylaw No. 8778, The Temporary Sign Amendment Bylaw, 2009, for Council's consideration.*

*IT WAS RESOLVED: that temporary election signs be prohibited on streets where the speed limit is 60 kph or higher, and that the City Solicitor be requested to prepare the appropriate bylaw amendment for consideration at the next meeting of City Council.*

**E9) 2008 Capital Budget**  
**Capital Project 1911 – Fire – New Station – East Saskatoon**  
**Award of Tender for Fire Station 8**  
**(File No. CK. 630-1 and IS 946-08-2)**

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- RECOMMENDATION:**
- 1) that the tender submitted by Quorex Construction Services Ltd., for the construction of Fire Station 8, at a total estimated cost of \$4,070,850 (including G.S.T. and P.S.T.) be accepted;
  - 2) that an increase to Capital Budget 1911 – Fire – New Station – East Saskatoon of \$450,000 be funded from the contingency allowance within the Reserve for Capital Expenditures;
  - 3) that the Administration report further on a plan to replenish that contingency; and
  - 4) that the City Solicitor be requested to prepare the necessary contract for execution by His Worship the Mayor and City Clerk under the corporate seal.

*ADOPTED.*

**REPORT**

Capital Project 1911 – Fire – New Station – East Saskatoon provides for the construction of a standard fire station to be located in the Lakewood Suburban Centre. The project includes land, design, construction and equipment, including a new fire truck. The new building will be LEED Certified.

Four valid tenders for the construction of Fire Station 8 were received and opened on June 30, 2009, from the following companies:

	<b><u>Option 1</u></b>	<b><u>Option 2</u></b>
• Quorex Construction Services Ltd.	\$3,877,000	\$4,119,000
• Dunmac General Contractors Ltd.	\$3,958,000	\$4,126,000
• Dominion Construction Company Inc.	\$4,279,000	\$4,467,000
• VCM Construction Ltd.	\$4,506,000	\$4,629,000

The bids were reviewed by the consulting firm, Stantec Architecture Limited, the Facilities Branch, and Purchasing Services, and it was determined that the low bidder, Quorex Construction Services Ltd., is acceptable to the City of Saskatoon.

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Within the tender there is an Option 2 that changes the exterior building finish from pre-finished metal to brick. Both options are durable, with a lifecycle of 75 years for pre-finished metal and 100 years for brick, however, the pre-finished metal cladding is more prone to dent and scratch damage and “sun fade”. Fire Station 6, located on Taylor Street and Acadia Drive, has a metal cladding exterior finish which has not required replacement or refinishing maintenance for the past 30 years. The net cost of the Option 2 tender from Quorex Construction Services Ltd. is \$4,119,000. The Administration does not recommend the brick exterior finish due to the additional amount of \$242,000, plus G.S.T, for this option, over and above the \$450,000 increase already required for this project.

**FINANCIAL IMPACT**

The net cost to the City of Saskatoon for the tender submitted by Quorex Construction Services Ltd. (Option 1) is as follows:

Base Bid Price Option 1 (includes P.S.T.)	\$3,877,000.00
G.S.T.	<u>193,850.00</u>
Total	\$4,070,850.00
Less G.S.T. Rebate	<u>(193,850.00)</u>
Net Cost to the City	\$3,877,000.00

The total project estimate is as follows:

Construction Tender	\$3,877,000
Construction Other (contingency, furniture, misc.)	\$313,000
Design (consulting, project management)	\$530,000
Equipment Purchase (fire apparatus, other)	\$741,000
Land	<u>\$438,000</u>
<b>TOTAL</b>	<b>\$5,899,000</b>

The approved funding within Capital Project 1911 – Fire – New Station – East Saskatoon, is \$5,449,000. The total project estimate of \$5,899,000 exceeds approved funding by \$450,000. The Administration is recommending that \$450,000 be funded from the contingency allowance within the Reserve for Capital Expenditures, and that the Administration report further on a plan to replenish that contingency.

There will be an estimated Operating Budget impact for 2010 of \$193,000, for annual building operations, building maintenance, building utilities, and the contribution to the Civic Buildings Comprehensive Maintenance Reserve.

**PUBLIC NOTICE**

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

*His Worship the Mayor assumed the Chair.*

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

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

*CARRIED.*

### **HEARINGS**

- 7a) Discretionary Use Application – Car Wash  
Lots A and B, Block 15, Plan No. 60S03577  
Lots 55 and 56, Block 15, Plan No. 101339478  
Lots 57 and 58, Block 15, Plan No. 101339489  
208/210 Avenue C North – MX1 Zoning District  
Caswell Hill Neighbourhood  
Applicant: Maurice Soulodre Architect Ltd.  
(File No. CK. 4355-09-10)**

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

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

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

Attached are copies of the following:

- Report of the General Manager, Community Services Department dated May 14, 2009, recommending that the application submitted by Maurice Soulodre Architect Ltd. requesting permission to use 208/210 Avenue C North for the purpose of a car wash be approved subject to the following conditions:
  - 1) the applicant obtaining a Development Permit and all other relevant permits (such as Building and Plumbing Permits) and licenses;
  - 2) the applicant satisfying the following conditions of the Infrastructure Services Department:
    - a) All existing water and sanitary sewer connections to this site shall be disconnected from the mains and new services shall be installed. All connection work is to be completed to City of Saskatoon specifications and at the expense of the Owner/Developer;

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- b) The two properties 208 and 210 Avenue C North shall be consolidated. If not, each property must be separately drained by a storm sewer service and no water and sewer service shall be permitted to cross property lines; and
  - c) Sidewalks must be constructed along Avenue C and 23<sup>rd</sup> Street in accordance with City of Saskatoon standards at the Owner/Developer's expense.
- Letter from the Secretary, Municipal Planning Commission dated July 3, 2009, advising the Commission supports the above-noted recommendation.”

*His Worship the Mayor opened the hearing.*

*Mr. Randy Grauer, Planning and Development Manager, Community Services Department, reviewed the discretionary use application and expressed the Department's support.*

*Mr. Kurt Soucy, Vice Chair, Municipal Planning Commission, expressed the Commission's support of the discretionary use application.*

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

*Moved by Councillor Heidt, Seconded by Councillor Hill,*

*THAT the submitted correspondence and reports be received.*

**CARRIED.**

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

*THAT the hearing be closed.*

**CARRIED.**

*Moved by Councillor Hill, Seconded by Councillor Clark,*

*THAT the application submitted by Maurice Soulodre Architect Ltd. requesting permission to use 208/210 Avenue C North for the purpose of a car wash be approved subject to the following conditions:*

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

- 2) *the applicant satisfying the following conditions of the Infrastructure Services Department:*
- a) *All existing water and sanitary sewer connections to this site shall be disconnected from the mains and new services shall be installed. All connection work is to be completed to City of Saskatoon specifications and at the expense of the Owner/Developer;*
  - b) *The two properties 208 and 210 Avenue C North shall be consolidated. If not, each property must be separately drained by a storm sewer service and no water and sewer service shall be permitted to cross property lines; and*
  - c) *Sidewalks must be constructed along Avenue C and 23<sup>rd</sup> Street in accordance with City of Saskatoon standards at the Owner/Developer's expense.*

CARRIED.

**MATTERS REQUIRING PUBLIC NOTICE**

- 8a) **Intent to Borrow – Revised Capital Borrowing**  
**(File Nos. CK. 1750-1 x CK. 1702-1; CS 1702-1 and 1750-1)**

**REPORT OF THE CITY CLERK:**

“The following is a report of the A/General Manager, Corporate Services Department dated June 29, 2009:

**‘RECOMMENDATION:** that City Council authorize or re-authorize borrowing up to \$66.25 million to finance the following projects approved through previous Capital Budgets and capital plans:

- a) up to \$10,550,000 for Project 1154 - Water Treatment Plant – Sludge Recovery & Disposal;
- b) up to \$30,900,000 for Project 1208 - Water Treatment Plant – New Intake Facility;
- c) up to \$4,300,000 for Project 1220- Water Treatment Plant – Maintenance/Storage Facility;
- d) up to \$1,500,000 for Project 1224 - Water Treatment Plant – Site Expansion;

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- e) up to \$4,500,000 for Project 1241 - Wastewater Treatment Plant – Sludge Disposal Pipeline;
- f) up to \$13,500,000 for Project 1787 - River Landing Phase 2 - for the construction of the riverfront park, roadways, underground services and related work; and,
- g) up to \$1,000,000 for Project 2192 - 42<sup>nd</sup> Street Reservoir Roof Upgrade.

**REPORT**

*The Cities Act* and City Council Bylaw 8171 require that City Council give Public Notice before borrowing money, lending money or guaranteeing the repayment of a loan.

The above-noted projects listed under the recommendation were included in previous Capital Budgets. Prior to 2007, Public Notice was given near the time of the actual borrowing. Since that time, Public Notice is given when a capital project is more certain of proceeding and at a point when major work is nearing commencement.

In December 2007, a report was taken to City Council through the Budget Committee to update the Committee on capital projects that have had previous public notice under the pre-2007 process. In addition, there were some projects where borrowing was identified as being required, however, public notice was not specifically undertaken for these projects.

In the December 2007 report, your Administration reported on these anomalies in the past process, however, to ensure the legislative requirement is fulfilled to the fullest, a formal Public Notice Hearing is necessary on these past projects which have also been updated for revised borrowing amounts.

**POLICY IMPLICATIONS**

City Council should be aware that the Administration will follow its existing practice with respect to borrowing. Once an Administrative decision has been made to borrow, Council will be requested to authorize the General Manager, Corporate Services, to effect that borrowing within specified ranges (interest rates, for example). Once a borrowing has occurred, the Administration will draft and present a borrowing bylaw, with all of the relevant data related to the transaction, for Council's approval.

City Council also passed a resolution at its meeting on December 5, 2007, that provides for a 10% variance on the borrowing requirements for each project identified. Any variance greater than 10% of the borrowing amount identified must be reported to City Council.

**FINANCIAL IMPACT**

The requested borrowing identified through the recommendation is being proposed within the capital plan with debt repayment covered through water and wastewater utility rates with the exception of the River Landing Project, Phase II which is being repaid under the City's financing strategy for recreation and cultural projects using annual GST savings resulting from municipalities receiving the full rebate of GST previously paid.

**PUBLIC NOTICE**

Public Notice is required for consideration of this matter, pursuant to Section 3e) of Policy No. C01-021 (Public Notice Policy). The following notice was given:

- Advertised in the *Saskatoon StarPhoenix* on Saturday, July 4 and Saturday, July 11, 2009, and in the *Saskatoon Sun* on Sunday, July 5, and Sunday, July 12, 2009. Posted on City Hall Notice Board on July 3, 2009. Posted on City Website on July 3, 2009.

**ATTACHMENT**

1. Photocopy of Public Notice.”

*The A/General Manager, Corporate Services Department presented the report.*

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

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

*THAT City Council authorize or re-authorize borrowing up to \$66.25 million to finance the following projects approved through previous Capital Budgets and capital plans:*

- a) up to \$10,550,000 for Project 1154 - Water Treatment Plant – Sludge Recovery & Disposal;*
- b) up to \$30,900,000 for Project 1208 - Water Treatment Plant – New Intake Facility;*
- c) up to \$4,300,000 for Project 1220- Water Treatment Plant – Maintenance/Storage Facility;*
- d) up to \$1,500,000 for Project 1224 - Water Treatment Plant – Site Expansion;*
- e) up to \$4,500,000 for Project 1241 - Wastewater Treatment Plant – Sludge Disposal Pipeline;*

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- f) *up to \$13,500,000 for Project 1787 - River Landing Phase 2 - for the construction of the riverfront park, roadways, underground services and related work; and,*
- g) *up to \$1,000,000 for Project 2192 - 42<sup>nd</sup> Street Reservoir Roof Upgrade.*

*CARRIED.*

**8b) Intent to Borrow  
(File Nos. CK. 1750-1, CS 1702-1 and 1750-1)**

**REPORT OF THE CITY CLERK:**

“The following is a report of the General Manager, Corporate Services Department dated June 8, 2009:

**RECOMMENDATION:** that City Council authorize borrowing up to \$6.264 million to finance the following projects approved, in principle, through Capital Budgets and capital plans:

- a) up to \$729,000 for Water Reservoir – Pumping Capacity (Capital Project 713) to finance the expansion of the pump house building and piping/valving system and the installation of two additional pumps at the 42<sup>nd</sup> Street Reservoir;
- b) up to \$1,530,000 for Water Treatment Plant – Low Lift Buildings (Capital Project 1217) to finance the upgrade and expansion of the low lift pump house and related screen chamber facilities at the Water Treatment Plant;
- c) an additional \$1,800,000 to the already approved Public Notice borrowing for the Wastewater Treatment Plant Grit and Screen Facility (Capital Project 1245), to finance the continued expansion of the existing facility;
- d) up to \$1,485,000 for the Lorne Ave. (Powerhouse) Lift Station Replacement (Capital Project 1502) to finance the replacement of the lift station on the north bank of the river, west of Sid Buckwold Bridge; and

- e) up to \$720,000 for the Ave H Water Reservoir Expansion (Capital Project 2198) to finance the expansion of the reservoir to increase capacity.

### **REPORT**

*The Cities Act* and City Council Bylaw 8171 require that City Council give Public Notice before borrowing money, lending money or guaranteeing the repayment of a loan.

#### **Capital Budget Borrowing**

The above-noted projects within the recommendation are included in the 2009 Capital Budget. Through its Capital Budget deliberations, City Council has authorized these projects to proceed, subject to a Public Notice Hearing for borrowing. While some expenditures may have already been incurred, no borrowing has been undertaken pending this Public Hearing. It should also be noted that while authorization is being requested for the full borrowing requirements for all of these projects, actual borrowing will occur based on cash flow requirements and/or prevailing market conditions. Debt repayment on all these capital projects is supported by water and wastewater utility rates.

### **OPTIONS**

The alternative option is not to proceed with the construction of the various capital projects noted above, or to finance these projects without borrowing.

### **POLICY IMPLICATIONS**

City Council should be aware that the Administration will follow its existing practice with respect to borrowing. Once an Administrative decision has been made to borrow, Council will be requested to authorize the General Manager, Corporate Services, to effect that borrowing within specified ranges (interest rates, for example). And once a borrowing has occurred, the Administration will draft and present a borrowing bylaw, with all of the relevant data related to the transaction, for Council's approval.

City Council also passed a resolution at its meeting on December 5, 2007, that provides for a 10% variance on the borrowing requirements for each project identified. Any variance greater than 10% of the borrowing amount identified must be reported to City Council.

### **FINANCIAL IMPACT**

The requested borrowing identified in the recommendation is being proposed within the capital budget plan with debt repayment covered through water and wastewater utility rates.

**PUBLIC NOTICE**

Public Notice is required for consideration of this matter, pursuant to Section 3e) of Policy No. C01-021 (Public Notice Policy). The following notice was given:

- Advertised in the *Saskatoon StarPhoenix* on Saturday, July 4, and Saturday, July 11, 2009, and in the *Saskatoon Sun* on Sunday, July 5, and Sunday, July 12, 2009. Posted on City Hall Notice Board on July 2, 2009. Posted on City Website on July 2, 2009.

**ATTACHMENT**

1. Photocopy of Public Notice.’’

*The A/General Manager, Corporate Services Department presented the report.*

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

*Moved by Councillor Heidt, Seconded by Councillor Paulsen,*

*THAT City Council authorize borrowing up to \$6.264 million to finance the following projects approved, in principle, through Capital Budgets and capital plans:*

- a) up to \$729,000 for Water Reservoir – Pumping Capacity (Capital Project 713) to finance the expansion of the pump house building and piping/valving system and the installation of two additional pumps at the 42<sup>nd</sup> Street Reservoir;*
- b) up to \$1,530,000 for Water Treatment Plant – Low Lift Buildings (Capital Project 1217) to finance the upgrade and expansion of the low lift pump house and related screen chamber facilities at the Water Treatment Plant;*
- c) an additional \$1,800,000 to the already approved Public Notice borrowing for the Wastewater Treatment Plant Grit and Screen Facility (Capital Project 1245), to finance the continued expansion of the existing facility;*
- d) up to \$1,485,000 for the Lorne Ave. (Powerhouse) Lift Station Replacement (Capital Project 1502) to finance the replacement of the lift station on the north bank of the river, west of Sid Buckwold Bridge; and*
- e) up to \$720,000 for the Ave H Water Reservoir Expansion (Capital Project 2198) to finance the expansion of the reservoir to increase capacity.*

**CARRIED.**

8c) **Proposed Closure of Right-of-Way  
North-South and both East-West Lanes  
West of Saskatchewan Avenue and South of 40<sup>th</sup> Street West  
(File No. CK. 6295-09-6)**

**REPORT OF THE CITY CLERK:**

“The following is a report of the General Manager, Infrastructure Services Department dated June 11, 2009:

- RECOMMENDATION:**
- 1) that City Council consider Bylaw No. 8750;
  - 2) that the City Solicitor be instructed to take all necessary steps to bring the intended closure forward and to complete the closure;
  - 3) that upon closing the right-of-way, as described in Plan of Proposed Lane Closure, as prepared by Webb Surveys (Attachment 2), it be sold to Interwest Mechanical Ltd. (1839 Saskatchewan Avenue) for \$38,547.91, plus G.S.T.; and Bee-Jays Auto Brokerage and Wholesale Inc., (1831 Saskatchewan Avenue) for \$32,705.10, plus G.S.T.;
  - 4) that the direct sale of Parcels A and B, Plan G30 to Interwest Mechanical Ltd., in the amount of \$28,350.00, plus applicable taxes, be approved; and
  - 5) that all costs associated with this closing be paid by the applicants, including Solicitors’ fees and disbursements.

**REPORT**

Infrastructure Services has received a request from the property owners at 1831 and 1839 Saskatchewan Avenue to close the right-of-way adjacent to their properties, described as the North-South and both East-West Lanes west of Saskatchewan Avenue and south of 40<sup>th</sup> Street West, as indicated in Plan No. 240-0030-003r004 (Attachment 1).

The purpose of the application is to close the existing east/west and north/south lanes and consolidate the closed lanes with the adjacent properties. It should be noted that this proposal establishes approval for a right-of-way for an existing electrical transmission line operated by Saskatoon Light & Power.

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According to the plan, Area '1' and '3' will be sold to Interwest Mechanical Ltd. for \$38,547.91, plus G.S.T., and consolidated with Lots 22-25, Block 27, Plan No. G30; and Parcels A and B, Plan No. G30; and Lot 10, Block 224, Plan No. G826; and Lot 11, Block 224, Plan No. 101458492. Area '2' will be sold to Bee-Jays Brokering Wholesale Inc. for \$32,705.10, plus G.S.T., and consolidated with Lots 26 and 27, Block 27, Plan No. G30; and Lots 8 and 9, Block 224, Plan No. G826.

In addition, according to the attached Plan of Proposed Lane Closure (Attachment 2), two properties located at 1843 Saskatchewan Avenue, Parcel A, Plan G30; and Parcel B, Block G30 (located directly west of 1839 Saskatchewan Avenue, separated only by the lane), are proposed to be sold to Interwest Mechanical Limited, the owner of 1839 Saskatchewan Avenue. The Land Branch has received written confirmation of the potential purchaser's acceptance of the terms and conditions for these two properties, which are as follows:

1. Granting of the direct sale is subject to City Council approval;
2. Sale price is \$28,350.00, plus applicable taxes; and;
3. The purchaser is required to consolidate Lots A and B, along with the lane purchased, into one parcel with 1839 Saskatchewan Avenue.

The proposed direct sale of the subject property complies with Clause 3.2 (f) (c) of Council Policy C09-033 – Sale of Serviced City-Owned Land, which states that the Administration may pursue or entertain direct sale of civic lands in a situation where a remnant parcel is not needed by the City and could be sold to an adjacent property owner.

All proceeds from the sale of Parcels A and B, Block 30 will be deposited to the Property Realized Reserve.

The right-of-way closure and sale of land is of interest to the property owners who want to consolidate the lane and parcels as part of their businesses.

Approval has been received from the Minister of Highways (Attachment 3) for the closure. The Minister of Highways notes that this request will create a dead end situation at the north-south lane north of 40<sup>th</sup> Street West, on the Plan of Proposed Subdivision. This will not be the case as there is an existing dead end on a buffer north of Area 3, restricting access further north. The area north of the closure is owned by Canadian National Railways. The Technical Planning Committee has reviewed the request and agreed that the dead end will not be a factor for vehicle movement, because there is no destination for the northbound traffic movement due to the area being blocked off by the railway tracks.

Sasktel, the City of Saskatoon, Saskatoon Light & Power, Shaw Cable and SaskTel all have existing facilities within the area and have approved the proposal provided that easements are granted for the existing facilities.

The proposed subdivision and consolidation has been approved by the General Manager of the Community Services Department subject to the following conditions:

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1. That Subdivision Application No. 14/09 be approved, subject to:
  - a) the Owner/Developer satisfying the following conditions of the Infrastructure Services Department:
    - i) The closure of the public right of way being completed.
    - ii) The City of Saskatoon requires an easement for water and sewer purposes through the northern east/west lane, all of Parcels A and B and the area of lane between these parcels. A second water and sewer easement is required through the southern east/west lane, 5.0 metres in perpendicular width throughout of Lot 8 and extending through the north/south lane.
    - iii) An inspection must be arranged with the Developer and a representative of the Infrastructure Services Department to determine the existing condition of the curbs adjacent to this site. All curb deficiencies must be removed and replaced at the Developer's expense.
    - iv) Surface drainage of storm water to public or private properties is not permitted. All roof water and surface drainage must be contained on the property and directed to on-site catch basins connected directly to the storm sewer main.

All costs associated with the above noted conditions will be the sole responsibility of the Owner/Developer.
  - b) the Owner/Developer satisfying the conditions of Saskatoon Light & Power by providing the following easements and agreeing to additional costs:
    - i) Transmission Right of Way – a Certificate of Approval and a Plan of Survey for Easement are required. The easement would be 10 metres in perpendicular width from the most northerly boundary of the lane proposed for closure.
    - ii) Distribution Easement – see marked up sketch on “Exhibit 1” dated December 5, 2008. The easement will be jointly held by Saskatoon Light & Power, SaskTel and Shaw Cablesystems.
    - iii) The Applicant is responsible for costs to relocate the electrical service for CBS's signs into the proposed easement. The signs are located on the railroad right of way immediately to the north of the lane to be closed.
    - iv) The Applicant agrees to pay Saskatoon Light & Power's costs to relocate the electrical distribution pole on the extension of the existing road, 40<sup>th</sup> Street East and the existing lane. The estimated cost is \$1,000.00, based on 2008 rates, summer working conditions and regular hours of work.

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- c) the Owner/Developer provide written acknowledgement that Lots 43 and 44 are being created as through lots and as such, provision within Section 5.9(1) of the Zoning Bylaw will apply to any future development of the lots.
- d) the Owner/Developer providing SaskEnergy with a letter, agreeing to their conditions as outlined in their letter dated, December 8, 2008.

**PUBLIC NOTICE**

Public Notice is required for consideration of this matter, pursuant to Section 3b) of Policy No. C01-021, The Public Notice Policy. The following notice was given:

- Advertised in the *StarPhoenix* and *Sun* on the weekends of July 4 and 5 and July 11 and 12, 2009;
- Posted on the City Hall Notice Board on July 2, 2009;
- Posted on the City of Saskatoon website on July 2, 2009; and
- Flyers distributed to affected parties on Thursday, June 11, 2009.

**ATTACHMENTS**

1. Plan No. 240-0030-003r004;
2. Plan of Proposed Lane Closure, dated March 20, 2009;
3. Copy of letter from Department of Highways, dated December 23, 2008;
4. Proposed Bylaw No. 8750; and
5. Copy of Public Notice.””

*The General Manager, Infrastructure Services Department presented his report.*

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

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

- 1) *that City Council consider Bylaw No. 8750;*
- 2) *that the City Solicitor be instructed to take all necessary steps to bring the intended closure forward and to complete the closure;*
- 3) *that upon closing the right-of-way, as described in Plan of Proposed Lane Closure, as prepared by Webb Surveys (Attachment 2), it be sold to Interwest Mechanical Ltd. (1839 Saskatchewan Avenue) for \$38,547.91, plus G.S.T.; and Bee-Jays Auto Brokerage and Wholesale Inc., (1831 Saskatchewan Avenue) for \$32,705.10, plus G.S.T.;*

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- 4) *that the direct sale of Parcels A and B, Plan G30 to Interwest Mechanical Ltd., in the amount of \$28,350.00, plus applicable taxes, be approved; and*
- 5) *that all costs associated with this closing be paid by the applicants, including Solicitors' fees and disbursements.*

*CARRIED.*

**ADMINISTRATIVE REPORT NO. 13-2009 – continued**

**B1) External Borrowing  
(File No. CK. 1750-1 and CS1750-1)**

- RECOMMENDATION:**
- 1) that City Council approve Borrowing Bylaw No. 8777 which conforms to the terms and conditions of the transaction, and specifically authorizes a \$30,900,000 ten-year loan from the Canada Mortgage and Housing Corporation (CMHC) Infrastructure Program; and
  - 2) that the General Manager, Corporate Services Department, the City Solicitor, and the City Treasurer be instructed to take all such steps to execute and sign further documentation as may be necessary to complete the loan transaction.

**BACKGROUND**

At its meeting held on May 4, 2009, City Council granted authorization to the General Manager, Corporate Services to secure capital financing utilizing loans from the Canada Mortgage and Housing Corporation (CMHC) Infrastructure Program.

**REPORT**

In late April, your Administration submitted a loan application to CMHC requesting funding for specific capital projects. Details of the loan application include:

- 1) \$30,900,000 in loan principal, amortized over a ten-year term with annual debt service payments, to finance construction of the New Intake Facility for the Water Treatment Plant; and
- 2) \$2,290,000 in loan principal, amortized over a fifteen-year term with annual debt service payments, to fund landscape development under the River Landing Phase II project.

Your Administration recently received confirmation that the CMHC loan application was approved. Loan proceeds for the \$30,900,000 ten-year loan will be disbursed on or after July 1,

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2009. The interest rate for the ten-year loan will be fixed at a nominal rate of 3.39%, compounded semi-annually. The loan begins accruing interest on July 1, 2009, with the first repayment of principal and interest scheduled for July 1, 2010. Loan proceeds will be disbursed to the City upon CMHC receiving all required loan documentation.

Loan proceeds for the \$2,290,000 fifteen-year loan are anticipated to be disbursed to the City on or after August 1, 2009. The interest rate for this loan will likely be provided to the City in the latter part of July. Upon receipt of the interest rate and repayment schedule, your Administration will submit the required report and borrowing bylaw to reflect the terms and conditions of this specific loan.

**PUBLIC NOTICE**

A Public Notice Hearing will be held for this project prior to this item at the City Council meeting, July 13, 2009 and therefore no further public notice is required.

**ATTACHMENT**

1. Borrowing Bylaw No. 8777.

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

*THAT the recommendation of the Administration be adopted.*

*CARRIED.*

**Section F – UTILITY SERVICES**

- F1) Enquiry – Councillor T. Paulsen (September 29, 2008)  
Water Rate Policy  
(File No. CK 1905-2)**
- 

**RECOMMENDATION:** that the Administration include in the 2010 water and wastewater rate adjustments an option that would have all residential units, including single-family and multi-unit dwellings, billed under a ‘residential’ category.

**BACKGROUND**

Councillor Paulsen made the following enquiry at the meeting of City Council held on September 29, 2008:

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“Could the Administration please report on updating their water rate policy, in particular the issue of charging condominium developments commercial rates when the actual use of the water has a residential purpose.”

**REPORT**

Over the years, periodic inquiries have arisen from various multi-unit dwellings (MUDs) including condominium associations primarily focusing on two concerns:

1. the application of commercial water and wastewater rates rather than residential rates; and,
2. requests for wastewater rate rebates or exemptions for irrigation meters.

Responses to these inquiries have focused on compliance with the current Waterworks Bylaw No. 7567 that applies commercial rates to complexes where a domestic and/or irrigation meter serves more than four living units; and to the Sewer Use Bylaw No. 5115 that provides for a rebate where it can be demonstrated that a “substantial” amount of water is not discharged to the sewer system. Also, the Administration has and will continue to provide advice on rightsizing the meter, and on the use of seasonal meters where applicable.

For the next rate adjustment process, the Administration will include for Council’s consideration an option to expand the residential customer class to include all MUDs. For those MUDs currently paying commercial rates and that have been reviewed by the Administration, it has been determined that they pay similar monthly unit bills to single-family dwellings provided that meters are reasonably sized. However, the Administration is currently reviewing billing records to determine the estimated city wide impact of this change. The application of residential rates to all residences would ensure that all residential consumption is billed based on the same rates regardless of the type of living unit.

The current rates have been approved to the end of 2009. With the 2010 rate setting process underway, the Administration is recommending that this change is best incorporated in 2010. Also, future rate adjustments will further encourage conservation, maintain equity throughout all customer classes, and minimize rate structure and administrative complexities, while at the same time, provide the Water and Wastewater Utilities with the required revenues to fully fund operating and capital expenditures.

**PUBLIC NOTICE**

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

*Moved by Councillor Paulsen, Seconded by Councillor Penner,*

*THAT the recommendation of the Administration be adopted.*

*CARRIED.*

**LEGISLATIVE REPORT NO. 11-2009**

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

**B1) Fire Bylaw - Community Organizations  
(File No. CK. 2500-1)**

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

Councillor Pat Lorje made the following enquiry at the meeting of Council on June 1, 2009:

"Will the administration please prepare a report for consideration by Council on possible amendments to the Fire Bylaw to allow senior administration of the Fire and Protective Services Department, as well as Council, the discretionary ability to approve firework permits for established community organizations."

City Council, at its meeting held on October 14, 2008, referred the matter of low hazard (family) fireworks to the Administration and Finance Committee for consideration. The Administration worked with the City Solicitor's Office in developing proposed changes to The Fire and Protective Services Bylaw No. 7990 (the "Bylaw") to address concerns raised by the Committee, including limiting the dates on which fireworks could be sold, limiting the dates and times for discharge of fireworks, requiring permits for the sale and discharge of fireworks and increasing the requirement for public liability insurance. At its meeting on April 27, 2009, the Administration and Finance Committee supported all of the proposed changes to the Bylaw, with the exception of the restriction of dates on which fireworks could be sold.

Bylaw 8767 incorporated the changes to the Bylaw approved by the Administration and Finance Committee. It was considered and adopted by City Council at its meeting held on May 4, 2009.

The new fireworks provisions of the Bylaw indicate that the Fire and Protective Services Department is responsible for administering permit applications and approvals. However, the Department has no authority to issue a permit for a low hazard fireworks display where the applicant requests to hold the display on a date not permitted under the Bylaw. A permit for these displays could be issued only if Council passed a resolution to allow all displays on the date being requested. The Bylaw does not contemplate Council passing a resolution to approve only certain low hazard fireworks displays on a date not currently permitted under the Bylaw.

The simplest way to enable low hazard fireworks display permits to be issued for established community organizations on dates other than Victoria Day, Canada Day, Labour Day and New Year's Eve is to remove all date and time restrictions from the Bylaw. If, however, Council wants to restrict dates and times of low hazard fireworks displays, but still allow a degree of flexibility for certain organizations or events, we would recommend that Council send this issue to Committee to discuss various options, which may include such things as:

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1. Providing an exemption from the date and time restrictions to Community Associations and other organizations; and
2. Providing that Council may waive the date and time restrictions of the Bylaw in a similar manner as is set out in The Noise Bylaw.

The Fire Chief's concerns respecting tracking displays and providing for public safety are already addressed by the permitting process and the conditions attached to permits. In his view, it is up to Council to make the determination as to the appropriate balance between restriction and flexibility in the Bylaw to address other concerns.

The Fire and Protective Services Department has reviewed and agreed to this report.

**PUBLIC NOTICE**

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

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

*THAT the City Solicitor be requested to bring forward a bylaw amendment to the next meeting that will:*

- a) provide an exemption from the date and time restrictions to Community Associations; and*
- b) provide that Council may waive the date and time restrictions of the Bylaw in a similar manner as is set out in The Noise Bylaw.*

**CARRIED.**

**B2) Impounding Bylaw  
(File No. CK. 5300-1)**

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

At its meeting held on January 14, 2008, City Council passed the following resolutions:

- “1) that the towing of illegally parked vehicles from private property not be included in The Impounding Bylaw at this time; and
- 2) that this issue be reviewed by the Administration in one year's time, and a further report prepared for City Council.”

**BACKGROUND**

Prior to *The Cities Act* coming into effect in 2003, Council had the authority to ticket vehicles which were illegally parked on private property, but not to tow them. Illegally parked vehicles could be towed to the impound lot from public property such as a street, or from a very limited set of private property, such as shopping centres.

Section 8(2) of *The Cities Act* now allows for ticketing and/or towing of vehicles which are illegally parked on private property. The question for Council is whether The Impounding Bylaw should be amended to allow towing from private property to occur on a wider scale than presently exists.

**REPORT**

Illegal parking on private property normally occurs in the following circumstances:

- (a) vehicles parked in stalls designated for customers or employees of a business (which vehicles do not belong to customers or employees); and
- (b) vehicles parked in stalls designated for residents or occupants of an apartment or condominium complex (which vehicles do not belong to the assigned resident or occupant).

At the present time, upon receiving a complaint a Commissionaire will attend and issue a ticket. Normally, this is an adequate deterrent. However, there are circumstances where the vehicle will remain illegally parked for an unreasonable period of time. The owner could remedy the problem by calling a tow truck and having the vehicle moved to the street. Owners are reluctant to do this because of the cost and the potential liability. Instead, they want the City to come and tow the vehicle to the impound lot.

If the City tows illegally parked vehicles from private property, it too assumes some risks. The *Cities Act* does not provide immunity from damage claims arising from towing or storing a vehicle parked in contravention of The Traffic Bylaw. In addition, the City can only collect towing and storage costs from a vehicle owner if it can establish that the vehicle was illegally parked.

There are several concerns with getting into the business of towing vehicles from private property. The first concern is operational. There is limited availability of tow trucks in Saskatoon. At present, the City's impounding priorities are removing illegally parked vehicles from snow and bus routes and assisting in parking ticket enforcement (towing booted vehicles). The Administration would want these priorities to continue.

The second concern is that the ticket may be cancelled. Cancellation occurs in two circumstances. In the first circumstance, the owner discovers some time after the ticket has been issued that the vehicle was not parked illegally and there should not have been a complaint. For example, someone else in the business may have given permission for the vehicle to park in a business stall,

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and the owner was not aware of this when the Commissionaire was called. The owner will then ask that the ticket be cancelled. In the second circumstance, the owner fails to appear in court to testify. The owner's testimony is essential as it is the only evidence we have that the vehicle was parked illegally, ie. without permission. Without the owners' testimony, the charge must be withdrawn.

Our records show that in 2008, 5,800 tickets were issued for parking on private property and 500 were cancelled. At the present time, when a ticket is cancelled the City must absorb the cost of the Commissionaire issuing the ticket and any prosecution time. If, in addition, a vehicle is towed to the impound lot by the City and then the ticket is cancelled, the City must also absorb the cost of the tow, any storage costs, and liability for claims. The cost of a tow ranges from \$50 - 120 dollars per vehicle, depending on the surrounding circumstances. When a ticket is cancelled, we cannot charge the vehicle owner for these costs.

At the present time, we require written authorization from the owner of a shopping centre before we will tow from the centre's parking lot. We would want a similar authorization from other private property owners prior to towing from their property. We would also want to ensure that they understood that they would be responsible for reimbursing the City for the cost of towing or impounding if they asked for a ticket to be cancelled or failed to appear in Court to testify.

In summary, the Administration is concerned that towing illegally parked vehicles from private property is capable of abuse. We do not believe that the City should be towing where ticketing is adequate, especially as private property owners have the option of removing illegally parked vehicles from their property to the street at their own expense. At most, we would suggest a limited expansion of the existing provisions, for example, towing from commercial properties, or those owned by school boards, churches or non-profit organizations, and only in those cases where:

- (a) it has been demonstrated that the problem is persistent, such that it is not a realistic option for the owner to remove the vehicle or request that it be ticketed; and
- (b) the owner has entered into an agreement with the City which provides:
  - (i) the owner shall reimburse the City for towing and impounding costs if the owner cancels the ticket or fails to appear to testify in court;
  - (ii) the owner shall indemnify the City respecting any claims for damage to the vehicle arising from towing and storage; and
  - (iii) the City may refuse to tow vehicles from the owner's property if the owner has cancelled tickets, failed to appear in court to testify, or has failed to reimburse the City for costs.

Infrastructure Services has read and agrees with this Report.

**PUBLIC NOTICE**

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

*Moved by Councillor Heidt, Seconded by Councillor Paulsen,*

- 1) *that the City Solicitor be requested to draft a bylaw amendment which provides for the City to tow from commercial properties or those owned by school boards, churches or non-profit organizations, where the owner has entered into an agreement with the City regarding reimbursement and indemnification; and*
- 2) *that the Administration report further to City Council in one year after implementation of the bylaw.*

**CARRIED.**

*The City Clerk distributed copies of the following walk-in report:*

**REPORT NO. 5-2009 OF THE ADMINISTRATION AND FINANCE COMMITTEE**

Composition of Committee

Councillor G. Penner, Chair  
Councillor M. Neault  
Councillor D. Hill  
Councillor M. Heidt  
Councillor T. Paulsen

**1. Eco Bus Pass Program  
(File No. CK. 7312-1)**

- RECOMMENDATION:**
- 1) that City Council approve in principle an Eco Bus Pass Program; and
  - 2) that once the Eco Bus Pass Program has been developed, considering the results of the Civic Employee survey, a report be submitted to City Council outlining the particulars of the pilot program that would be offered to City employees.

Your Committee has reviewed and supports the attached report of the General Manager, Utility Services Department dated June 29, 2009. The report responds to a number of Council enquiries

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relating to the possibility of an Eco Bus Pass Program.

As was discussed with your Committee, the Administration will be undertaking a civic employee survey regarding the proposed Eco Bus Pass Program. A further report will be submitted to City Council with the results of that survey and the proposed pilot program for City employees, as the first step in reviewing the possibility of implementing such a program in the city.

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

*THAT the recommendation of the Administration and Finance Committee be adopted.*

*CARRIED.*

**COMMUNICATIONS TO COUNCIL**

The following communications were submitted and dealt with as stated:

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

**1) Darrin Kruger, Community Watch Coordinator  
Dundonald Community Association, dated July 6**

Requesting permission to hold a fireworks display at dusk on Sunday, August 23, 2009, in conjunction with the Dundonald Community Association's annual Fun Day in the Park event. (File No. CK. 205-1)

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

*Moved by Councillor Heidt, Seconded by Councillor Lorje,*

*THAT the information be received.*

*CARRIED.*

**2) Richard and Doreen Myrfield, dated June 23**

Requesting permission to have a fireworks display on July 17, 2009, for a private function. (File No. CK. 2500-1)

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

*Moved by Councillor Hill, Seconded by Councillor Heidt,*

*THAT the information be received.*

*CARRIED.*

**3) Phyllis Hallatt, President, Child Find Saskatchewan, dated July 6**

Requesting to erect a monument in Saskatoon to bring awareness to missing children in Canada.  
(File No. CK. 4040-1)

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

*Moved by Councillor Neault, Seconded by Councillor Dubois,*

*THAT the information be received.*

*CARRIED.*

**4) Hon. Jim Karygiannis, MP, Scarborough – Agincourt, dated May 2009**

Requesting support for Private Member's Bill C-319, which will amend the *Motor Vehicle Safety Act* to include prohibitions against the manufacture, importation, sale, lease, operation and release after repair of motor vehicles manufactured after January 1, 2010, if they are not equipped with a speed limiter that is engaged and set to a maximum speed that is not greater than 150 kilometers per hour. (File No. CK. 127-1)

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

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

*THAT the information be received.*

*CARRIED.*

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**5) Shannon Doka, Community Involvement Coordinator,  
Corporate Affairs, SaskEnergy, dated June 29, 2009**

Providing information on the 2009 SaskEnergy Home Energy Efficiency Project and requesting Council proclaim October 8, 2009, as Home Energy Efficiency Project Day in Saskatoon. (File No. CK. 375-5)

- RECOMMENDATION:**
- 1) that the letter be forwarded to the Administration;
  - 2) that Council proclaim October 8, 2009, as Home Energy Efficiency Project Day in Saskatoon; and
  - 3) that the City Clerk be authorized to sign the proclamation, in standard form, on behalf of City Council.

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

- 1) *that the letter be forwarded to the Administration;*
- 2) *that Council proclaim October 8, 2009, as Home Energy Efficiency Project Day in Saskatoon; and*
- 3) *that the City Clerk be authorized to sign the proclamation, in standard form, on behalf of City Council.*

*CARRIED.*

**6) Debbie Murphy, Office & Program Manager, The Partnership, dated June 18**

Requesting sole concessionaire rights with respect to Cruise Sunday Downtown, being held on Sunday, August 23, 2009. (File No. CK. 205-1)

- RECOMMENDATION:** that The Partnership be granted sole concessionaire rights with respect to Cruise Sunday Downtown, being held on Sunday, August 23, 2009, subject to administrative conditions.

*Moved by Councillor Dubois, Seconded by Councillor Neault,*

*THAT The Partnership be granted sole concessionaire rights with respect to Cruise Sunday Downtown, being held on Sunday, August 23, 2009, subject to administrative conditions.*

*CARRIED.*

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**7) Brad Zurevinski, Stantec Consulting, dated June 10**

Requesting permission to temporarily close 23<sup>rd</sup> Street between 3<sup>rd</sup> and 4<sup>th</sup> Avenues between 7:00 a.m. and 7:00 p.m. on July 24, 2009, to facilitate set up and clean up of the Stantec Sticks on 23<sup>rd</sup> Charity Street Hockey Tournament. (File No. CK. 205-1)

**RECOMMENDATION:** that the request be approved subject to administrative conditions.

*Moved by Councillor Hill, Seconded by Councillor Penner,*

*THAT the request be approved subject to administrative conditions.*

*CARRIED.*

**8) Brian Swidrovich, Credit Union Centre, dated June 30**

Requesting permission to place safety message signage along various roadways noted in his letter with respect to the Canada Remembers Air Show to be held from August 14 to 20, 2009. (File No. CK. 205-1)

**RECOMMENDATION:** that the request be approved subject to administrative conditions.

*Moved by Councillor Paulsen, Seconded by Councillor Heidt,*

*THAT the request be approved subject to administrative conditions.*

*CARRIED.*

**9) Susan Ailsby, Wascana Dog Obedience Club, dated July 3**

Requesting permission to use Diefenbaker Park south on September 4, 2009, from approximately 8:00 a.m. to 4:00 p.m. in order to hold a Canadian Kennel Club sanctioned canine Draft Test. (File No. CK. 205-1)

**RECOMMENDATION:** that the request be approved subject to administrative conditions.

*Moved by Councillor Paulsen, Seconded by Councillor Heidt,*

*THAT the request be approved subject to administrative conditions.*

*CARRIED.*

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**10) Will Antonishyn, dated July 7**

Requesting permission to extend the time which entertainment can be heard under the Noise Bylaw until 10:30 p.m., from July 14 - 19, 2009, in Kiwanis Park in conjunction with Taste of Saskatchewan. (File No. CK. 185-9)

**RECOMMENDATION:** that permission be granted to extend the time which entertainment can be heard under the Noise Bylaw until 10:30 p.m., from July 14 – 19, 2009, in Kiwanis Park in conjunction with Taste of Saskatchewan.

*Moved by Councillor Paulsen, Seconded by Councillor Heidt,*

*THAT permission be granted to extend the time which entertainment can be heard under the Noise Bylaw until 10:30 p.m., from July 14 – 19, 2009, in Kiwanis Park in conjunction with Taste of Saskatchewan.*

**CARRIED.**

**11) Matthew Chesky, dated July 7**

Requesting permission to use Saskatchewan Crescent East from Broadway Avenue down to the Rotary Park parking lot on August 22, 2009 from 2:00 p.m. until 6:30 p.m. Also requesting permission to extend the Noise Bylaw during this same time in order to use amplified sound. (File No. CK. 205-1)

**RECOMMENDATION:**

- 1) that the request to use Saskatchewan Crescent East from Broadway Avenue down to the Rotary Park parking lot on August 22, 2009 from 2:00 p.m. until 6:30 p.m. be approved, subject to administrative conditions; and
- 2) that permission be granted to extend the Noise Bylaw on August 22, 2009 from 2:00 p.m. until 6:30 p.m. to accommodate amplified sound.

*Moved by Councillor Paulsen, Seconded by Councillor Heidt,*

*1) that the request to use Saskatchewan Crescent East from Broadway Avenue down to the Rotary Park parking lot on August 22, 2009 from 2:00 p.m. until 6:30 p.m. be approved, subject to administrative conditions; and*

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- 2) *that permission be granted to extend the Noise Bylaw on August 22, 2009 from 2:00 p.m. until 6:30 p.m. to accommodate amplified sound.*

*CARRIED.*

**12) Scott Tunison, dated June 26**

Submitting comments regarding parking of boats in front yards. (File No. CK. 6120-1)

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

*Moved by Councillor Penner, Seconded by Councillor Paulsen,*

*THAT the matter be referred to the Administration.*

*CARRIED.*

**13) Michael Gilman, Senior Land Development Manager, Smart!Centres, dated July 8**

Submitting a request for an extension to the Due Diligence Date regarding the sale agreement for the Blairmore Shopping Centre Inc. for approximately 7.59 acres fronting on Betts Avenue. (File No. CK. 4110-32)

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

*Moved by Councillor Neault, Seconded by Councillor Hill,*

*THAT the information be received.*

*CARRIED.*

**C. INFORMATION ITEMS**

**1) Joe Kuchta, dated June 22**

Submitting comments regarding the Mendel Art Gallery and proposed Art Gallery of Saskatchewan. (File No. CK. 4129-15)

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**2) Bev Caldwell, dated June 30**

Submitting comments regarding the proposed Art Gallery of Saskatchewan. (File No. CK. 4129-15)

**3) Megan Pshyk, dated June 30**

Submitting comments suggesting that Saskatoon start an affordable organic produce market. (File No. CK. 150-1)

**4) David Klatt, dated June 30**

Submitting comments regarding the Saskatoon Police Service surveillance aircraft. (File No. CK. 5000-1)

**5) Ian Strutynski, dated July 1**

Submitting comments suggesting that magazines sold in stores be kept behind the counter. (File No. CK. 150-1)

**6) Raymond Waslen, dated June 18**

Submitting comments with respect to a telephone survey regarding water service in the city. (File No. CK. 7500-1)

**7) Lorraine McAulay, dated June 23**

Submitting comments regarding various issues such as garbage collection, bees, and sound barriers. (File No. CK. 1920-1)

**8) Margie Diakuw, dated July 6**

Submitting comments regarding River Landing. (File No. CK. 4129-3)

**9) Larry Hiatt, dated July 7**

Submitting comments regarding violence in the city. (File No. CK. 5000-1)

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**10) Joanne Sproule, Deputy City Clerk, dated June 16**

Submitting Notice of Hearing of Development Appeals Board with respect to the property located at 1313 Coy Avenue. (File No. CK. 4205-1)

**11) Joanne Sproule, Deputy City Clerk, dated June 16**

Submitting Notice of Hearing of Development Appeals Board with respect to the property located at 3420 Arnhem Street. (File No. CK. 4205-1)

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

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

*THAT the information be received.*

*CARRIED.*

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

**1) Tali Neta, dated June 18**

Submitting comments regarding volunteering at the SPCA. (File No. CK. 151-15) **(Referred to The Saskatoon SPCA for consideration.)**

**2) David Wright, June 18**

Submitting comments regarding noise from a downtown restaurant. (File No. CK. 185-9) **(Referred to the Saskatoon Police Service for appropriate action.)**

**3) Colin McFadzean, dated June 20**

Submitting comments regarding City flower pots. (File No. CK. 4139-1) **(Referred to the Administration.)**

**4) Amir Janjoa, dated June 22**

Submitting comments regarding unsanitary rental conditions. (File No. CK. 4400-1) **(Referred to the Administration for appropriate action.)**

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**5) Juanita Kitzul and Barb Biddle, Montgomery Community Association, dated June 17**

Submitting comments regarding the proposal to allow garden or garage suites. (File No. CK. 4350-62) **(Referred to the Administration.)**

**6) Doreen Wilson, dated June 21**

Requesting that a pedestrian actuated signal be placed at the intersection of Preston Avenue and Adelaide Street. (File No. CK. 6150-3) **(Referred to the Administration.)**

**7) K. Kuemper, dated June 22**

Submitting comments regarding front-street garbage collection. (File No. CK. 7830-3) **(Referred to the Administration.)**

**8) Marilyn Clark, dated June 22**

Requesting information regarding sound attenuation behind the Eastview area. (File No. CK. 375-2) **(Referred to the Administration to respond to the writer.)**

**9) Bob McGinnis, dated July 2**

Submitting comments regarding the noise of idling Access Transit buses. (File No. CK. 7305-1) **(Referred to the Administration to respond to the writer.)**

**10) Brian Kraft, dated June 29**

Submitting comments regarding road maintenance on 8<sup>th</sup> Street between Boychuk and McKercher. (File No. CK. 6315-1) **(Referred to the Administration to respond to the writer.)**

**11) Trevor Schell, dated July 6**

Submitting comments regarding road maintenance on 8<sup>th</sup> Street between Boychuk and McKercher. (File No. CK. 6315-1) **(Referred to the Administration to respond to the writer.)**

**12) Martine Boulet-Pelletier, dated June 29**

Requesting that nets be installed on all the tennis courts in Lakview Park. (File No. CK. 4205-1) **(Referred to the Administration to respond to the writer.)**

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**13) Mark Marshall, dated June 30**

Submitting comments regarding the noise coming from a power transformer in the south annex of Nemeiben Road. (File No. CK. 2000-1) **(Referred to the Administration for appropriate action.)**

**14) Della Kurulak, Executive Assistant, Saskatoon Public Library, dated July 6**

Advising that Val Schmidt has resigned from the Library Board. (File No. CK. 175-9) **(Referred to the Executive Committee.)**

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

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

*THAT the information be received.*

*CARRIED.*

**E. PROCLAMATIONS**

**1) Abigail Guevara, Christian Children's Fund of Canada, dated July 3**

Requesting that Council proclaim September 4, 2009, as Day of the Sponsored Child in Saskatoon. (File No. CK. 205-5)

**2) Jack Brodsky, President, 2010 IIHF World Juniors, dated June 21**

Requesting that Council proclaim August 2 – 9, 2009, as Red and White Week in Saskatoon in support of Team Canada's training week. (File No. CK. 205-5)

**3) Joanne Fedyk, Executive Director  
Saskatchewan Waste Reduction Council, dated June 25**

Requesting that Council proclaim October 19 – 25, 2009, as Waste Reduction Week in Saskatoon. (File No. CK. 205-5)

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

*Moved by Councillor Penner, Seconded by Councillor Hill,*

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

*CARRIED.*

**ENQUIRIES**

**Councillor D. Hill  
Local Improvement Program  
(File No. CK. 6000-1)**

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Would the Administration please report on what would be involved in having a formal Local Improvement Policy to address issues such as paving alleys, constructing sidewalks and other infrastructure upgrades.

Please ensure that it includes details on the fees placed on the tax roll for up to a maximum of 15 years.

**Councillor D. Hill  
Gating and Locking Weir Parking Lot  
(File No. CK. 5000-1)**

---

There have been numerous complaints about noise, vandalism, partying and other unsavoury activities around the Weir late at night.

Last year the Administration reported on gating and locking the parking lot at the Weir. It was determined that Saskatoon Police Services would increase patrols in the area in an attempt to combat the problems that are adversely affecting the residents in the area.

These efforts have not been successful. Would the Administration report back in an expeditious manner, on gating and locking the Weir parking lot. Please include recommended timeframes for the closure of access, keeping in mind that there is an early morning user group of joggers, walkers, and other respectful users of the parking lot.

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**Councillor D. Hill  
Asphalt - Skate Pads - Neighbourhood Parks  
(File No. CK. 4205-1)**

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Would the Administration please report on the current policy of using asphalt for skate pads in neighbourhood parks.

Please provide details specific to a cost comparison of asphalt to concrete.

Please include not only installation but life cycle costs with regards to maintenance and replacement, and the life expectancy of each installation.

Please ensure that an adequate sampling of quotes on each application are provided. For example, with respect to the Wilson Park project, there were significant differences between the City's quotes and those received by local residents.

**Councillor M. Heidt  
Water/Sewer Replacement Cost Distribution  
(File No. CK. 7820-1)**

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Re: Water and sewer replacements costs set at 50-50. I and a staff member were at a meeting of all of the residents of the 1200 block of Avenue K North. The residents are concerned about fairness of the charges and length of time to pay. With the aging infrastructure, this will be an on-going concern for many residents with limited resources. Residents understand they are responsible from shut off to hook up at the house.

Would the Administration please report back on the new 50-50 policy in charging, when it is obvious the City's share should be more, as the residents should only have to pay from shut off to the house. This would not be a 50-50 cost share unless it can be proven.

Also, would the Administration please report back on moving the payback to 60 months vs. 24 months, as this is causing hardship. Also, can the new policy be retroactive when the charges are made, if any are required.

**Councillor G. Penner  
Traffic Calming – Grosvenor Avenue and 7<sup>th</sup> Street  
(File No. CK. 6280-1)**

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On Friday, July 10, 2009, a three vehicle accident occurred at the intersection of Grosvenor Avenue and 7<sup>th</sup> Street. The intersection is currently controlled by stop signs for east-west traffic.

Could I have a report indicating whether or not there is sufficient warrant for a four way stop, or for any other traffic calming measure at this intersection.

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**Councillor B. Dubois  
Loading Zone – 203 Packham Avenue  
(File No. CK. 6145-1)**

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Would the Administration please look at a possible loading zone/20 minute parking or some solution in front of 203 Packham Avenue. With the heavy and continual steady flow of traffic at SARCAN, customers and clients of 203 Packham have no place to park.

**INTRODUCTION AND CONSIDERATION OF BYLAWS**

**Bylaw 8750**

Moved by Councillor Penner, Seconded by Councillor Dubois,

THAT permission be granted to introduce Bylaw No. 8750, being “The Street Closing Bylaw, 2009 (No. 4)”, and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Penner, Seconded by Councillor Neault,

THAT Bylaw No. 8750 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Penner, Seconded by Councillor Hill,

THAT Council go into Committee of the Whole to consider Bylaw No. 8750.

CARRIED.

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

Committee arose.

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

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That while in Committee of the Whole, Bylaw No. 8750 was considered clause by clause and approved.

Moved by Councillor Penner, Seconded by Councillor Lorje,

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

CARRIED.

Moved by Councillor Penner, Seconded by Councillor Heidt,

THAT permission be granted to have Bylaw No. 8750 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Penner, Seconded by Councillor Clark,

THAT Bylaw No. 8750 be now read a third time, that the bylaw be passed and the Mayor and the City Clerk be authorized to sign same and attach the corporate seal thereto.

CARRIED.

**Bylaw 8777**

Moved by Councillor Penner, Seconded by Councillor Dubois,

THAT permission be granted to introduce Bylaw No. 8777, being "A bylaw of The City of Saskatoon to raise by way of term loan the sum of Thirty Million Nine Hundred Thousand (\$30,900,000.00) Dollars to pay a portion of the cost to construct a new water intake and treatment facility at the Water Treatment Plant in the City of Saskatoon", and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Penner, Seconded by Councillor Neault,

THAT Bylaw No. 8777 be now read a second time.

CARRIED.

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The bylaw was then read a second time.

Moved by Councillor Penner, Seconded by Councillor Hill,

THAT Council go into Committee of the Whole to consider Bylaw No. 8777.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 8777 was considered clause by clause and approved.

Moved by Councillor Penner, Seconded by Councillor Lorje,

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

CARRIED.

Moved by Councillor Penner, Seconded by Councillor Heidt,

THAT permission be granted to have Bylaw No. 8777 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Penner, Seconded by Councillor Clark,

THAT Bylaw No. 8777 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.

**COMMUNICATIONS TO COUNCIL – continued**

**A. REQUESTS TO SPEAK TO COUNCIL**

**1) Ben Chung, Project Supervisor for Canada World Youth, dated July 3**

Requesting permission to address Council regarding the Canada World Youth exchange program.  
(File No. CK. 205-1)

**RECOMMENDATION:** that Ben Chung be heard.

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

*THAT Ben Chung be heard.*

*CARRIED.*

*Mr. Ben Chung, Project Supervisor for Canada World Youth exchange program, provided Council with information regarding the project and asked for its support. He indicated that at the appropriate time he will approach the City for financial support, including transit passes.*

*Moved by Councillor Hill, Seconded by Councillor Clark,*

*THAT the information be received.*

*CARRIED.*

**2) Alexis Nyandwi, dated July 6**

Requesting permission to address Council regarding a project hosted by Room For Improvement Youth Development Inc. (File No. CK. 1870-1)

**RECOMMENDATION:** that Alexis Nyandwi be heard.

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

*THAT Alexis Nyandwi be heard.*

*CARRIED.*

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*Mr. Alexis Nyandwi and Ms. Emily Olsten, Room For Improvement Youth Development Inc., provided brief information regarding the project 'Bridge, Learn, Grow: Rwanda' and asked for Council's support.*

*Moved by Councillor Paulsen, Seconded by Councillor Dubois,*

*THAT the matter be referred to the Administration to meet with the applicants and report to the Administration and Finance Committee.*

**CARRIED.**

**3) Jack Grover, Grover Holdings, dated July 7**

Requesting permission to address Council regarding property demolition. (File No. CK. 4400-1)

**RECOMMENDATION:** that Jack Grover be heard.

*The City Clerk distributed additional information provided by Mr. Grover.*

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

*THAT Jack Grover be heard.*

**CARRIED.**

*Mr. Jack Grover spoke regarding property demolition and asked that the demolition order on 402 – 27<sup>th</sup> Street West be reconsidered.*

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

*THAT the information be received.*

**CARRIED.**

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*Moved by Councillor Penner,*

*THAT the meeting stand adjourned.*

*CARRIED.*

*The meeting adjourned at 8:47 p.m.*

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Mayor

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City Clerk