

Council Chambers
City Hall, Saskatoon, Sask.
Monday, March 1, 2010
at 6:00 p.m.

MINUTES OF THE REGULAR MEETING OF CITY COUNCIL

PRESENT: His Worship the Mayor, in the Chair;
Councillors Clark, Dubois, Heidt, Hill, Lorje, Paulsen, and Pringle
A/City Manager Gauthier;
City Solicitor Dust;
General Manager, Corporate Services Bilanski;
General Manager, Fire and Protective Services Bentley;
A/General Manager, Infrastructure Services Sexsmith;
A/General Manager, Utility Services Praski;
City Clerk Mann; and
Council Assistant Mitchener

Moved by Councillor Paulsen, Seconded by Councillor Dubois,

THAT the minutes of meeting of City Council held on February 8, 2010, be approved.

CARRIED.

UNFINISHED BUSINESS

- 2a) **Landfill Fee Update Following Meetings with the Saskatoon Construction Association and the North Saskatoon Business Association (File No. 1905-3)**
-

REPORT OF THE CITY CLERK:

“Attached is a copy of Clause 1, Report No. 1-2010 of the Administration and Finance Committee, which was considered by City Council at its meeting held on February 8, 2010 and referred the matter to the Administration to consult with the interested parties and provide a further report to the next meeting of the Executive Committee.

The General Manager, Utility Services Department provided a verbal report to the Executive Committee at its meeting held on February 16, 2010.

The following is a report of the General Manager, Utility Services Department dated February 23, 2010:

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- RECOMMENDATION:**
- 1) that the landfill rates be increased as outlined in Attachment 1 – Landfill Rates and Fees – 2010, 2011, 2012, and 2013;
 - 2) that the provision to the Landfill Replacement Reserve be increased to \$25.00/tonne effective March 2, 2010, \$33.00/tonne effective January 1, 2011, \$50.00/tonne effective January 1, 2012, and \$53.00/tonne effective January 1, 2013;
 - 3) that customers receive two \$5.00 landfill entrance fees per year (recorded by license plate);
 - 4) that City Council consider Bylaw No. 8829 (Attachment 2);
 - 5) that Administration report back by December 2011, on an updated capital cost forecast, reserve sufficiency, and updated rate schedule if required; and
 - 6) that Administration make adjustments to the timing of projects funded from the Landfill Replacement Reserve to ensure that the reserve remains in a positive position, and submit a report to the Administration and Finance Committee outlining any required changes.

BACKGROUND

On February 8, 2010, Council considered a report from the Administration and Finance Committee which recommended a landfill rate schedule that would sufficiently fund capital works planned at the landfill. The North Saskatoon Business Association (NSBA), the Saskatoon Construction Association (SCA), and one business owner submitted letters and requested that the matter be deferred. Council resolved that the matter be referred to the Administration to consult with the interested parties and provide a further report to the next meeting of the Executive Committee. A verbal update was provided.

REPORT

The meeting between Administration and the NSBA occurred on February 11, 2010. The NSBA understands that the City needs to recover funds required for capital improvements, and NSBA's primary concern is that the rate increases must be justified by actual capital works scheduled. The NSBA is in support of any capital works that reduce any wait times at the landfill entry or exit line-ups.

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The meeting between Administration and the Saskatoon Construction Association occurred on February 12, 2010. The SCA's main concern is that many of their members have pre-existing contract commitments that were made with more modest landfill increase estimates, particularly in 2010 and 2011. They indicated that they do not object to longer term increases, providing capital project costs warrant the increases. The suggestion was made to reduce the 2010 and 2011 rates and recover the revenue in 2012 and beyond by increasing rates even higher than originally proposed.

Administration has reviewed the impact of the rates on cash flow, and as a result has revised the fee structure as follows:

	2010	2011	2012	2013
Original Proposed Rates	\$60/tonne	\$70/tonne	\$75/tonne	n/a
New Proposed Rates	\$55/tonne	\$65/tonne	\$85/tonne	\$90/tonne

Based on these new revised rates, the same revenue will be generated over the 2010-2012 period when compared with the original rates. The 2013 rate has been added in order to provide industry with a longer term projection on anticipated rates.

Although industry would prefer an even more gradual increase, Administration believes the revised rates represent an appropriate balance. To more heavily end-load the increases may cause public concern in future years, due both to the relatively high rate itself and also the year-over-year increase that would be required in 2012 or 2013.

Administration supports this revised rate schedule. By providing more lead time, yet still recovering required revenue, the public as well as contractors will be able to have a more moderate impact to costs in the short term yet be fully aware that by 2012, landfill rates will increase significantly. This two-year window will enable the City to advance landfill alternative initiatives such as a lumber-chipping option, enhanced compost capacity, and enhancements to the construction/demolition material recycling site. This two-year window will enable contractors and large volume haulers time to implement recycling or diversion habits that will minimize their cost and minimize their tonnage taken to the landfill.

JUSTIFICATION

Future construction projects include construction of a new cell at a projected cost of \$7,000,000 to begin in 2012. Other projects include roadway improvements, improved access to the recycling area, expanded transfer station, new signage, and closure and capping of existing work areas. Approximately 61,000 tonnes per year are paid at the scale tonnage fee, resulting in annual revenue of approximately \$3,355,000 in 2010. Approximately \$1,525,000 of this is to be allocated to capital projects, with the remainder funding operations of the landfill. The allocation to the reserve is currently \$22.00 per

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commercial tonne. It is recommended that this be increased to \$25.00 in 2010, \$33.00 in 2011, \$50.00 in 2012, and \$53.00 in 2013.

A four-year rate schedule is a relatively long term forecast, and as such it is recommended that in approximately two years, Administration report back on the appropriateness of rates over the subsequent five-year period.

OPTIONS

The original proposal of \$60/tonne, \$70/tonne, and \$75/tonne does provide sufficient revenue to fund anticipated capital projects for 2010, 2011, and 2012 respectively. The change to the proposed rate schedule was made in the interest of helping industry adjust to significant landfill fee increases.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPACT

The new proposed rates do put the reserve in a deficit of approximately \$600,000 by the end of 2011. However, this includes \$2,800,000 of interim funding for the Landfill Gas project and the Wind Turbine project as approved at the December 8, 2009 City Council meeting. Administration will review project timing and the interim funding strategy for the Wind Turbine and Landfill Gas projects, and will report to Council with the updates required to ensure that the Landfill Replacement Reserve remains in positive position.

COMMUNICATIONS PLAN

Publishing of the new rates in *The StarPhoenix*, a news release, and signage at the landfill will serve as the means of communicating the rate changes to the public.

PUBLIC NOTICE

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

ATTACHMENTS

1. Proposed Landfill Rates and Fees – 2010, 2011, 2012, 2013
2. Bylaw No. 8829””

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The City Clerk distributed copies of the following letters:

- *James Polley, Allan's Landscaping Ltd., dated February 26, 2010, submitting comments regarding the above matter;*
- *Corey Hunchak, President, Saskatoon Construction Association, dated February 26, 2010, submitting comments regarding the above matter; and*
- *Keith Moen, Executive Director, NSBA, March 1, 2010, submitting comments regarding the above matter.*

Moved by Councillor Hill, Seconded by Councillor Pringle,

- 1) *that the landfill rates be increased as outlined in Attachment 1 – Landfill Rates and Fees – 2010, 2011, 2012, and 2013;*
- 2) *that the provision to the Landfill Replacement Reserve be increased to \$25.00/tonne effective March 2, 2010, \$33.00/tonne effective January 1, 2011, \$50.00/tonne effective January 1, 2012, and \$53.00/tonne effective January 1, 2013;*
- 3) *that customers receive two \$5.00 landfill entrance fees per year (recorded by license plate);*
- 4) *that City Council consider Bylaw No. 8829 (Attachment 2);*
- 5) *that Administration report back by December 2011, on an updated capital cost forecast, reserve sufficiency, and updated rate schedule if required; and*
- 6) *that Administration make adjustments to the timing of projects funded from the Landfill Replacement Reserve to ensure that the reserve remains in a positive position, and submit a report to the Administration and Finance Committee outlining any required changes.*

IN REFERRAL

Moved by Councillor Lorje, Seconded by Councillor Heidt,

THAT recommendation 3) and bylaw implications be referred to the Administration and Finance Committee for further consideration.

THE REFERRAL MOTION WAS PUT AND DEFEATED.

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IN AMENDMENT

Moved by Councillor Clark, Seconded by Councillor Lorje,

THAT the following recommendation be added:

“7) that the Administration report in July on the effects of the revised fees.”

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

Moved by Councillor Paulsen, Seconded by Councillor Pringle,

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

CARRIED.

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

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

Committee arose.

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

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

“REPORT NO. 3-2010 OF THE MUNICIPAL PLANNING COMMISSION”

Composition of Commission

Mr. Kurt Soucy, Chair
Mr. Leanne DeLong, Vice Chair
Councillor Bev Dubois
Ms. Carole Beitel
Ms. Joy Crawford
Mr. Art Evoy
Mr. Aditya Garg
Ms. Janelle Hutchinson
Mr. Stan Laba
Ms. Debbie Marcoux
Mr. Bruce Waldron
Ms. Kathy Weber
Mr. James Yachyshen

1. Zoning Bylaw Amendments relating to Bed and Breakfast Homes
Applicant: City of Saskatoon
(File No. CK. 4350-1)

- RECOMMENDATION:**
- 1) that City Council approve the advertising respecting the proposal to amend Section 2 and Section 5.31 of Zoning Bylaw No. 8770, and Section 3.1.3.4 and Section 4.5 of the Sign Regulations, Appendix A to Zoning Bylaw No. 8770, as indicated in the report of the General Manager, Community Services Department dated February 1, 2010, subject to the total height of the freestanding sign and the structure for the freestanding sign not exceeding one metre;
 - 2) that the General Manager, Community Services Department be requested to prepare the required notice for advertising the proposed amendments;
 - 3) that the City Solicitor be requested to prepare the required bylaw; and

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- 4) that at the time of the public hearing, City Council consider the Municipal Planning Commission's recommendation that the proposed Zoning Bylaw Amendments be approved, subject to the condition outlined in recommendation 1) above relating to the maximum height for freestanding sign and structure.

DEFEATED.

Attached is the report of the General Manager, Community Services Department dated February 1, 2010, with respect to proposed amendments to the Zoning Bylaw relating to bed and breakfast homes to:

- a) Provide for small freestanding signs on front yards of bed and breakfast homes.
- b) Remove the requirement for the meal to be served prior to noon each day.
- c) Move the development standards contained in the definition section (Section 2) and the reference to bed and breakfast homes in the Sign Regulations to Section 5.31 (Bed and Breakfast Homes).
- d) Change the current provisions that allow a window sign with letters up to 0.09 metres (3.5 inches) in height to provide for a wall or freestanding sign of up to 0.232 square metres (2.5 square feet) which could accommodate an 18 inch by 18 inch sign. The Administration also recommends that freestanding signs adhere to a three metre setback from the interior edge of the sidewalk and that no illumination be permitted between the hours of 11 p.m. and 7 a.m.

Your Commission has reviewed this matter with the Administration and received clarification on a number of issues, as summarized below:

- There are currently 12 bed and breakfast homes in the city.
- Signs are currently not allowed to advertise home based businesses.
- The shape of the wall or freestanding sign does not have to be square but can be no larger than 2.5 square feet. This does not include the structure in which the sign is placed. That can be larger.

In looking at this proposal, your Commission discussed opportunities to minimize the impact in a residential neighbourhood while still addressing the provision for further identification of the bed and breakfast home as was brought forward in the original request. The options looked at included:

- Allowing a larger window or wall sign rather than the freestanding sign;
- Restricting the height of the proposed freestanding sign, including the structure, to a maximum of one metre from ground level;
- Restricting the overall size of the structure; and
- Looking at a smaller freestanding sign than what was proposed.

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Following review of this matter, your Commission is supporting the proposed revisions, although the support was not unanimous in terms of the freestanding sign option. The issues discussed in relation to the freestanding signs related to possible impact on neighbouring properties and other types of uses, such as home based businesses, which might come forward requesting similar signs. However, your Commission determined that it would support the proposed amendments with an additional condition pertaining to the freestanding signs to ensure that the maximum height allowable for the sign and the structure in which the sign is placed being no more than one metre. Further to this, your Commission is recommending that the discretionary use application process for bed and breakfast homes include informing neighbouring property owners of the possibility of a freestanding sign.

Your Commission is submitting the above recommendations for City Council's consideration.

ADMINISTRATIVE REPORT NO. 3-2010

Section A – COMMUNITY SERVICES

**A1) Land-Use Applications Received by the Community Services Department
For the Period Between January 28, 2010 to February 17, 2010
(For Information Only)
(File Nos. CK. 4000-5 and PL. 4300)**

RECOMMENDATION: that the information be received.

ADOPTED.

The following applications have been received and are being processed:

Subdivision

- Application No. 6/10: 22 and 24 Manitou Court
Applicant: Meridian Surveys for Paul and Constance Riome
Legal Description: Lot 67, Block 909, Plan 77S28478
Current Zoning: R2 District
Neighbourhood: Lawson Heights
Date Received: January 28, 2010

- Application No. 7/10: 1810 Broadway Avenue
Applicant: Webster Surveys for City of Saskatoon
Legal Description: Lot 25, Block 20, Plan 101299619
Current Zoning: B2
Neighbourhood: Buena Vista
Date Received: January 29, 2010

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Subdivision

- Application No. 8/10: Spadina Crescent West
Applicant: George Nicholson Franko & Associates for
SaskPower Corporation
Legal Description: Part of Parcel G, Plan 62S07462 and Part of
The N.E. ¼ Section 18-36-5-W3M
Current Zoning: AG
Neighbourhood: SaskPower Management Area
Date Received: January 29, 2010

- Application No. 9/10: 315 Herold Road
Applicant: Webb Surveys for Various Owners
Legal Description: Lot 4, Block 431, Plan 01SA09948 consolidated with
Lot A, Block 431, Plan 101926638
Current Zoning: B2
Neighbourhood: Lakewood Suburban Centre
Date Received: February 4, 2010

PUBLIC NOTICE

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

ATTACHMENTS

1. Plan of Proposed Subdivision No. 6/10
2. Plan of Proposed Subdivision No. 7/10
3. Plan of Proposed Subdivision No. 8/10
4. Plan of Proposed Subdivision No. 9/10

**A2) Enquiry – Councillor Pat Lorje
Possible Rezoning of Portion of Riversdale Business District to B6
(File Nos. PL. 4350-1 and CK. 4351-1)**

RECOMMENDATION: that the information be received.

ADOPTED.

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BACKGROUND

During its June 23, 2008 meeting, Councillor Pat Lorje made the following enquiry:

“Please report on the possibility of rezoning a portion of the Riversdale Business District to B6. Suggested boundaries for rezoning to B6 are 22nd Street West to 19th Street West and Idylwyld Drive to Avenue D.”

In addition, during its May 20, 2008 meeting, City Council approved the Riversdale Local Area Plan (LAP) containing a number of recommendations for land use and zoning district changes to occur in the neighbourhood including the following recommendation:

“**1.5 Create B5 Overlay Zoning District:** That the Community Services Department, City Planning Branch and Development Services Branch, develop an overlay district for the areas proposed as B5 Zoning District (Inner-City Commercial Corridor District) in the Riversdale neighbourhood to permit residential uses only at the discretion of City Council.”

The Planning and Development Branch has undertaken the creation of a new B5C Zoning district in response to this recommendation.

REPORT

The Riversdale Local Area Plan process included a preliminary review of past and current land uses in the Riversdale area. It was determined that a number of sites in the existing Light Industrial area have the potential for contamination, while also offering opportunities for redevelopment to commercial or residential uses. However, the B5 Zoning District which is currently in place along 20th Street fully permits residential uses, which would not be appropriate in a former industrial area. In order to allow residential development, it is necessary to ensure that any environmental conditions or contamination are minimized or remediated prior to residential development. The Riversdale LAP recommendation proposes to do this by making residential uses a discretionary use in the B5 District in the areas of former industrial land use.

The proposed B5C Zoning District is based upon the B5 Zoning District and is suitable for commercial areas such as 20th Street. It is proposed to be applied to the current B5 zoned area in Riversdale, as well as the area located between Avenue B and the west side of Avenue C, from north of 20th Street to just south of 22nd Street. This area is currently zoned IL1. In this area, residential uses will be discretionary in order to ensure that appropriate site remediation is carried out.

The suggestion to rezone an area of the Riversdale business district to B6 was also investigated. Based on consultation with a number of stakeholders, a number of minor issues related to development standards contained in the current B5 Zoning District have been noted and are addressed in the new district.

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The B5C will facilitate appropriate infill and redevelopment of sites in close proximity to the downtown core. New developments in this area will also strengthen the goals and purpose of the City Centre Plan by strengthening this existing area adjacent to downtown and building upon the positive development trends that are taking place in Riversdale.

At this time, the Administration is prepared to undertake consultation with affected property owners on the proposed zoning changes, in coordination with the overall land use and zoning changes proposed in the Riversdale Local Area Plan. The new Zoning District will be brought forward for consideration by City Council once consultation has been carried out.

PUBLIC NOTICE

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

**A3) Enquiry – Councillor B. Dubois (December 14, 2009)
Mobile Advertising
(File Nos. CK. 6280-1 and PL. 6280-1)**

RECOMMENDATION: that the information be received.

ADOPTED.

BACKGROUND

During the December 14, 2009 City Council meeting, Councillor Dubois made the following enquiry:

“Would the Administration please investigate the feasibility of allowing mobile advertising (scrolling mobile billboards) in the City of Saskatoon.”

REPORT

Mobile advertising is a means to communicate an advertising message where the advertising device is either part of a moving vehicle or pulled by a vehicle. One form of mobile advertising is a cube van type vehicle with large scrolling advertisements installed on the side and rear panels. To be considered mobile advertising, the primary purpose of the vehicle is advertising, or the advertising device itself is not a standard part of the vehicle. Vehicles, including cars, trucks, and trailers, containing graphics or words identifying a business where the primary purpose of the vehicle is for a use other than advertising is not considered to be mobile advertising.

Because mobile advertising occurs on private property and on roadways, both the Community Services Department and Infrastructure Services Department are involved. The Community Services Department is responsible for the business licensing of mobile advertisers, for monitoring

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off-site advertising standards, and for use of private property. The Infrastructure Services Department is responsible for managing and enforcing Traffic Bylaw No. 7200. The purpose of Traffic Bylaw 7200 is to provide for pedestrian and traffic safety. Section 9 of Traffic Bylaw 7200 prohibits distracting devices, which are described as a device that is:

“of such a nature or so positioned that it will distract the attention of a vehicle operator and in so doing create a traffic hazard.”

The Infrastructure Services Department is of the opinion that vehicles containing rotating advertisements, sound and excessive lighting would constitute a distracting device. Therefore, mobile advertising businesses are required to follow guidelines based on the objectives of the Traffic Bylaw and the Zoning Bylaw. The following restrictions apply to mobile advertising:

- a) sound is not permitted while the truck is on roadways;
- b) lighting must not be at an unreasonable level;
- c) advertisements are not permitted to scroll or change while the vehicle is on a roadway or while the vehicle is in motion; and
- d) the vehicle must adhere to off-site advertising requirements.

Mobile advertisers must also adhere to the *Traffic Safety Act* which is regulated by the Saskatchewan Government Insurance (SGI) agency. SGI has advised that scrolling messages are prohibited on highways, which includes all roadways in Saskatoon. Scrolling messages while a vehicle is in motion is considered a “stunt” and is a violation of Section 214(1) of the *Traffic Safety Act*.

There is currently one licensed mobile advertising business in Saskatoon, and they abide by these requirements. The operator’s website refers to their vehicle as “an eye level three-sided billboard.” The sign sizes on the operator’s truck are approximately 4.6 square metres (50 feet square) on the sides and 2.3 square metres (25 feet square) on the back. The advertising panels are backlit and can scroll at timed intervals. Such vehicles also have the ability to be fitted with Electronic Message Centres (fully animated signs).

The Administration researched this type of advertising in other Canadian cities. Staff from the City of Regina indicated they would not approve this type of advertising due to safety and traffic concerns. Staff from the City of Calgary indicated that they have several mobile advertising vehicles currently operating in their city, and they had no means to control this type of advertising. They will be developing some future guidelines, but in the mean time, they would hold the operator responsible for any accidents the vehicles may cause. Some cities, including Winnipeg, Ottawa, and Montreal, have no concerns about this type of advertising. Other cities, including Edmonton and Red Deer, require sign or parking permits for locations where the vehicle will be parked for a defined length of time.

The Community Services Department recommends that the current practise be clarified in Zoning Bylaw No. 8770. The Administration is currently reviewing the Sign Regulations as contained in Zoning Bylaw No. 8770 and will propose amendments to define mobile advertising

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and clarify the mobile advertising standards. These standards will reflect the current practise and will help to clarify the standards for other future businesses of this type. These proposed amendments will be presented to City Council in due course, as part of the Zoning Bylaw review.

PUBLIC NOTICE

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

**A4) Enquiry – Councillor M. Heidt (November 16, 2009)
Parking of Recreational Vehicles on Driveways During Fall and Winter Months
(File Nos. CK. 6120-1 and PL. 4110-5-4)**

RECOMMENDATION: that the information be received.

BACKGROUND

During the November 16, 2009 City Council meeting, Councillor Heidt made the following enquiry:

“Would the Administration please look at implementing a bylaw to restrict parking of Recreational Vehicles on front driveways between September 1 and May 1, or any other suggestions the Administration may have which would address these issues.”

REPORT

Section 5.17 of the Zoning Bylaw permits the parking of large recreational vehicles in front, rear, and side yards of a residential site provided the vehicle is not within 1.2 metres of the interior edge of the sidewalk and that the vehicle must be located on a hard-surfaced area. A large recreational vehicle is defined as a motor home, travel trailer, a fifth wheel trailer, campers when not mounted on a truck, or other similar vehicle. Utility trailers, boats, tent trailers, all-terrain vehicles, snowmobiles, jet skis, and motor cycles are not considered a large recreational vehicle and are permitted in residential areas.

In 1999, a comprehensive review of the Zoning Bylaw proposed that large recreational vehicles be allowed only during the summer months in residential areas. City Council requested this clause be removed from the proposed Zoning Bylaw. As a result, recreational vehicles are currently permitted to be located in residential areas year round, provided they are located on a hard surfaced area and are not within 1.2 metres of the interior edge of the sidewalk.

Attachment 1 provides the complaint statistics for recreational vehicles and boats parked in residential areas for the past three years. It should be noted that these numbers do not reflect complaints regarding school buses, cargo trailers, and commercial vehicles in residential areas.

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In 2009, the Community Services Department received 13 complaints about recreational vehicles and boats being parked on driveways or front yards. Of these 13 complaints, two were parked in accordance with the Zoning Bylaw. The remaining 11 were illegally parked on the front lawn, or were less than the required 1.2 metre distance from the sidewalk. These complaints were all received between May 1 and November 12, 2009.

Enforcement action has been successful at resolving complaints about the illegal storage of recreational vehicles. However, our standard enforcement procedure provides time for property owners to resolve the matter on their own; therefore, in some cases, it can take several weeks before these recreational vehicles are relocated. Some area residents have expressed frustration to our staff about the length of time it has taken to gain compliance.

The Community Services Department examined how other cities manage recreational vehicles in residential areas. Included were Regina, Prince Albert, Edmonton, Calgary, Red Deer, and Kelowna (refer to Table 1 for a summary of the results). The cities of Regina, Edmonton, and Red Deer do not permit recreational vehicles in residential areas during the winter months. Kelowna is unique in that it regulates all vehicles, including recreational vehicles, by gross vehicle weight. Prince Albert has no restrictions on recreational vehicles in residential areas. Calgary allows very limited parking of recreational vehicles.

Table 1 – Recreational Vehicles in Residential Areas

City	Parking Restrictions
Regina	No front yard parking between October 1 - April 30
Prince Albert	No restrictions
Calgary	Maximum 24 hours in front yard; 36 hours for side of house
Red Deer	No front yard parking between November 1 - March 31
Edmonton	No front yard parking between November 1 - March 31
Kelowna	No trailers greater than 5,500 kgs Gross Vehicle Weight (GVW)

CONCLUSION

Although some cities prohibit the parking of recreational vehicles in residential front yards during winter months, the Community Services Department is not in favour of implementing such a policy. In 1999, the Administration proposed a similar ban of recreational vehicles in residential areas, which was not widely supported at the time by the community. Furthermore, relatively few complaints about recreational vehicles and boats in front yards occur during the winter months (please refer to Attachment 1).

However, if City Council supports such a policy, the Administration will bring forward a report to discuss potential amendments.

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It should be noted that the current definition of large recreational vehicles does not include boats and other recreational vehicles. This matter will be considered as part of the comprehensive Zoning Bylaw review project.

POLICY IMPLICATIONS

Amendments to the Zoning Bylaw would be required if a ban on recreational vehicles is considered. A change to the definition for large recreational vehicles would also require a Zoning Bylaw amendment. Amendments could be brought forward as part of the Zoning Bylaw review project.

FINANCIAL IMPACT

There is no financial impact.

PUBLIC NOTICE

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

ATTACHMENT

1. RV and Boat Complaints (2007 - 2009)

IT WAS RESOLVED: that the matter be referred to the Administration and Finance Committee for review and report.

Section B – CORPORATE SERVICES

- B1) Report on Write-Downs of Surplus Inventory During 2009
(File No. CK. 1290-1 and CS 1290-1)**
-

RECOMMENDATION: that the information be received.

ADOPTED.

REPORT

On an annual basis, the Inventory and Disposal Services Section submits a report to City Council on the amount of the inactive stock that is written off. For the year 2009, the write-downs of surplus/obsolete inventory were as follows:

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	Write Down	% of Inventory
Corporate Services, Central Stores	\$ 0	
Utility Services, Saskatoon Light and Power	83,672	1.5%
Infrastructure Services, Electronic Stores	5,359	1.5%
Infrastructure Services, Public Works Stores	0	

PUBLIC NOTICE

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

ATTACHMENTS

1. Utility Services, Saskatoon Light and Power Stores Inventory Write-Downs
2. Infrastructure Services, Electronic Stores Inventory Write-Downs

**B2) Standard and Poor's
Canadian Ratings – City of Saskatoon
(File No. CK. 1500-4)**

RECOMMENDATION: that the information be received.

ADOPTED.

REPORT

Attached for City Council's information, is a copy of the 2010 long-term issuer credit rating report recently prepared and released by Standard and Poor's, reaffirming the City of Saskatoon's AAA/Stable credit rating. The rationale for this rating (the highest available) includes reference to our strong operating performance, robust economic performance and excellent liquidity and reserve levels that significantly exceed debt.

In addition, Standard and Poor's concludes that the outlook for Saskatoon is stable, based on the expectation that our revenue and cash on investment balances will increase to offset increased debt and that our economy will remain robust.

PUBLIC NOTICE

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

ATTACHMENT

1. Standard and Poor's February 18, 2010 Canadian Ratings Report – City of Saskatoon

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**B3) City of Saskatoon Business Development Incentives Policy
Statistics Report to December 31, 2009
(File No. CK. 3500-13 and CS 3500-1)**

RECOMMENDATION: that the information be received.

ADOPTED.

REPORT

Attached is a letter and a report received from Tim LeClair, CEO, Saskatoon Regional Economic Development Authority Inc. (SREDA). The report provides statistics on SREDA Administered Incentives for the years 2004 to 2009.

PUBLIC NOTICE

Public Notice pursuant to Section 3 of Policy No. C02-021, Public Notice Policy, is not required.

ATTACHMENTS

1. Letter dated February 15, 2010, from Tim LeClair, Chief Executive Officer, SREDA
2. Statistics Report – SREDA Administered Incentives Business Development Incentive Policy C09-014 to December 31, 2009

**B4) Annual Status Report – Non-Policy Tax Incentive Agreements
(File Nos. CK. 1965-1, CS 1965-1 and CS 1600-1)**

RECOMMENDATION: that the information be received.

ADOPTED.

BACKGROUND

City Council approves non-policy tax incentives as part of an overall agreement to facilitate specific development projects. Administration attempts to provide City Council with an indication of the value associated with each non-policy incentive agreement at the time of approval. However, these estimates are often based on preliminary information and the actual impact has never been subsequently reported to Council.

The audit report from Robert Prosser & Associates regarding the Tax Incentives Policies and Programs included a recommendation that the financial implications of non-policy incentives be reported to City Council on an annual basis.

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REPORT

Each non-policy incentive agreement is unique in its objective and is site-specific. The table below lists the properties that have received non-policy tax incentives for 2009. The first four incentives are related to development in the south downtown and River Landing. The Maple Leaf Foods incentive is related to the construction of a new distribution facility and the maintenance of approximately 100 full-time equivalent jobs in Saskatoon.

Recipient	Term	End Date	2009 Incentive
FP Equities Inc.	5 years	Dec. 31, 2011	\$165,009
Persephone Theatre	5 years	Dec. 31, 2012	\$98,675
Saskatoon Ideas Inc.	5 years	Dec. 31, 2012	\$22,974
Saskatoon Farmer's Market	3 years	Dec. 31, 2010	\$8,980
Maple Leaf Foods (11 th Street)	2 1/2 years	Dec. 31, 2009	\$564,048
Maple Leaf Foods (64 th Street)	5 years	Apr. 30, 2013	\$569,477
Total 2009 Non-Policy Incentives			\$1,429,163

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPACT

The financial impact is reported in the above table.

PUBLIC NOTICE

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

Section E – INFRASTRUCTURE SERVICES

- E1) Enquiry – Councillor B. Pringle (December 3, 2007)
Safer Street Crossings
Area of Prince Philip School
AND
Enquiry – Councillor B. Pringle (August 17, 2009)
Crosswalk – Wilson and Riel Crescents
AND
Communication to Council
From: Dean Stanzel
Date: September 4, 2009
Subject: Crosswalk at Wilson Crescent and Riel Crescent/Clinkskill Drive
(Files CK. 7000-1, 6150-1 and 6150-3)
-

RECOMMENDATION: that the information is received.

IT WAS RESOLVED: that the matter be considered with the presentation of the speaker. See Page No. 55

- E2) Enquiry – Councillor B Pringle (May 20, 2008)
Visibility of Business Street Numbers
(File No. CK. 6280-1)

RECOMMENDATION: that the information be received.

ADOPTED.

BACKGROUND

The following enquiry was made by Councillor B. Pringle at the meeting of City Council held on May 20, 2008:

“On behalf of some senior citizens, I would like to ask the Administration to look into appropriate signage that is easily readable when driving along 8th Street East, 42nd Street, 51st Street, Faithfull Avenue and Millar Avenue. It is very difficult to read the block numbers from the road, making it hard to find particular businesses on these routes.”

REPORT

The Administration investigated the feasibility of placing block number signage along 8th Street East, 51st Street, Faithfull Avenue and Millar Avenue, as well as Circle Drive from Idylwyld Drive to Millar Avenue (commonly referred to as 42nd Street). In addition, 22nd Street was also

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investigated, due to its similar roadway design and adjacent land uses. These roadways are classified as major arterial roads and have high traffic volumes.

Although some locations do not have clearly visible numbers, most buildings are complying with Building Bylaw, 7306, which states that building block numbers shall be of sufficient size and be placed so they are plainly visible from the street; be at all times prominently displayed in a conspicuous place on the front of the building facing the street, near the main entrance door; and not obscured by vegetation or any other matter.”

Block number signing is not the standard practice on arterial streets, and currently can only be found on local streets within the city where necessary, such as in residential areas for crescents which have many legs with the same name.

Arterial roadways typically have multiple lanes with vehicles travelling at higher speeds and drivers merging from lane to lane to maintain speed and consistent flow. A motorist looking for an address typically slows down and may not be aware of surrounding traffic conditions, resulting in reduced efficiencies and collisions.

In an attempt to assist motorists, reduce collisions and aid in the efficient flow of traffic, the Administration will be implementing a pilot project with the installation of block numbers placed underneath street name plates along 8th Street East, from Clarence Avenue to Circle Drive. If proven effective, the signage will be expanded to other major arterial roadways.

OPTIONS

No other options were considered.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPACT

The cost of materials and installation of the signage for the pilot project along 8th Street East, in both directions of travel, is approximately \$4,500. Funding is available within approved Capital Project 1506 – Traffic Signing Replacement.

PUBLIC NOTICE

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

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**E3) Enquiry – Councillor M. Neault (October 27, 2008)
Pedestrian Actuated Crosswalk – Confederation Drive and Massey Drive
(File No. CK. 6150-3)**

RECOMMENDATION: that the information be received.

BACKGROUND

The following enquiry was made by Councillor M. Neault at the meeting of City Council held on October 27, 2008:

“Would the Administration look at the possibility of installing a pedestrian actuated crosswalk light at the Confederation Drive and Massey Drive bus stops on both sides of Confederation Drive, servicing the new high school in the west end.”

REPORT

A review was completed, including collection of traffic and pedestrian data, as well as a site inspection, in order to determine the need for a pedestrian actuated crosswalk light at the intersection of Confederation Drive and Massey Drive.

Confederation Drive is a multi-lane arterial roadway carrying approximately 10,800 vehicles per day (vpd), while Massey Drive is a local street carrying approximately 800 vpd. The three-legged intersection of Confederation Drive and Massey Drive currently has an unmarked crosswalk, with a stop sign on Massey Drive, giving right-of-way to Confederation Drive.

A pedestrian and traffic movement count, which was conducted on May 1, 2009, during the peak hours of 8:00 a.m. to 9:00 a.m.; 11:30 a.m. to 1:30 p.m. and 3:00 p.m. to 5:00 p.m., found that 59 pedestrians crossed at this location (29 adults, 9 teenagers and 21 children).

Calculations were undertaken to determine if a pedestrian actuated traffic signal is warranted. The pedestrian actuated signal warrant system assigns points for a variety of conditions that exist at the crossing location, including the number of traffic lanes to be crossed; the presence of a physical median; the posted speed limit of the street; the distance the crossing point is to the nearest protected crosswalk point; and the pedestrian/vehicle volume weighted cross product. The minimum requirement for the installation of a pedestrian actuated traffic signal is 100 points or greater. The pedestrian study at this location yielded a warrant value of 66 points.

Since Confederation Drive is a multi-lane roadway, the existing centre median increases the safety of the crosswalk by allowing pedestrians to cross one set of lanes at a time using the median as a place of refuge.

A site inspection found that vehicles parking within 10 metres of the curb on Confederation Drive, at the southeast corner of the intersection, reduced visibility of pedestrians to westbound traffic at Massey Drive.

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Pedestrian actuated traffic signals are not warranted at this intersection at this time, however, to improve pedestrian safety, the Administration will install a zebra crosswalk on the north side of the intersection, as shown in Plan 205-0205-003r001 (Attachment 1) and Plan No. 210-0011-008r002 (Attachment 2). This measure will alert drivers that pedestrians may be crossing.

OPTIONS

Active pedestrian corridors are also used to enhance pedestrian safety. This device uses illuminated overhead signage and flashing yellow beacons to warn motorists that a pedestrian is waiting to cross. These are only placed on streets that have two or less lanes of traffic in each direction, or a maximum of four lanes of traffic. The intersection of Confederation Drive and Massey Drive has five lanes of traffic, two lanes going northbound and three lanes going southbound, therefore, this device is not recommended.

PUBLIC NOTICE

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

ATTACHMENTS

1. Plan No. 205-0205-003r001
2. Plan No. 210-0011-008r002

IT WAS RESOLVED: that consideration of the matter be deferred to the next meeting.

**E4) Enquiry – Councillor B. Dubois (September 28, 2009)
Accessibility – Rever Road and Attridge Drive; Central Avenue and Attridge Drive
(File No. CK. 6220-1)**

RECOMMENDATION: that the information be received.

BACKGROUND

The following enquiry was made by Councillor B. Dubois at the meeting of City Council held on September 28, 2009:

“Would the Administration please review the intersection of Rever Road and Attridge Drive and Central Avenue and Attridge Drive, in regards to having a slope to allow wheelchairs, scooters and bikes to be able to cross at these intersections, as opposed to going around the cement boulevards through the traffic to cross the street which is extremely dangerous for them.”

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REPORT

The Administration has reviewed the intersections of Rever Road and Attridge Drive and Central Avenue and Attridge Drive and has determined that there is a need for ramps at both locations. They will be placed on the outstanding list for future construction.

Typically, 40 ramps per year are installed at various locations throughout the city, with funding from either Capital Project 1963 - Corporate Accessibility or Capital Project 631 - Traffic Safety Improvements. In 2010, \$75,000 was approved in Capital Project 1963, which will allow for the installation of approximately 50 ramps. Requests for these ramps are prioritized based on pedestrian volumes; whether they are being used by people with disabilities; and the date of the request. Currently, there are approximately 100 ramp locations on the outstanding request list.

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 to consider the feasibility of requiring the construction of ramps in all new neighbourhoods.

**E5) Enquiry – Councillor B. Pringle (December 1, 2008)
Caution Lights – Crosswalk at 2311 McEown Avenue
(File No. CK. 6250-1)**

RECOMMENDATION: that the existing mid-block zebra crosswalk on McEown Avenue, between Adelaide Street and Louise Street, be upgraded to an active pedestrian corridor.

ADOPTED.

BACKGROUND

The following enquiry was made by Councillor B. Pringle at the meeting of City Council held on December 1, 2008:

“Would the Administration please consider installing caution lights at the crosswalk at 2311 McEown Avenue, similar to the caution lights placed on Adelaide Street north of Market Mall. In the experience of the residents, motorists do not stop and many senior citizens crossing McEown to Market Mall are concerned about their safety.”

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REPORT

The section of McEown Avenue that runs between Adelaide Street and Louise Street is classified as a collector roadway. It is typically acceptable for commercial collector roadways to carry 8,000 to 10,000 vehicles per day (vpd). McEown Avenue is surrounded by a high-rise apartment complex and a dental clinic on the east side, and Market Mall on the west side. The posted speed limit is 50 kph.

The mid-block crosswalk at 2311 McEown Avenue, which leads directly to Market Mall, is currently a pedestrian corridor with permanent curb extensions on both sides.

A pedestrian count was conducted on October 15, 2009. The results indicated that 159 pedestrians (43 adults, 3 teenagers, 2 children and 111 seniors) crossed at this location during the peak hours of 7:00 a.m. to 9:00 a.m.; 11:30 a.m. to 1:30 p.m.; and 3:00 p.m. to 6:00 p.m. These results are similar to the count which was done on Adelaide Street in May, 2007, where there were 245 pedestrians, 136 of which were seniors.

A traffic volume and speed study was also conducted in October, 2009. The speed study measures the 85th percentile speed (the speed at which 85 percent of the vehicles are travelling at or less than). The results of the study indicated that the average daily traffic (ADT) was 2,650 vehicles per day, while the 85th percentile speed was 39 kph. The traffic volumes are well within typical volumes for a collector roadway, and the 85th percentile speed is below the posted speed limit.

The Administration is recommending that the mid-block zebra crosswalk at McEown Avenue be upgraded to an active pedestrian corridor, similar to the one on Adelaide Street, which will improve safety for pedestrians, particularly seniors. An active pedestrian corridor uses amber flashing beacons to warn motorists that a pedestrian is waiting to cross.

OPTIONS

The existing location could remain as it is, since there is already a crosswalk in place with permanent traffic curbing which narrows McEown Avenue at the crossing. However, the Administration is recommending the upgrade to an active pedestrian corridor to enhance safety for pedestrians.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPACT

If approved, the upgrade to an active pedestrian corridor will cost approximately \$5,000, which will be funded from Capital Project 631 – Traffic Safety Improvements, in 2011.

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PUBLIC NOTICE

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

- E6) Enquiry – Councillor B Dubois (May 20, 2008)
Yield Sign – Kenderdine Road and Perehudoff Crescent and
Curb Extension - Konihowski Road and Rever Road
(Files CK. 6280-1 and 6150-1)**
-

RECOMMENDATION: that the information be received.

ADOPTED.

BACKGROUND

The following enquiry was made by Councillor B. Dubois at the meeting of City Council held on May 20, 2008:

“Would the Administration please look at placing a yield sign at Kenderdine Road (south) and Perehudoff Crescent.

Would the Administration please look at the feasibility of a pedestrian crossing or curb extensions at the intersection of Konihowski Road and Rever Road.”

REPORT

Kenderdine Road (South) and Perehudoff Crescent

Kenderdine Road is classified as a residential collector roadway, with an average daily traffic volume of approximately 4,400 vehicles per day. Residential collector roadways have typical traffic volumes of up to 5,000 vehicles per day. Perehudoff Crescent is classified as a local roadway, which typically has less than 1,000 vehicles per day. Both roadways have a speed limit of 50 kph.

The five-year collision analysis determined that there have been three collisions at this intersection which are susceptible to correction by traffic control, none of which occurred in the last reported year.

Currently, the intersection of Kenderdine Road and Perehudoff Crescent (north) has a stop sign, while the intersection of Kenderdine Road and Perehudoff Crescent (south) has a yield sign. Both intersections give right of way to Kenderdine Road.

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According to Policy C07-007, Traffic Control – Use of Stop and Yield Signs, stop and yield signs are not to be used against the major flow of traffic, and a stop sign may be warranted when three or more collisions are reported in the last 12 month period.

The Administration does not recommend the installation of an additional yield sign or a stop sign at the intersection of Kenderdine Road and Pehudoff Crescent (south), as it would restrict the major flow of traffic along Kenderdine Road and no collisions were reported in the last 12 months.

Konihowski Road and Rever Road

Konihowski Road and Rever Road are classified as residential collector roadways, both with a posted speed limit of 50 kph. The average daily traffic on Konihowski Road and Rever Road are 3,200 vehicles per day and 4,900 vehicles per day, respectively.

A speed study was conducted on Konihowski Road in June, 2008. Speed studies measure the 85th percentile speed (the speed at which 85 percent of the vehicles are travelling at or less than). The 85th percentile speed was determined to be 59 kph. Typically, it is acceptable to have traffic speed within five kph of the posted speed limit. In this case, many motorists are not complying with the posted speed limit.

The curvature of Konihowski Road may limit westbound motorists' view of the intersection at Rever Road, and the width of the road may give motorists the impression that it is safe to travel at higher speeds than what is acceptable.

A pedestrian count was conducted during the peak hours of 7:30 a.m. to 9:30 a.m., 11:30 a.m. to 1:30 p.m. and 3:00 p.m. to 6:00 p.m., on July 17, 2008, which indicated 76 pedestrians crossing at the intersection of Rever Road and Konihowski Road, 39 of which were elementary school-aged children.

Due to the high vehicle speeds, the number of pedestrians at the intersection, and the limited sight distance, the Administration has installed a standard crosswalk and temporary pedestrian refuge island curbing at the intersection of Rever Road and Konihowski Road (Attachment 1).

A pedestrian refuge island is a traffic calming device which is a small-elevated median constructed on the centreline of the street, placed directly behind the crosswalk area. The purpose of the island is to offer a refuge place for pedestrians while crossing the street. It increases pedestrian visibility and reduces the width of the travel lanes, which typically reduces vehicle speeds. The intersection will be monitored and, if proved to be effective, the pedestrian refuge island will be made permanent when funds become available.

OPTIONS

No other options were considered.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPACT

The cost to install the temporary pedestrian refuge island was approximately \$1,000, which was funded from Capital Project 1512 - Neighbourhood Traffic Management.

PUBLIC NOTICE

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

ATTACHMENT

1. Plan 217-0061-001r001

**E7) Proposed Closure of Right-of-Way
Portion of Public Right-of-Way adjacent to 15 and 19 Peeling Avenue and
22 and 26 Diggle Place
(File CK. 6295-09-8)**

RECOMMENDATION: that Council consider Bylaw 8830 (Attachment 1).

ADOPTED.

BACKGROUND

City Council, at its meeting held on August 17, 2009, during consideration of Matters Requiring Public Notice, considered a request for closure of the walkway adjacent to 15 and 19 Peeling Avenue and 22 and 26 Diggle Place and resolved:

- “1) that the walkway adjacent to 15 and 19 Peeling Avenue and 22 and 26 Diggle Place be closed;
- 2) that upon receipt of the legal land survey documents, the City Solicitor be requested to prepare the appropriate bylaw for consideration by City Council;
- 3) that upon approval of the bylaw, the City Solicitor be instructed to take all necessary steps to bring the intended closure forward and to complete the closure; and

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- 4) that upon closure of the walkway, the land will be sold to Willie and Norma Marks of 15 Peeling Avenue, Doug and Lana Bueckert of 22 Diggle Place, and Ross and Kathy Kidd of 26 Diggle Place for \$1,000 each.”

REPORT

The Administration has now received the Plan of Proposed Consolidation prepared by Webb Surveys, dated January 6, 2010 (Attachment 2).

The report of the General Manager, Infrastructure Services Department, which was considered by Council on August 17, 2009, indicated that upon closure of the walkway, the land would be sold to Willie and Norma Marks of 15 Peeling Avenue; Doug and Lana Bueckert of 22 Diggle Place; and Ross and Kathy Kidd of 26 Diggle Place. Doug and Lana Bueckert have advised that they no longer wish to purchase a portion of the walkway, therefore, it will be consolidated with Area ‘B’ and transferred to Ross and Kathy Kidd.

As shown on Plan 240-0014-005r002 (Attachment 3), Area ‘A’ will be transferred to Willie and Norma Marks of 15 Peeling Avenue (Lot 16, Block 854, Plan 76S14681) and Area ‘B’ will be transferred to Ross and Kathy Kidd of 26 Diggle Place (Lot 33, Block 854, Plan 76S14681).

Infrastructure Services, SaskEnergy, SaskPower, SaskTel, and Shaw Cablesystems G.P., have existing facilities with easements within the area and have approved the proposed closure.

Approval has been received from the Minister of Highways (Attachment 3).

PUBLIC NOTICE

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

ATTACHMENTS

1. Proposed Bylaw 8830
2. Plan of Walkway Closure and Consolidation, dated January 6, 2010
3. Plan No. 240-0014-005r002
4. Department of Highways Approval Letter dated January 27, 2010

E8) Vehicle and Equipment Services Motor Grader Lease/Purchase Options (Files CK. 1390-1 and IS. 1700-1)

RECOMMENDATION

- 1) that the bid submitted by Redhead Equipment Ltd., for a seven-year lease agreement of three graders, in the amount of \$2,551.12 per month per unit (including G.S.T. and P.S.T.), be approved; and

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- 2) that the City Solicitor be requested to prepare the necessary lease agreement for execution by the Mayor and City Clerk under the corporate seal.

ADOPTED.

BACKGROUND

At its meeting held on January 18, 2010, City Council considered a report of the Planning and Operations Committee (Attachment 1) regarding the lease of three graders and approved the following recommendations:

- 1) that the bid submitted by Redhead Equipment Ltd., for a seven-year lease agreement of three graders, in the amount of \$2,319.20 per month per unit (including G.S.T. and P.S.T.), be approved; and
- 2) that the City Solicitor be requested to prepare the necessary lease agreement for execution by the Mayor and City Clerk under the Corporate Seal.

REPORT

The report of the General Manager, Infrastructure Services Department, dated December 29, 2009, stated that the bid submitted by Redhead Equipment Ltd. for a seven-year lease agreement of three graders was \$2,319.20 per month per unit, including G.S.T. and P.S.T. This amount was incorrect. The report should have stated that the amount was \$2,319.20 per month per unit, excluding G.S.T. and P.S.T. Therefore, the rental cost for the three graders for seven years is \$2,551.12 per month per unit (including G.S.T. and P.S.T.).

In addition, due to the timing of the tender, it was necessary to enter into a four-month rental prior to the consideration of signing a long-term lease agreement.

These changes do not affect the determination of "low bid meeting specifications", nor does it affect the recommendation to enter into a seven-year lease agreement with Redhead Equipment Ltd.

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The following table and summary of the financial impact have been adjusted to reflect the changes:

Redhead Equipment	Base Costs	Cost to City in 2010	Cost over 7 Year Period
Monthly Rental (\$/month)	\$4,378.00	\$52,536.00	\$367,752.00
4-Month Rental followed by a 3-Year Purchase with guaranteed residual/buyback	\$124,525.90	\$274,525.90	\$311,369.90
4-Month Rental followed by a 5-Year Purchase with guaranteed/residual buyback	\$162,173.10	\$282,173.10	\$300,595.10
Direct Purchase	\$239,998.00	\$249,209.00	*\$321,988.00
4-Month Rental followed by 3-Year Lease with guaranteed/residual buyout	\$139,320.06	\$43,586.02	\$326,164.06
4-Month Rental followed by 5-Year Lease with guaranteed/residual buyout	\$202,736.60	\$40,917.69	\$341,158.60
4-Month Rental followed by 7-Year Lease with guaranteed/residual buyout	\$273,346.48	\$40,544.84	\$363,346.48

Note: All costs include G.S.T. and P.S.T.

* Does not include financing costs.

The monthly rental option is the most expensive, with no investment in longer term equipment ownership. The next three options require significant funding in 2010. The remaining three options only differ marginally, based on the average monthly cost over a seven year period, which assumes that the equipment will be purchased following the term of the lease.

The advantages of the seven-year lease option include guaranteed maintenance and repair costs for the entire seven year period; a lower monthly “lease rate”, which makes it possible to cover the lease costs through monthly rental charges; it allows more time to acquire funds to exercise the buyout option; and it allows for other Reserve money to be directed towards urgent purchases over this period.

FINANCIAL IMPACT

Redhead Equipment’s monthly rate for the initial four-month rental is \$3,980. The monthly rate for the seven-year lease term is \$2,319.20. The maintenance costs and the guaranteed maximum repair costs for the seven-year lease period are \$30,764 and \$7,000 respectively.

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The following is a summary of the four month rental and the seven-year lease cost per unit:

Initial 4 Month Rental Costs

Monthly Rental Cost (\$3,980.00/month for 4 months)	\$15,920.00
G.S.T.	\$ 796.00
P.S.T.	\$ 796.00
Total Cost Per Unit	<u>\$17,512.00</u>
G.S.T. Rebate	\$ (796.00)
Net Cost Per Unit to the City	<u>\$16,716.00</u>

7 Year Lease Costs

Monthly Lease Cost (\$2,319.20/month for 84 months)	\$194,812.80
Total Maintenance Cost over 7-Year Lease	\$30,764.00
Maximum Guaranteed Repair Costs over the 7-Year Lease	\$7,000.00
Sub Total	<u>\$232,576.80</u>
G.S.T.	\$11,628.84
P.S.T.	\$11,628.84
Total Cost Per Unit	<u>\$255,834.48</u>
G.S.T. Rebate	(\$11,628.84)
Net Cost Per Unit to the City	<u>\$244,205.64</u>

Included in the seven-year lease agreement is a guaranteed residual/buyout value of \$90,000, which allows the City to exercise the buyout option at the end of the term of the lease or return the unit to Redhead Equipment Ltd.

The leasing and related maintenance costs are expected to be funded through regular monthly rental rates within the Public Works Operating Budget.

PUBLIC NOTICE

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

ATTACHMENT

1. Excerpt from the minutes of meeting of City Council held on January 18, 2010

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**E9) Post Budget Approval
Capital Project 1463 - Arterial Road – Marquis Drive
Millar Avenue to Wanuskewin Road
(File No. CK. 6000-1 and CK. 1702-1)**

- RECOMMENDATION:**
- 1) that a post budget increase of \$2,868,000 to Capital Project 1463 – Arterial Road – Marquis Drive, for the construction of the final two lanes of Marquis Drive, from Millar Avenue to Wanuskewin Road, be approved; and
 - 2) that the \$2,868,000 post budget approval be funded from the Arterial Road Reserve.

ADOPTED.

REPORT

Capital Project 1463 – Arterial Road – Marquis Drive, includes approved funding in the amount of \$4,070,000 in 2010 for the construction of the initial two lanes of Marquis Drive, between Millar Avenue and Wanuskewin Road. Funding was also identified for 2013, within Capital Project 1453, for the remaining two lanes.

In addition to the construction of Marquis Drive, direct service roadway construction will also be occurring in Phases 4 and 5 of the Marquis Industrial area, between Wanuskewin Road and 71st Street; as well as the four lane construction of Wanuskewin Road, extending to 71st Street.

A review of the detailed plan for the construction of Marquis Drive was undertaken, which considered the impact of additional work to accommodate intersecting streets, further approvals and construction of the railway crossing, as well as traffic disruption. As a result of the findings, it was determined that constructing Marquis Drive from Millar Avenue to Wanuskewin Road to a four-lane status was the best alternative.

FINANCIAL IMPACT

The Administration is requesting that the post budget increase to Capital Project 1463 – Arterial Road – Marquis Drive, in the amount of \$2,868,000, be funded from the Arterial Road Reserve. Adequate funding exists within the Reserve.

PUBLIC NOTICE

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

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**E10) Post Budget Approval
Capital Project 1405 – Land Development – Evergreen
File No. CK. 4110-41 and CK. 1702-1**

- RECOMMENDATION:**
- 1) that a post budget increase of \$8,770,000 to Capital Project 1405-3 – Land Development – Evergreen for the construction of roadways and related infrastructure be approved;
 - 2) that a post budget increase of \$917,000 to Capital Project 1405 – Land Development – Evergreen for enhanced fencing be approved; and
 - 3) that the \$8,770,000 and \$917,000 post budget approval be funded from the Prepaid Service Reserves for standard services and from the Property Realized Reserve for enhanced services not included within the prepaid service rates, as outlined in the following report.

ADOPTED.

REPORT

Capital Project 1405 – Land Development – Evergreen, includes approved funding in the amount of \$20,879,000 in 2010 for the construction of roadways for 214 residential lots and three multi-family sites within the Evergreen neighbourhood. Funding has also been identified for 2011 for the construction of roadways and related infrastructure.

In analyzing the uptake of residential property since the 2010 Capital Budget was prepared in the fall of 2009, and the level of inventory required to serve the home building industry in 2010/11, it has been determined that an additional 281 residential lots, including two multi-family parcels, need to be constructed in the current year.

Where possible, the Infrastructure Services Department constructs services in stages, which initially includes area grading in the first year, followed by water and sewer in the next year, and road work in the final year. This allows the City to react to market forces that may not be apparent at the time of initial budget preparation.

Evergreen has been area graded and is partially constructed with water and sewer, which will allow for a quicker start for surface construction and a greater possibility of completion in 2010. Construction would include all shallow buried utilities, sidewalks, storm sewer catch basins and roadways. The cost of these services, including design, construction engineering and construction has been estimated at \$8,770,000.

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In addition to the above services, the construction of enhanced fencing, administered by the Land Branch of the Community Services Department, is also needed as part of the development of this area. A total of 2,133 metres of fencing, including decorative and standard black chain link, will be constructed at various locations adjacent to linear parks, buffer strips and at the rear of various residential lots. The total cost of these services has been estimated at \$917,000.

FINANCIAL IMPACT

The Administration is requesting that the post budget increase to Capital Project 1405 – Land Development – Evergreen, be funded from the Prepaid Service Reserves for standard services and from the Property Realized Reserve (Fund 50) for enhanced services not included within the prepaid service rates.

The cost details and source of funding for these projects are as follows:

Description:	Project No.	Amount
<u>Gross Cost Details:</u>		
Land Development – Evergreen Storm Sewer mains	1405-3	\$ 812,000
Land Development – Evergreen Roadways	1405-3	6,975,000
Land Development – Evergreen Utilities	1405-3	983,000
Land Development – Evergreen Earth Fill and Enhanced Features	1405-5	<u>917,000</u>
Total		<u>\$9,687,000</u>
<u>Financing Details:</u>		
General Prepaid Services – Engineering	1405-3	\$7,900,000
General Prepaid Services – Elec City	1405-3	730,000
Property Realized Reserve – Fund 50	1405-3	140,000
Property Realized Reserve – Fund 50	1405-5	<u>917,000</u>
Total		<u>\$9,687,000</u>

PUBLIC NOTICE

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

Section F – UTILITY SERVICES

**F1) Water and Wastewater Treatment Branch
Request for Sewer Charge Exemption – Williams Mobile Power Wash
(File No. CK. 1905-2 and WT-1905-1)**

- RECOMMENDATION:**
- 1) that City Council approve the request for sanitary sewer charge exemption for Williams Mobile Power Wash, 804 – 46th Street East, Saskatoon, Saskatchewan; and
 - 2) that the Office of the City Treasurer be instructed to remove the sanitary sewer charge from the above applicant’s utility bill retroactive to the date of installation of Meter #20092304.

ADOPTED.

REPORT

Administration has received a request from Williams Mobile Power Wash for an exemption from the sanitary sewer charge on their utility bill. Prior to their move to a new location, Williams Mobile Power Wash was receiving this exemption. An investigation by the Water Meter and Cross Connection staff has confirmed that the water meter at the new location is metering water that is not collected by the sanitary sewage collection system; therefore, the Administration recommends that Williams Mobile Power Wash continue to receive an exemption from the sanitary sewer charge retroactive to the date of installation of Meter #20092304 at the new location.

The request for a sewer charge exemption from Williams Mobile Power Wash complies with Sewage Works Bylaw 5115, which states:

“Adjustments for Water Not Returned to Sewer

23. Where a substantial portion of the water purchased by a customer is not returned to the sewerage system of the City, the customer may apply to City Council for an appropriate adjustment in the sewer service charge which Council may by resolution vary and reduce accordingly. Council may from time to time review the rate of adjustment, if any, and no adjustment shall be construed as a right to have the sewer service charge reduced.”

OPTIONS

The recommended exemption is consistent with the bylaw.

POLICY IMPLICATIONS

There are no policy implications as this request complies with Sewage Works Bylaw 5115.

FINANCIAL IMPACT

There will be a minimal impact on Wastewater Revenue; however, the request for exemption complies with Sewage Works Bylaw 5115.

PUBLIC NOTICE

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

**F2) 2010 Capital Project
Capital Project #1248 - WWT – Primary Digestion Process Upgrade
Award of Engineering Services
(File No. CK. 7920-1 and WWT 7990-68-5)**

- RECOMMENDATION:**
- 1) that City Council approve the award of engineering services to Stantec Consulting Ltd. for the construction and post construction phases of upgrades to the Wastewater Treatment Plant digesters at a total upset fee of \$261,625.35 (including P.S.T. and G.S.T.); and
 - 2) that the City Solicitor be instructed to prepare the necessary Engineering Services Agreement for execution by His Worship the Mayor and City Clerk under the Corporate Seal.

ADOPTED.

BACKGROUND

Capital Project #1248 - WWT – Primary Digestion Process Upgrade, provides funding for the replacement of the existing gas mixing system with a mechanical mixing system for Digesters #1 and #2 at the Wastewater Treatment Plant by the fall of 2010 and 2011 respectively. In 2003/04, Digester #3 was converted from gas mixing to mechanical mixing resulting in increased capacity and reliability. Converting the remaining digesters will defer the need to construct an additional digester in the future.

REPORT

In March 2009, City Council considered a report from Administration and awarded an engineering services contract to Stantec Consulting Ltd. for the design, tendering and construction supervision of a digester heat exchanger replacement, and the design and tendering of the digester mixing

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system upgrades at a total upset fee of \$410,438.22, including all taxes. During the design phase, it became apparent that a number of retrofits and modifications not originally anticipated would be required in order to complete the project. The Engineering Services Agreement with Stantec Consulting Ltd. was revised to include this work by increasing the upset fee by \$50,055.00 for a total of \$460,493.22 including all taxes.

The original Engineering Services Agreement and the revision for the electrical room upgrade were for professional services up to the tender award stage. A proposal (Attachment 1) from Stantec Consulting Ltd. for engineering services during the construction and post-construction phases was submitted November 17, 2009, and totals \$261,625.35, including G.S.T. The engineering services work for the construction and post-construction phases is considered a 'project of above average complexity' as defined by the Consulting Engineers of Saskatchewan. The services will be provided over a two-year construction period and the following maintenance period, and will also include review of operations and maintenance manuals, support for operator training, start-up and commissioning, performance testing, and as-built drawings. Engineering Services has reviewed the Stantec Consulting Ltd. proposal and believes it represents good value for the City. The total cost of construction is estimated at \$3,500,000.

OPTIONS

The main alternative option would be to develop a Terms of Reference and solicit offers from consultants, most of whom would not be familiar with the project. Pursuit of this option would add time to the project schedule and would likely result in award of services to Stantec Consulting Ltd. due to their familiarity with the project.

POLICY IMPLICATIONS

The Corporate Purchase of Goods, Services and Work Policy No. C02-030 requires Council approval for Engineering Services greater than \$100,000.

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FINANCIAL IMPACT

The net cost for engineering services described above, and within the proposal submitted by Stantec Consulting Ltd., would be as follows:

Stage 2 Construction Services	\$ 76,128.00
Stage 2 Post-Construction Services	31,103.00
Stage 3 Construction Services	70,490.00
Stage 3 Post-Construction Services	30,336.00
Travel & Disbursements	29,245.00
Contingency	<u>11,865.00</u>
Subtotal	\$249,167.00
G.S.T.	<u>12,458.35</u>
Total Fees	\$261,625.35
Less G.S.T. Rebate	<u>(12,458.35)</u>
Net Cost to City	<u>\$249,167.00</u>

The 2010 Capital Project funding of \$4,328,000 for Capital Project #1248 - WWT – Primary Digestion Process Upgrade is sufficient for the construction and engineering services.

PUBLIC NOTICE

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

ATTACHMENT

1. Stantec Consulting Ltd. Proposal – November 17, 2009

**F3) 2010 Capital Budget
Capital Project #1208 - Water Treatment Plant – New Intake Facility
Construction Contract - Tender Approval
(File No. CK. 7920-1 and WT 7960-55)**

- RECOMMENDATION:**
- 1) that the proposal submitted by Hamm Construction Ltd. for Water Treatment Plant, Raw Water Supply System, River Crossing Pipeline, Request for Proposal Contract 9-0902, at a total cost of \$11,474,769.60 (including G.S.T.) be accepted; and
 - 2) that His Worship the Mayor and the City Clerk be authorized to execute, on behalf of the City of Saskatoon, under the Corporate Seal, the appropriate contract documents as prepared by the City Solicitor.

ADOPTED.

BACKGROUND

Capital Project #1208 - WTP – New Intake Facility involves the design and construction of a new upstream Intake and Pump Station Facility, as well as a new Supply Main River Crossing from the pump station to the existing supply main on Spadina Crescent. Tenders for Contract 8-0731, Water Treatment Plant Raw Water Supply Intake and Pump Station, were received and opened on December 22, 2008. Originally this tender included a single method of construction for the supply main crossing as was specified and approved by regulatory bodies. During the initial tendering process, it was concluded that this approach may lead to inflated costs since very few contractors were able to use the prescribed method, and as a result, the river crossing portion of the work was removed from the tender. Council awarded the construction of the Intake and Pump Station to Westridge Construction Ltd. at a net cost to the City of \$30,908,000.

REPORT

Following the award of the tender for the construction of the Intake and Pump Station Facility, Water & Wastewater Treatment staff and the project consultant, Associated Engineering (Sask) Ltd., reviewed the specifications for the Supply Main River Crossing. A communication with the Department of Fisheries and Oceans (DFO) indicated a more conventional construction technique, such as a coffer dam, would in fact be acceptable. The value engineering exercise resulted in changing the dual pipeline Supply Main River Crossing to a single larger diameter pipeline. The decision was made to issue a Request for Proposal for the Supply Main River Crossing with the proponents responsible for choosing the construction method of crossing the river, obtaining permits from regulatory bodies, and providing the detailed engineered design and drawings for the work.

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Proposals for Water Treatment Plant Raw Water Supply System, River Crossing Pipeline, Request for Proposal, Contract 9-0902, closed on January 12, 2010. Four proposals were received and each proposal presented a different method of construction. In addition to the basic work, separate pricing was requested for installation of a potable water service line and two future use conduits. Associated Engineering's pre-proposal opinion of probable cost was \$11,000,000. A summary of the proposals is as follows:

Proponent	Method	Proposal Price	Separate Price Items
Sprague-Rosser Contracting Co. (Edmonton, AB)	Tunnel Bore	\$9,600,000	\$140,000
Hamm Construction Ltd. (Saskatoon, SK)	Open Cut Coffer Dam	\$10,875,715	\$52,637
BYZ Construction Inc. (Medicine Hat, AB)	Sauerman Dragline	\$11,535,228	\$180,000
Direct Horizontal Drilling Inc. (Acheson, AB)	Micro Tunnelling	\$12,830,000	\$760,000

The proposal by Direct Horizontal Drilling Inc. was missing Schedule E from the proposal form and was considered non-compliant.

Criteria for proposal evaluation was stated in Item 23 of Division 0, Section 00200, Instructions to Proponents. The rated criteria and points were as follows:

<u>Criteria</u>	<u>Maximum Points</u>
Proposal Price	20
Project Team	15
Project Methodology	20
Project Schedule	20
Company Information	5
Relevant Experience	15
General Proposal Quality	5
Total Available Points	100

A team consisting of Water & Wastewater Treatment engineers, Purchasing Services Manager, and Associated Engineering staff evaluated the proposals. A preliminary evaluation resulted in Sprague-Rosser Contracting Co. and Hamm Construction Ltd. being interviewed. Two subsequent evaluation sessions resulted in the proposal by Hamm Construction Ltd. being considered as most favourable for the City. A report dated February 8, 2010, from Associated Engineering (Sask) Ltd. (Attachment 1) details the risks and items considered in the proposal evaluations and lists the points assigned to the three compliant proponents.

The Administration is recommending that the bid submitted by Hamm Construction Ltd. be accepted.

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The net cost to the City for the bid submitted by Hamm Construction Ltd. would be as follows:

Base Tender Amount	\$10,375,715.00
Contingency	500,000.00
Separate Price Items	52,637.00
G.S.T.	<u>546,417.60</u>
Total Tender Price	\$11,474,769.60
Less G.S.T. Rebate to City	<u>(546,417.60)</u>
Net Cost to the City	<u>\$10,928,352.00</u>

OPTIONS

The only option available is to not award to any of the compliant proponents. Not awarding at this time will delay construction to 2011 and compromise the commissioning of the Intake and Pump Station Facility. This pipeline crossing is necessary to connect the new intake with the existing raw water pipeline on Spadina Crescent.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPACT

Capital Project #1208 – WTP – New Intake Facility has \$44,808,000 of approved funding designated for design, construction supervision, and construction. Included in that amount is \$9,000,000 additional funding in the 2010 Capital Budget. Spending to December 31, 2009, remaining commitment to the Intake and Pump Station Facility, land purchase, consultant engineering, and the river crossing proposal recommended above results in a shortfall of \$864,000. The Intake and Pump Station Facility contract contains a contingency amount of \$1,500,000 and the river crossing proposal contains a contingency of \$500,000. The Administration believes approximately \$750,000 of the Intake and Pump Station Facility contingency fund will not be committed. During the interview process for the river crossing proposal evaluation, Hamm Construction indicated a risk sharing with the City for the height of their coffer dam could reduce costs by \$500,000 to \$1,000,000. Considering the projected cost reductions, the Administration believes there is sufficient existing funding to complete the project.

PUBLIC NOTICE

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

ATTACHMENT

1. Associated Engineering Proposal, February 8, 2010

Section G – CITY MANAGER

**G1) River Landing Phase I Destination Centre
Food Services Specialist Consultant
Award of Professional Consultant Services
(File No. CK. 4129-15 and CC. 4130-2)**

- RECOMMENDATION:**
- 1) that the proposal submitted by fs Strategy Inc. for food services specialist consulting in respect of the River Landing Destination Centre, at a total estimated cost of \$29,505.00 be accepted; and
 - 2) that the City Solicitor be instructed to prepare the necessary agreement for execution by His Worship the Mayor and City Clerk under the corporate seal.

ADOPTED.

BACKGROUND

Capital Project #1786 – River Landing Phase I Destination Centre provides funding for the functional program including the requirements for both the art gallery and the parking structure, and any related exterior uses. The design services costs for the Destination Centre includes project management services, a specialty consultant to develop the functional program plan, a cost consultant, architectural and other specialty consultants to complete the schematic design, construction drawings, construction supervision, and commissioning of the parkade and building. An element of the design services is the consideration of incorporating a restaurant or food service facility in the Destination Centre, for this task a specialist is required.

REPORT

A pre-qualified Request for Proposals (Attachment 1) was prepared by Lundholm Associates Architects to commission a food services specialist sub-consultant to investigate the feasibility of incorporating a restaurant or other food service facility in the development. It is envisaged that this would serve the art gallery and theatre users, and also contribute to the vitality of the site in general. It is recognized that there are challenges with food services associated with cultural institutions because of the variable and somewhat unpredictable nature of the demand. The City wishes to undertake a careful study of this opportunity and arrive at a food services model that is sustainable. The selection criteria included: suitable experience/qualifications, understanding of the project, the proponent's methodology, as well as their proposed fee for services. The scope of work listed within the request for proposals included a review of the site and the current offerings in the surrounding precinct; development of an understanding of the expectations of the project steering committee and the respective organizations they represent; the study of relevant case studies; the review and propose of possible approaches and operating models; and a request to provide information on the spatial and technical requirements for the food services facility model.

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Two submissions, including the cost of professional fees and disbursements, were received:

	<u>Basic Fee (GST not included)</u>
fs Strategy Inc.	\$28,100.00
Horizon Hospitality Group Inc.	\$49,000.00

After a systematic analysis of the proposals, the project team rated the proposal from fs Strategy Inc. as the superior submission.

The net cost to the City for food services specialist sub-consultant services by fs Strategy Inc. is as follows:

Fee (professional fee and disbursements)	\$28,100.00
PST	included
GST	<u>\$ 1,405.00</u>
Total Fee	\$29,505.00
Less GST Rebate	<u>\$ 1,405.00</u>
Net Cost to the City	\$28,100.00

FINANCIAL IMPACT

Approved funding for specialty consultant services is included in the 2010 Capital Project #1786 River Landing Phase I Destination Centre approved budget.

SAFETY [Crime Prevention Through Environmental Design (CPTED)]

A CPTED and Safety Committee review will be completed for this project work. Compliance to the review will be documented and included within the design development and working drawing document phase.

PUBLIC NOTICE

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

ATTACHMENT

1. Request for Proposals: Food Services Study prepared by Lundholm Associates Architects.

LEGISLATIVE REPORT NO. 2-2010

Section B – OFFICE OF THE CITY SOLICITOR

**B1) Deductible Reserve Account
(File No. CK. 1815-1)**

- RECOMMENDATION:**
- 1) that the current Deductible Reserve Account be renamed The Self-Insured Retention Reserve, and that contributions to the reserve be capped in the amount of \$2,500,000;
 - 2) that funding for the Reserve be continued on an annual basis in the amount of \$850,000 per year from contributions made by those departments, boards and commissions for which the City is or may be liable, on the same *pro rata* basis as insurance premiums are paid, until the cap is reached, and thereafter, annually in an amount sufficient to restore the Reserve to the cap, to a maximum per year of \$850,000;
 - 3) that the Reserve be dedicated to paying claims and self-insured retentions on third party claims for which the City is liable at law; and
 - 4) that City Administrative Policy C03-003 be amended accordingly.

ADOPTED.

The City has maintained a Deductible Reserve Account for many years, in order to fund claims that are below the City's deductible from persons claiming that the City caused them a loss, and to fund the deductibles charged by our insurers on claims that exceed the deductible. These claims typically include, among other things, claims made by citizens for personal injuries arising from City operations, by homeowners for damage to their property arising out of water main breaks or sewer backups, or damages to citizens' vehicles arising out of road conditions or equipment use.

Your Administration is recommending that the Deductible Reserve Account be renamed the Self-Insured Retention Account, and be added to Administrative Policy C03-003 on the terms and conditions outlined above, and that it continue to be administered by the Risk Management Division. The change in name is to better reflect the true nature of the reserve - that is to pay claims that we essentially insure ourselves, since our insurance policies are now seldom called on in typical claims.

The Reserve has been funded at \$850,000 per year for several years, but has not accumulated any amount since claims have always exceeded the contributions. This past year has been the first in recent memory where claims payments have been reduced to the point where the Reserve has

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retained funds from one year to the next year. This is largely due to the recent change from nuisance to negligence in the legal basis for the City's liability. We expect this trend to continue, and that the reserve will begin to accumulate funds.

In addition, our insurance program has evolved in recent years, as it has in all major cities, to the point where our self-insured retentions (deductibles) under our primary policies have become quite large. We feel that it is important to ensure that a sufficient reserve is available so that we may withstand a difficult year of claims. We are therefore recommending that the reserve be capped in the amount of \$2,500,000.

PUBLIC NOTICE

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

REPORT NO. 3-2010 OF THE PLANNING AND OPERATIONS COMMITTEE

Composition of Committee

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

**1. Parking Meter Hooding
(Files CK. 6120-3 and IS. 6120-5)**

- RECOMMENDATION:**
- 1) that a 24-hour parking meter hood, which would prohibit public parking at anytime the meter is hooded, and a 9-hour parking meter hood, which would restrict parking from 9:00 a.m. to 6:00 p.m. daily, be approved;
 - 2) that the cost for a 9-hour meter bag be set at \$35 per day, and the cost for a 24-hour meter bag be increased from \$13.50 per day to \$115 per day, commencing April 1, 2010;
 - 3) that the Administration fee for hooding of a parking meter be increased from \$15 to \$30 per request, commencing March 1, 2010;

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- 4) that the maximum number of parking stalls allowed to be hooded at any one time be six stalls per block face, or four stalls per block face, if a hooding request exceeds two days; and
- 5) that the Administration be requested to report further on the matter of the hooding of meters at TCU Place.

IT WAS RESOLVED: that the matter be considered with the presentation of the speakers. See Page No. 57

**2. Graffiti Management Program Update
(Files CK. 5000-3 and LS. 225-32-4 and 5000-3)**

RECOMMENDATION: that the information be received.

ADOPTED.

Your Committee has reviewed the attached report of the General Manager, Community Services Department dated January 22, 2010, and is forwarding the report to City Council as information.

**3. Applications for Funding – Youth Sports Subsidy Program
City of Saskatoon Policy C03-007 (Special Events)
(Files CK. 1870-15 x 1720-3-1 and LS. 1720-8-1)**

RECOMMENDATION: that eligible Youth Sport Subsidy Program sport organizations receive a Special Event grant as outlined below:

- 1) that Saskatoon Lions Speedskating Club receive a grant of up to \$677.38 to host the Canada Cup II Junior Long Track Championships, January 29 to 31, 2010;
- 2) that Saskatoon Goldfins Swim Club receive a grant of up to \$12,888.33 to host the Speedo Western Canadian Championships, February 18 to 21, 2010;
- 3) that Saskatoon Youth Soccer Inc. receive a grant of up to \$12,677.28 to host the Division II Youth Soccer Provincials, February 26 to 28, 2010;
- 4) that Water Polo Saskatoon receive a grant of up to \$2,079.42 to host the Provincial Championships, March 27 to 28, 2010;

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- 5) that the Saskatoon Ringette Association receive a grant of up to \$20,587.06 to host the Canadian National Ringette Championships, April 3 to 10, 2010;
- 6) that Saskatoon Aqualenes Synchronized Swim Club receive a grant of up to \$7,107.71 to host the Manitoba, Alberta, Saskatchewan, Yukon Challenge, May 27 to 30, 2010;
- 7) that Saskatoon Diving Club receive a grant of up to \$6,643.61 to host the Senior Summer Nationals Diving Championships, June 21 to 27, 2010; and
- 8) that Saskatoon Baseball Council receive a grant of up to \$1,960.00 to host the Western Canadian Baseball Championships, August 19 to 23, 2010.

ADOPTED.

Attached is the report of the General Manager, Community Services Department dated January 11, 2010, with respect to applications received from Youth Sport Subsidy Program sport organizations for grants from the Special Event Reserve.

Your Committee has reviewed the report with the Administration, including the timing of the report in relation to the date of the events. Your Committee was advised that the Administration will be working with the groups to encourage them to bring forward their applications earlier to allow for review and reporting early in January.

Following a review of this matter, your Committee is supporting the above proposed grant allocations.

4. City of Saskatoon Policy C03-007 (Special Events)
(Files CK. 1870-15 and LS. 1870-12-2)

RECOMMENDATION: that funding in the amount of \$50,000 be allocated to the 2010 Saskatchewan First Nation Winter Games, as this event meets the eligibility requirements as outlined in City of Saskatoon Policy C03-007 (Special Events).

ADOPTED.

Attached is the report of the General Manager, Community Services Department dated January 20, 2010 with respect to a request for funding for the 2010 Saskatchewan First Nation Winter Games to be held in Saskatoon from April 5 to 10, 2010.

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Your Committee has reviewed the report with the Administration and supports the request for funding, as outlined in the above recommendation.

**5. Innovative Housing Incentive Application – Mortgage Flexibilities Support Program
Innovative Residential Inc. – 310 Camponi Place
(Files CK. 750-4 and PL. 951-73)**

- RECOMMENDATION:**
- 1) that funding of 10 percent of the total capital cost for fourteen affordable housing units at 310 Camponi Place be approved under City of Saskatoon Policy C09-002 (Innovative Housing Incentives); and
 - 2) that these fourteen affordable housing units be designated under the Mortgage Flexibilities Support Program, as defined in Section 3.8 of City of Saskatoon Policy C09-002 (Innovative Housing Incentives).

ADOPTED.

Attached is the report of the General Manager, Community Services Department dated February 1, 2010, with respect to a request for funding under the Innovative Housing Incentives Policy for 10 percent of the capital cost for fourteen affordable housing units at 310 Camponi Place, as well as designation under the Mortgage Flexibilities Support Program.

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

**6. City Centre Plan Phase 1
(Files CK. 4110-1 and UD. 217-87)**

- RECOMMENDATION:**
- 1) that the Terms of Reference for Research and Data Services Provided by the Regional and Urban Planning Program, University of Saskatchewan, be approved in order to proceed with Part A of the Public Spaces, Activities + Urban Form Strategic Framework; and
 - 2) that the Request for Proposals for Consultant Services for the Preparation of a Public Spaces, Activities + Urban Form Strategic Framework be approved in order to proceed with Part B of the project.

ADOPTED.

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Attached is the report of the General Manager, Community Services Department dated January 27, 2010 with respect to proposed recommendations for Phase 1 of the City Centre Plan.

Your Committee was advised that Phase 1 of the project includes research and data collection services proposed to be provided through the University of Saskatchewan Regional and Urban Planning Program (Part A of the Public Spaces, Activities + Urban Form Strategic Framework) and a request for proposal for the analysis, representation and presentation of the data collected (Part B of the Public Spaces, Activities + Urban Form Strategic Framework).

The Administration also provided information on the remaining three phases of the project, as summarized in Attachment 2 of the report, and discussed issues relating to the timing and funding for all four phases of the City Centre Plan.

Following review of this matter with the Administration, your Committee is supporting the above recommendations.

REPORT NO. 2-2010 OF THE ADMINISTRATION AND FINANCE COMMITTEE

Composition of Committee

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

**1. Proposed “Green Energy Park” at the Saskatoon Landfill
Saskatoon Light & Power
Capital Project 1281: Electrical Supply Options – Generation Alternatives
(File No. CK. 2000-5)**

- RECOMMENDATION:**
- 1) that the Administration be directed to advance the concept of a Green Energy Park in the area adjacent to the landfill; and
 - 2) that once developed, a Detailed Concept Plan be submitted to City Council for approval.

ADOPTED.

Your Committee has considered and supports the attached report of the General Manager, Utility Services Department, dated February 3, 2010, regarding the above matter. As pointed out in the report, green energy production is another step towards the City’s long-term vision to provide alternative energy sources.

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**2. Commercial Garbage Collection Rates – 2010
(File No. CK. 1905-1)**

- RECOMMENDATION:**
- 1) that commercial garbage collection rates be increased as proposed in Table 1 of the report of the General Manager, Utility Services Department dated February 3, 2010; and
 - 2) that the City Solicitor be requested to prepare the necessary bylaw amendments for consideration by City Council.

ADOPTED.

Attached is a report of the General Manager, Utility Services Department, dated February 3, 2010, regarding proposed increases to commercial garbage collection rates. As noted in the report, commercial garbage collection rates have increased in recent years to reflect the increased cost of labour and equipment only. The landfill tipping portion of the rates has not increased for at least five years.

Your Committee has reviewed this matter with the Administration and supports the proposed fee increases.

**3. Discounted Monthly Bus Passes – Provincial Pilot Project
(File No. CK. 1905-7 x 7300-1)**

- RECOMMENDATION:**
- 1) that the City Clerk and His Worship the Mayor be authorized to execute the Letter of Understanding between the City of Saskatoon and the Ministry of Social Services (Attachment 1) for a Discounted Bus Pass Program for the period commencing October 1, 2009; and
 - 2) that the Administration continue to pursue increasing funding from the Ministry of Social Services based on the terms outlined in the report.

ADOPTED.

City Council, at its meeting held on December 14, 2009, resolved that the City of Saskatoon lobby the Province of Saskatchewan for Transit funding assistance including PST exemptions for capital purchases and increased participation in the Discounted Bus Pass Program.

The attached report of the General Manager, Utility Services Department, dated February 4, 2010, addresses the Discounted Bus Pass Program. Your Committee has reviewed this matter with the Administration and supports entering into the proposed agreement with the Ministry of Social Services to continue the program at current funding levels.

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His Worship the Mayor assumed the Chair.

Moved by Councillor Paulsen, Seconded by Councillor Pringle,

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

CARRIED.

HEARINGS

- 7a) Proposed Rezoning from RMTN to RMTN1
Block C, Plan 102000777
310 Hampton Circle – Hampton Village Neighbourhood
Applicant: City of Saskatoon Neighbourhood Planning Section
Proposed Bylaw No. 8825
(File No. CK. 4351-09-13)**
-

REPORT OF THE CITY CLERK:

“The purpose of this hearing is to consider proposed Bylaw No. 8825.

Attached are copies of the following:

- Proposed Bylaw No. 8825;
- Clause 1, Report No. 1-2010 of the Municipal Planning Commission, which was adopted by City Council at its meeting held on January 18, 2010;
- Notice that appeared in the local press under dates of February 13 and 20, 2010; and
- Letters from the following:
 - Mike and Kim Riel, dated December 21, 2009; and
 - Pierre Wilkinson, dated December 22, 2010, and February 23, 2010 (2 letters).”

Mr. Tim Steuart, Community Services Department, reviewed the proposed Zoning Bylaw Amendment and expressed the Department’s support.

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

The President of the Hampton Village Community Association reiterated concerns of the community including the City having no control over the price of the homes.

Mr. Steuart indicated that price points are included in the request for proposal.

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Moved by Councillor Hill, Seconded by Councillor Paulsen,

THAT the submitted reports and correspondence be received.

CARRIED.

Moved by Councillor Pringle, Seconded by Councillor Paulsen,

THAT the hearing be closed.

CARRIED.

Moved by Councillor Dubois, Seconded by Councillor Heidt,

THAT Council consider Bylaw No. 8825.

CARRIED.

MATTERS REQUIRING PUBLIC NOTICE

**8a) Stonebridge - Municipal Reserve Land Exchange
(File No. CK. 4131-27 and LA. 4131-17-2)**

REPORT OF THE CITY CLERK:

“The following is a report of the City Solicitor dated February 22, 2010:

RECOMMENDATION: that City Council consider Bylaw 8828.

City Council at its meeting held on September 14, 2009, resolved that this Office bring forward the necessary bylaw in accordance with Section 199 of *The Planning and Development Act, 2007*, to effect an exchange of Municipal Reserve lands in the Stonebridge neighbourhood. The particulars of Council’s resolution are set out in Attachment 1 (copy of Clause 2, Report No. 14-2009 of the Planning and Operations Committee).

We enclose Bylaw No. 8828, The Municipal Reserve Redesignation and Exchange Bylaw, 2010, which provides for the redesignation and exchange as set out in Council’s resolution. All of Municipal Reserve MR2, Plan 85S20153, which has a total area of 9.672 acres +/-, is redesignated in exchange for land to be shown as MR1 which has a total proposed area of 21.868 acres +/-.

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PUBLIC NOTICE

Public Notice is required for consideration of this matter, pursuant to Section 11 of Policy No. C01-021, The Public Notice Policy. The following notice was given:

- Advertised in the *StarPhoenix* on Saturday, February 20, 2010 and Saturday, February 27, 2010.
- Posted on City Hall Notice Board on February 19, 2009.
- Posted on City Website on February 19, 2009.

ATTACHMENTS

1. Clause 2, Report No. 14-2009 of the Planning and Operations Committee;
2. Proposed Bylaw No. 8828, The Municipal Reserve Redesignation and Exchange Bylaw, 2010; and
3. Copy of the Public Notice.”

City Solicitor Dust presented her report.

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

Moved by Councillor Dubois, Seconded by Councillor Pringle,

THAT Council consider Bylaw No. 8828.

CARRIED.

ADMINISTRATIVE REPORT NO. 3-2010 – continued

- E1) Enquiry – Councillor B. Pringle (December 3, 2007)**
Safer Street Crossings
Area of Prince Philip School
AND
Enquiry – Councillor B. Pringle (August 17, 2009)
Crosswalk – Wilson and Riel Crescents
AND
Communication to Council
From: Dean Stanzel
Date: September 4, 2009
Subject: Crosswalk at Wilson Crescent and Riel Crescent/Clinkskill Drive
(Files CK. 7000-1, 6150-1 and 6150-3)
-

RECOMMENDATION: that the information is received.

BACKGROUND

The following enquiry was made by Councillor Pringle at the meeting of City Council held on December 3, 2007:

“Would the Administration please explore safer street crossings in the area of Wilson and Dumont Crescent, and also at Prince Philip School on the corner of Drinkle and Clinkskill Drive. The School Council has expressed concern about the safety of children.”

In addition, the following enquiry was made by Councillor B. Pringle at the meeting of City Council held on August 17, 2009:

“Given the increasing numbers of young school children crossing Wilson Crescent (with its increasing traffic) on their way to Prince Philip School, would the Administration please consider safer crosswalk provisions at the corner of Wilson and Riel Crescents.”

At its meeting held on September 14, 2009, Council considered a letter and petition dated September 4, 2009, from Dean Stanzel regarding the crosswalk at Wilson Crescent and Riel Crescent/Clinkskill Drive (Attachment 1), and passed a motion that the matter be referred to the Administration for review.

REPORT

The intersections of Wilson Crescent and Riel Crescent/Clinkskill Drive; Wilson Crescent and Dumont Crescent and Drinkle Street and Clinkskill Drive have been reviewed to determine the need for additional pedestrian crosswalk devices.

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Wilson Crescent is classified as a collector roadway with a posted speed limit of 50 kph and 30 kph during the school speed zone hours. Collector roadways are designed to carry 8,000 to 10,000 vehicles per day (vpd). Drinkle Street and Clinkskill Drive are classified as local roadways. Local roadways are designed to carry up to 1,000 vpd.

A traffic volume and speed study was conducted on Wilson Crescent between Riel Crescent and Deborah Crescent on September 25 to October 1, 2009. The speed study measures the 85th percentile speed (the speed at which 85 percent of the vehicles are travelling at or less than) and the traffic volume indicates the average daily traffic. The result of the study indicated that the average daily traffic (ADT) was 3,757 vpd and the 85th percentile speed was 39 kph during school hours and 53 kph overall, which is acceptable for a collector roadway.

A pedestrian count at Wilson Crescent and Riel Crescent/Clinkskill Drive was conducted on October 19, 2009, during the peak hours of 7:00 a.m. to 9:00 a.m.; 11:30 a.m. to 1:30 p.m.; and 3:00 p.m. to 6:00 p.m. to determine the usage of the pedestrian corridor. The count showed that 146 pedestrians crossed the intersection (104 elementary school aged children, 8 high school aged teenagers, and 34 adults). There is currently a pedestrian corridor in place for north-south pedestrian traffic. A pedestrian corridor utilizes a standard zebra crosswalk and overhead illuminating lights and signage to increase the visibility of pedestrians intending to cross. In addition, there is a pedestrian refuge island and curbing devices that narrow the roadway and allow pedestrians to be seen more easily by traffic while crossing.

An active pedestrian corridor uses illuminated overhead signage and flashing yellow beacons to warn motorists that a pedestrian is waiting to cross. The warrant system for an active pedestrian corridor determines the number of 15-minute periods of pedestrian activity during which the installation of a pedestrian corridor may prove effective in enhancing pedestrian safety. A warrant of at least three 15-minute periods is required. The Wilson Crescent and Riel Crescent/Clinkskill Drive pedestrian study showed that there was only one period warranting an active pedestrian corridor. Although this intersection does not meet the warrant requirements, it serves as a direct route to the school and is used by a number of elementary school-aged children, therefore, the pedestrian corridor will be upgraded to an active pedestrian corridor in 2010.

The location of Wilson Crescent and Dumont Crescent is currently an unmarked crosswalk. A study conducted on January 18, 2008 indicated very low pedestrian usage with only six people crossing during the peak hours. Since this location has very minimal pedestrian usage and does not serve as a direct route to the Prince Philip School, the Administration is not recommending any changes to the current unmarked crosswalk.

The intersection of Drinkle Street and Clinkskill Drive is a direct pedestrian link to the school, therefore, a standard crosswalk was installed 2009.

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FINANCIAL IMPACT

The cost to install the active pedestrian corridor at the intersection of Wilson Crescent and Riel Crescent/Clinkskill Drive is approximately \$10,000, which will be funded from approved Capital Project 1512 –Neighbourhood Traffic Management.

PUBLIC NOTICE

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

ATTACHMENT

1. Copy of letter dated September 4, 2009, from Dean Stanzel.

The City Clerk distributed copies of a letter from Dean Stanzel, dated February 28, 2010, requesting permission to address City Council regarding the above matter.

Moved by Councillor Dubois, Seconded by Councillor Pringle,

THAT Dean Stanzel be heard.

CARRIED.

Mr. Dean Stanzel expressed appreciation to Council and the City of Saskatoon for its efforts in improving pedestrian safety.

Moved by Councillor Pringle, Seconded by Councillor Hill,

THAT the information be received.

CARRIED.

**REPORT NO. 3-2010 OF THE PLANNING AND OPERATIONS COMMITTEE -
continued**

1. **Parking Meter Hooding**
(Files CK. 6120-3 and IS. 6120-5)

RECOMMENDATION: 1) that a 24-hour parking meter hood, which would prohibit public parking at anytime the meter is hooded, and a 9-hour parking meter hood, which would restrict parking from 9:00 a.m. to 6:00 p.m. daily, be approved;

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- 2) that the cost for a 9-hour meter bag be set at \$35 per day, and the cost for a 24-hour meter bag be increased from \$13.50 per day to \$115 per day, commencing April 1, 2010;
- 3) that the Administration fee for hooding of a parking meter be increased from \$15 to \$30 per request, commencing March 1, 2010;
- 4) that the maximum number of parking stalls allowed to be hooded at any one time be six stalls per block face, or four stalls per block face, if a hooding request exceeds two days; and
- 5) that the Administration be requested to report further on the matter of the hooding of meters at TCU Place.

Attached is the report of the General Manager, Infrastructure Services Department dated February 3, 2010 with respect to proposed changes to parking meter hooding and increases to the hooding meter rates.

Your Committee has reviewed the report with the Administration and has received a presentation from Mr. Terry Scaddan, representing The Partnership, expressing support for the proposed changes and highlighting the need for additional parking downtown.

Following review of this matter, your Committee is supporting the proposed changes as set out in the above recommendations and is also requesting that the Administration report further with respect to the matter of the hooding of meters at TCU Place.

The City Clerk distributed copies of the following letters:

- *Kevin Tobin, dated February 23, 2010, requesting permission to address City Council regarding the above matter; and*
- *Corey Hunchak, President, Saskatoon Construction Association, requesting permission to address City Council regarding the above matter.*

Moved by Councillor Dubois, Seconded by Councillor Pringle,

THAT Kevin Tobin and Corey Hunchak be heard.

CARRIED.

Mr. Lyle Bolen, Chair, Saskatoon Jazz Festival, spoke on behalf of Mr. Kevin Tobin. Mr. Bolen expressed concerns with the proposed increase of rates indicating that it will have a negative affect

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on many festivals and events held in the downtown area. He asked that Council exempt festivals from the rate increase.

Mr. Corey Hunchak, President, Saskatoon Construction Association, expressed concerns regarding the proposed rate increase and the negative impact it could have on development in the downtown area. He asked that the matter be tabled until further investigation of the impact on construction.

Moved by Councillor Lorje, Seconded by Councillor Dubois,

- 1) that a 24-hour parking meter hood, which would prohibit public parking at anytime the meter is hooded, and a 9-hour parking meter hood, which would restrict parking from 9:00 a.m. to 6:00 p.m. daily, be approved;*
- 2) that the cost for a 9-hour meter bag be set at \$35 per day, and the cost for a 24-hour meter bag be increased from \$13.50 per day to \$115 per day, commencing April 1, 2010;*
- 3) that the Administration fee for hooding of a parking meter be increased from \$15 to \$30 per request, commencing March 1, 2010;*
- 4) that the maximum number of parking stalls allowed to be hooded at any one time be six stalls per block face, or four stalls per block face, if a hooding request exceeds two days; and*
- 5) that the Administration be requested to report further on the matter of the hooding of meters at TCU Place.*

IN REFERRAL

Moved by Councillor Lorje, Seconded by Councillor Clark,

THAT the matter be referred back to the Planning and Operations Committee for further review.

THE REFERRAL MOTION WAS PUT AND CARRIED.

REPORT NO. 1-2010 OF THE NAMING ADVISORY COMMITTEE

Composition of Committee

His Worship Mayor D. Atchison, Chair
Councillor G. Wyant
Councillor G. Penner
Ms. R. Melnyk
Ms. L. Hartney
Ms. B. Prima

1. Addition of Names to the Names Master List
File No.: PL 4001-5; CK. 6310-1

- RECOMMENDATIONS:**
- 1) that the name 'Jeanneau' be added to the Names Master List;
and
 - 2) that the name 'Kensington' be added to the Names Master List and that it be applied to the first neighbourhood in the Blairmore Suburban Development Area.

According to City of Saskatoon Policy C09-008 (Naming of Civic Property and Development Areas), all requests for adding names to the Names Master List must be screened by the Naming Advisory Committee (Committee) and approved by City Council.

The Committee has reviewed and screened the following names in accordance with City Council's naming guidelines and recommends to City Council that they be added to the Names Master List:

a) General Naming Request:

- i. 'Jeanneau'** – Robert Jeanneau – Mr. Jeanneau began his career at Hickson and Morgan Electronic as a repairman in the early 1950's. Mr. Jeanneau worked his way up to the position of Sales Manager and ultimately attaining partner status in the company.

In 1966, Mr. Jeanneau bought his first apartment block and then he developed and currently owns many apartment buildings, office buildings, and strip malls, located throughout the city.

As a member of the Knights of Columbus, Mr. Jeanneau was involved with the Lucky Horseshoe Bingo for 30 years. For most of those 30 years, Mr. Jeanneau was the President of the Knights of Columbus Charities. During this time, he spearheaded the campaign to build the Columbian Manor and directed the Manor

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through two additions, the last one being an assisted living facility. As a volunteer, Mr. Jeanneau currently oversees the operation of the Manor on a day-to-day basis. Through his position at the Knights of Columbus, Mr. Jeanneau was appointed to the Saskatchewan Liquor and Gaming Authority's Commission where he served as the President and CEO. Mr. Jeanneau recently became a board member for Saskatchewan Housing.

This name suggestion was accompanied by a request for the name to be used for a street.

b) Specific Naming Request:

- i. 'Kensington'** – The Land Branch is currently developing a Concept Plan for the next neighbourhood on the west side of Saskatoon to follow the success of Hampton Village. This is the first of as many as eight residential neighbourhoods that will be located within the Blairmore Suburban Development Area.

The proposed neighbourhood is located on the West Half of Section 35, Township 36, Range 6, West of the Third Meridian and Legal Subdivisions 3, 5, and 6 on South Half of Section 2, Township 37, Range, West of the Third Meridian. The neighbourhood is bounded on the north and west by agricultural land. Also, to the west is the Red Willow Centre and Yarrow Youth Farm. To the south is the Blairmore Suburban Centre, and to the east is agricultural land, as well as the City of Saskatoon neighbourhoods of Pacific Heights, Confederation Park, and Dundonald.

The total area of the development is approximately 500 acres. The City of Saskatoon owns slightly under half of this area (43.7 percent), and the Land Branch is taking the lead on the neighbourhood design on behalf of the ownership group. The other two primary land owners in this neighbourhood are Boychuk Investments (27.8 percent) and 700425 Alberta Inc. (23.9 percent). Three other smaller owners account for 2.5 percent of the area.

The Land Branch considered a vast array of potential names for this neighbourhood, but none seemed as suitable as the name identified as the preferred option, "Kensington". The Land Branch's suggestion for naming comes from the 1913 Yorath Plan, which included a "Kensington Park" and "Kensington Park A" in the area immediately adjacent and south of the neighbourhood's boundaries. It should be noted that only one name appears on the Yorath Plan within the boundaries of the new Blairmore One neighbourhood. That name is "Deer Lodge", which was originally considered, but believed to lack the same impact provided by the name "Kensington".

The City Archivist, Mr. Jeff O'Brien, collected background information to determine what was known about this name. Initially it was believed that the

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Kensington name was chosen by Christopher Yorath, given that he once lived in England somewhat near the affluent Kensington district of West London. However, Mr. O'Brien found two registered survey plans from July 12, 1913, with the names "Kensington Park" and "Kensington Park A", and it is believed the name would have come from property owner, Frank H. Baker. The plans include streets named in honour of locations in England and Scotland, so it can be assumed "Kensington" was also named out of respect for the London district. These survey plans were created by Thomas W. Brown and were eventually cancelled in 1917, without any of the planned development occurring.

During the early 1900s, the Saskatoon area had been in the midst of a land boom. As a result, land owners throughout the area proceeded with surveying and subdividing quarter-sections into grid-patterned residential development in hopes of finding success in a lucrative real estate market. Unfortunately for most of these would-be land barons, the market fell on tough times, and the land boom abruptly ended. Consequently, many registered subdivision plans were cancelled prior to selling any individual lots.

On behalf of the Blairmore ownership group, the Land Branch is requesting that the name "Kensington" be added to the Names Master List to be applied to the neighbourhood currently referred to as Blairmore One. The ownership group believes that "Kensington" is regal, majestic, and historic while remaining both positive and marketable. They also believe "Kensington" will be well received by the public and conjure images of a very pleasant and desirable neighbourhood in which to live.

The Names Master List is kept in the City of Saskatoon Mayor's Office and contains all screened and approved name suggestions for naming municipally owned or controlled facilities, streets, suburban development areas, neighbourhoods, and parks. There are currently approximately 190 entries on the Names Master List. The Planning and Development Branch will notify the applicants of the outcome of City Council's decision.

Moved by Councillor Paulsen, Seconded by Councillor Pringle,

THAT the recommendation of the Naming Advisory Committee be adopted.

CARRIED.

REPORT NO. 1-2010 OF THE LAND BANK COMMITTEE

Composition of Committee

Councillor M. Heidt
Councillor D. Hill
Councillor P. Lorje
Councillor G. Penner
Councillor M. Neault

**1. Request to Sell City-Owned Property
Lot B, Block 180, Plan 82S03197
55 Borden Crescent, Confederation Park Neighbourhood
(File No. CK. 4215-1)**

- RECOMMENDATION:**
- 1) that the Land Branch Manager be authorized to sell Lot B, Block 180, Plan 82S03197 (55 Borden Crescent), in the City of Saskatoon through a Request for Proposal process using prices and selection criteria as identified in the attached report;
 - 2) that if the parcel is not sold through the Request for Proposal process, it be placed for sale over-the-counter and sold on a first-come, first-served basis, using the same terms and conditions as outlined in the attached report for a period of two years;
 - 3) that if the parcel is not sold within two years from the initial offering, it be offered for sale by Public tender for market housing; and
 - 4) that His Worship the Mayor and the City Clerk be authorized to execute the necessary documentation to complete the sale by Request for Proposal.

Attached is the report of the General Manager, Community Services Department dated February 1, 2010 regarding a proposal to sell the parcel of land located at 55 Borden Crescent through a Request for Proposal process, at a fixed price and under the criteria outlined on Pages 2 and 3 of the report most notably that the stated intention is to market these homes under the Mortgage Flexibilities Support Program, and for a completion date within 24 months of approved application.

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Your Committee has reviewed this report with Administration, and supports this sales proposal.

Moved by Councillor Hill, Seconded by Councillor Heidt,

THAT the recommendation of the Land Bank Committee be adopted.

CARRIED.

**2. Request to Sell City-Owned Property
Parcel N, Plan 101908964 (215 Shillington Crescent) and
Parcel U, Plan 101998110 (710 Hart Road)
Blairmore Suburban Centre
(File No. CK. 4110-32)**

- RECOMMENDATION:**
- 1) that the Land Branch Manager be authorized to sell two parcels of land in the Blairmore Suburban Centre to the highest bidders through a public tender process, with reserve bid prices as outlined in the attached report, plus applicable taxes;
 - 2) that if the parcels are not sold through the tender process, they be placed for sale over-the-counter on a first-come, first-served basis; and
 - 3) that His Worship the Mayor and the City Clerk be authorized to execute the necessary documentation to complete the sales by public tender.

Attached is the report of the General Manager, Community Services Department dated January 27, 2010 regarding the proposed sale of the above-noted parcels of land in the Blairmore Suburban Centre by a public tender process.

Your Committee has reviewed this report with the Administration, and supports the sale of this land as outlined in the report.

Moved by Councillor Hill, Seconded by Councillor Heidt,

THAT the recommendation of the Land Bank Committee be adopted.

CARRIED.

ENQUIRIES

**Councillor B. Pringle
Veterans Parking
(File No. CK. 6120-1)**

Some seniors who are veterans come to Saskatoon frequently for medical appointments and see their doctors downtown. They spend money when in Saskatoon, supporting our local economy. I have been asked if the City would offer them the same free parking that we offer to veterans who are located within Saskatoon and within 30 kilometres of Saskatoon.

**Councillor M. Heidt
Licensing of Bicycles
(File No. CK. 306-1)**

With the increased use of bicycles in the city and the continual stealing of the bicycles, would the Administration please bring back a report on cost and administration of a licensing program? This has led to many infractions and putting pedestrians at risk on sidewalks. They have no way of reporting this to the police or bylaw inspectors.

**Councillor T. Paulsen
Rear-End Collisions – Red Light Cameras
(File No. CK. 5300-8)**

Will the Administration please report on what efforts can be made by the City to reduce rear-end collisions at intersections with red light cameras as the recent 30 percent increase is alarming. It may be prudent to work with the Saskatoon Police Service on this issue as well.

INTRODUCTION AND CONSIDERATION OF BYLAWS

Bylaw 8825

Moved by Councillor Paulsen, Seconded by Councillor Pringle,

THAT permission be granted to introduce Bylaw No. 8825, being “The Zoning Amendment Bylaw, 2010 (No. 3)” and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Paulsen, Seconded by Councillor Hill,

THAT Bylaw No. 8825 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Paulsen, Seconded by Councillor Heidt,

THAT Council go into Committee of the Whole to consider Bylaw No. 8825.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 8825 was considered clause by clause and approved.

Moved by Councillor Paulsen, Seconded by Councillor Lorje,

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

CARRIED.

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Moved by Councillor Paulsen, Seconded by Councillor Dubois,

THAT permission be granted to have Bylaw No. 8825 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Paulsen, Seconded by Councillor Clark,

THAT Bylaw No. 8825 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 8828

Moved by Councillor Paulsen, Seconded by Councillor Pringle,

THAT permission be granted to introduce Bylaw No. 8828, being "The Municipal Reserve Redesignation and Exchange Bylaw, 2010" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Paulsen, Seconded by Councillor Hill,

THAT Bylaw No. 8828 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Paulsen, Seconded by Councillor Heidt,

THAT Council go into Committee of the Whole to consider Bylaw No. 8828.

CARRIED.

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

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Committee arose.

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

That while in Committee of the Whole, Bylaw No. 8828 was considered clause by clause and approved.

Moved by Councillor Paulsen, Seconded by Councillor Lorje,

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

CARRIED.

Moved by Councillor Paulsen, Seconded by Councillor Dubois,

THAT permission be granted to have Bylaw No. 8828 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Paulsen, Seconded by Councillor Clark,

THAT Bylaw No. 8828 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 8829

Moved by Councillor Paulsen, Seconded by Councillor Pringle,

THAT permission be granted to introduce Bylaw No. 8829, being "The Waste Amendment Bylaw, 2010" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

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Moved by Councillor Paulsen, Seconded by Councillor Hill,

THAT Bylaw No. 8829 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Paulsen, Seconded by Councillor Heidt,

THAT Council go into Committee of the Whole to consider Bylaw No. 8829.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 8829 was considered clause by clause and approved.

Moved by Councillor Paulsen, Seconded by Councillor Lorje,

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

CARRIED.

Moved by Councillor Paulsen, Seconded by Councillor Dubois,

THAT permission be granted to have Bylaw No. 8829 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Paulsen, Seconded by Councillor Clark,

THAT Bylaw No. 8829 be now read a third time, that the bylaw be passed and the Mayor and the City Clerk be authorized to sign same and attach the corporate seal thereto.

CARRIED.

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Bylaw 8830

Moved by Councillor Paulsen, Seconded by Councillor Pringle,

THAT permission be granted to introduce Bylaw No. 8830, being “The Street Closing Bylaw, 2010 (No. 3)” and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Paulsen, Seconded by Councillor Hill,

THAT Bylaw No. 8830 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Paulsen, Seconded by Councillor Heidt,

THAT Council go into Committee of the Whole to consider Bylaw No. 8830.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 8830 was considered clause by clause and approved.

Moved by Councillor Paulsen, Seconded by Councillor Lorje,

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

CARRIED.

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Moved by Councillor Paulsen, Seconded by Councillor Dubois,

THAT permission be granted to have Bylaw No. 8830 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Paulsen, Seconded by Councillor Clark,

THAT Bylaw No. 8830 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

The following communications were submitted and dealt with as stated:

A. REQUESTS TO SPEAK TO COUNCIL

1) Scott Wright, dated February 15

Requesting permission to address City Council with respect to the future use of Chief Whitecap Park. (File Nos. CK. 152-2 & 4205-38)

2) Gary Budd, dated February 17

Requesting permission to address City Council with respect to the future use of Chief Whitecap Park. (File No. CK. 4205-38)

3) Alma Elias, dated February 18

Requesting permission to address City Council with respect to the future use of Chief Whitecap Park. (File No. CK. 4205-38)

4) John Elias, dated February 18

Requesting permission to address City Council with respect to the future use of Chief Whitecap Park. (File No. CK. 4205-38)

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5) Eli Bornstein, dated February 18

Requesting permission to address City Council with respect to the future use of Chief Whitecap Park. (File No. CK. 4205-38)

6) Joel Hesje, on behalf of Linda Budd, dated February 23

Requesting permission to address City Council with respect to the future use of Chief Whitecap Park. (File No. CK. 4205-38)

RECOMMENDATION: that Scott Wright, Gary Budd, Alma Elias, John Elias, Eli Bornstein and Joel Hesje be heard.

Moved by Councillor Dubois, Seconded by Councillor Pringle,

THAT Scott Wright, Gary Budd, Alma Elias, John Elias, Eli Bornstein and Joel Hesje be heard.

CARRIED.

Mr. Scott Wright spoke in opposition to the proposed park plan indicating that it is not compatible with the habitat of the land and ecology.

Mr. Gary Budd spoke in opposition to the park becoming an off-leash dog park. He noted that he has experienced aggressive dogs making the area not user friendly for all.

Ms. Alma Elias spoke in opposition to the park becoming an off-leash dog park. She also asked that the park be maintained including better parking, signage, garbage containers, and locking gates.

Mr. John Elias spoke in opposition to the park becoming an off-leash dog park indicating that it will drive the natural wildlife away. He also expressed concern regarding the increased traffic the proposed plan will create. He provided Council with a copy of his presentation.

Ms. Eli Bornstien spoke in opposition to the park becoming an off-leash dog park.

Mr. Joel Hesje spoke on behalf of Ms. Linda Budd. He expressed the following points:

- *As per an agreement with the Federal Government, the park is only to be used as a public space;*
- *The off-leash dog park proposed is not consistent with the agreement and it is currently unlawful as per the R.M. Corman Park Bylaw; and*

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- *Fairness of the process – establishment of a steering committee only containing one organization (ROLO) and not other users thereby making an unbalanced committee.*

Moved by Councillor Hill, Seconded by Councillor Paulsen,

THAT the information be received and forwarded to the Administration.

CARRIED.

B. ITEMS WHICH REQUIRE THE DIRECTION OF CITY COUNCIL

- 1) Veronique Eberhart, Federation des Francophones de Saskatoon, dated February 3 and Laurette Lefol, President, La Federation des francophones de Saskatoon, dated February 18**
-

Requesting permission to hold a flag-raising ceremony in Civic Square on Tuesday, March 9, 2010, from 12:15 p.m. to 12:45 p.m. to mark the beginning of the Rendez-vous de la Francophonie. (File No. CK. 205-1)

RECOMMENDATION: that the request to hold a flag-raising ceremony in Civic Square on Tuesday, March 9, 2010, from 12:15 p.m. to 12:45 p.m. to mark the beginning of the Rendez-vous de la Francophonie be approved subject to any administrative conditions.

Moved by Councillor Paulsen, Seconded by Councillor Pringle,

THAT the request to hold a flag-raising ceremony in Civic Square on Tuesday, March 9, 2010, from 12:15 p.m. to 12:45 p.m. to mark the beginning of the Rendez-vous de la Francophonie be approved subject to any administrative conditions.

CARRIED.

- 2) Tiffany Koback, dated February 5**

Requesting that the hours which amplified music can be heard under the Noise Bylaw be extended and that pets be allowed in Kiwanis Park, from 9:00 a.m. to 4:00 p.m. on Sunday, July 11, 2010, to accommodate the community stage and celebrations for the fifth annual Pets in the Park event. (File No. CK. 205-1)

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RECOMMENDATION: that the request for the hours which amplified music can be heard under the Noise Bylaw be extended and that pets be allowed in Kiwanis Park, from 9:00 a.m. to 4:00 p.m. on Sunday, July 12, 2010, to accommodate the community stage and celebrations for the fifth annual Pets in the Park event be approved.

Moved by Councillor Hill, Seconded by Councillor Heidt,

THAT the request for the hours which amplified music can be heard under the Noise Bylaw be extended and that pets be allowed in Kiwanis Park, from 9:00 a.m. to 4:00 p.m. on Sunday, July 12, 2010, to accommodate the community stage and celebrations for the fifth annual Pets in the Park event be approved.

CARRIED.

3) Irwin Blank, CEO, SAMA, dated December 16

Advising of the Annual Meeting to be held on Wednesday, April 21, 2010 and requesting that Council appoint one voting delegate to attend.

RECOMMENDATION: that Councillor Lorje be authorized to vote on the City's behalf at the SAMA Annual Meeting scheduled for Wednesday, April 21, 2010.

Moved by Councillor Hill, Seconded by Councillor Dubois,

THAT Councillor Lorje be authorized to vote on the City's behalf at the SAMA Annual Meeting scheduled for Wednesday, April 21, 2010.

CARRIED.

4) Vishesh Kalra and Justin King, High Voltage Classic Directors, dated February 10

Requesting that the hours which amplified music can be heard under the Noise Bylaw be extended until 12 midnight on Saturday, March 13, 2010, in Civic Square and 23rd Street East to accommodate the annual High Voltage Classic charity road hockey tournament. (File Nos. CK. 185-9 & 205-1)

RECOMMENDATION: that the request for the hours which amplified music can be heard under the Noise Bylaw be extended until 12 midnight on March 13, 2010, in Civic Square and 23rd Street East to

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accommodate the annual High Voltage Classic charity road hockey tournament be granted.

Moved by Councillor Paulsen, Seconded by Councillor Heidt,

THAT the request for the hours which amplified music can be heard under the Noise Bylaw be extended until 12 midnight on March 13, 2010, in Civic Square and 23rd Street East to accommodate the annual High Voltage Classic charity road hockey tournament be granted.

CARRIED.

5) R.L. Hanson, Commander, Commanding Officer, Her Majesty's Canadian Ship UNICORN dated January 20

Requesting the right to exercise the Freedom of the City during a special Centennial parade on Sunday, May 2, 2010 in celebration of the Centennial of the Canadian Navy. (File No. CK. 205-1)

RECOMMENDATION: that HMCS Unicorn be granted Freedom of the City on Sunday, May 2, 2010, and that permission be given to fly the Naval Jack Flag at City Hall, if requested.

Moved by Councillor Paulsen, Seconded by Councillor Heidt,

THAT HMCS Unicorn be granted Freedom of the City on Sunday, May 2, 2010, and that permission be given to fly the Naval Jack Flag at City Hall, if requested.

CARRIED.

6) Pam Kilgour, Office & Systems Manager, TCU Place, dated February 22

Submitting notice of the Annual General Meeting of the Saskatoon Centennial Auditorium & Convention Centre Corporation Membership to be held on Thursday, April 22, 2010 as well as the Annual General Meeting of the Saskatoon Centennial Auditorium Foundation Membership also being held on the 22nd of April, 2010.

RECOMMENDATION: that the City of Saskatoon, being a member of the Saskatoon Centennial Auditorium & Convention Centre Corporation and the Centennial Auditorium Foundation Board of Directors, appoint Donald Atchison, or in his absence, Tiffany Paulsen or Glen Penner of the City of Saskatoon, in the Province of Saskatchewan, as its proxy to vote for it on its behalf at the Annual General Meeting of the members of the Saskatoon Centennial Auditorium & Convention

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Centre and the Centennial Auditorium Foundation, to be held on April 22, 2010, or at any adjournment or adjournments thereof.

Moved by Councillor Clark, Seconded by Councillor Heidt,

THAT the City of Saskatoon, being a member of the Saskatoon Centennial Auditorium & Convention Centre Corporation and the Centennial Auditorium Foundation Board of Directors, appoint Donald Atchison, or in his absence, Tiffany Paulsen or Glen Penner of the City of Saskatoon, in the Province of Saskatchewan, as its proxy to vote for it on its behalf at the Annual General Meeting of the members of the Saskatoon Centennial Auditorium & Convention Centre and the Centennial Auditorium Foundation, to be held on April 22, 2010, or at any adjournment or adjournments thereof.

CARRIED.

7) Dianne Anton, Special Events Coordinator, Canadian Cancer Society dated February 24

Requesting an extension of the time that amplified music can be heard under the Noise Bylaw from 6 p.m. Friday, May 28 to 6 a.m. Saturday, May 29, 2010, in conjunction with the 10th Annual Relay for Life being held in Diefenbaker Park. (File No. CK. 205-1)

RECOMMENDATION: that the request for an extension of the time that amplified music can be heard under the Noise Bylaw from 6 p.m. Friday, May 28 to 6 a.m. Saturday, May 29, 2010, in conjunction with the 10th Annual Relay for Life being held in Diefenbaker Park be granted.

Moved by Councillor Dubois, Seconded by Councillor Hill,

THAT the request for an extension of the time that amplified music can be heard under the Noise Bylaw from 6 p.m. Friday, May 28 to 6 a.m. Saturday, May 29, 2010, in conjunction with the 10th Annual Relay for Life being held in Diefenbaker Park be granted.

CARRIED.

8) Judy Koutecky, Administrative Assistant, Mendel Art Gallery, dated February 19

Advising Council of the Annual General Meeting of the Members of The Saskatoon Gallery and Conservatory Corporation to be held on Tuesday, March 23, 2010 at 7:00 p.m. (File No. CK. 175-27)

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RECOMMENDATION: that the City of Saskatoon, being a member of The Saskatoon Gallery and Conservatory Corporation, appoint Donald Atchison, or in his absence, Councillors Clark or Paulsen of the City of Saskatoon, in the Province of Saskatchewan, as its proxy to vote for it on its behalf at the Annual General Meeting of the members of the Saskatoon Gallery and Conservatory Corporation, to be held on the 23rd day of March, 2010, or at any adjournment or adjournments thereof.

Moved by Councillor Paulsen, Seconded by Councillor Pringle,

THAT the City of Saskatoon, being a member of The Saskatoon Gallery and Conservatory Corporation, appoint Donald Atchison, or in his absence, Councillors Clark or Paulsen of the City of Saskatoon, in the Province of Saskatchewan, as its proxy to vote for it on its behalf at the Annual General Meeting of the members of the Saskatoon Gallery and Conservatory Corporation, to be held on the 23rd day of March, 2010, or at any adjournment or adjournments thereof.

CARRIED.

C. INFORMATION ITEMS

1) Gary Bouskill, dated February 14

Commenting on professional hockey in Saskatoon. (File No. CK. 150-1)

2) Darren Hill, City Councillor, Ward 1, dated February 17

Submitting copies of letters from downtown merchants addressing various safety concerns on 2nd Avenue North. (File No. CK. 5000-1)

3) Jacquie Christenson, dated February 10

Commenting on driving and traffic violations in the city. (File No. CK. 5300-1)

4) Doreen Wilson, dated February 12

Commenting on various civic issues. (File Nos. CK. 1905-1, 4129-15 & 1942-1)

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5) Charlie Bueckert, dated February 4

Commenting on snow removal. (File No. CK. 6290-1)

6) Judy Wood, dated February 4

Commenting on snow removal. (File No. CK. 6290-1)

7) Tim Fehr, dated February 4

Commenting on snow removal. (File No. CK. 6290-1)

8) Gene Patrick, dated February 8

Commenting on snow removal. (File No. CK. 6290-1)

9) Floyd Wanner, dated February 8

Commenting on snow removal. (File No. CK. 6290-1)

10) Sheldon Trabish, dated February 8

Commenting on snow removal. (File No. CK. 6290-1)

11) Joe Kuchta, dated February 8

Commenting on snow removal. (File No. CK. 6290-1)

12) Neil Miller, dated February 8

Commenting on snow removal. (File No. CK. 6290-1)

13) Grace Kuhn, dated February 8

Commenting on snow removal. (File No. CK. 6290-1)

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14) Joshua Herman, dated February 8

Commenting on snow removal. (File No. CK. 6290-1)

15) Georgie Davis, dated February 10

Commenting on snow removal. (File No. CK. 6290-1)

16) Kevin Cuff, dated February 10

Commenting on snow removal. (File No. CK. 6290-1)

17) Xiaowei Meng, dated February 10

Commenting on snow removal. (File No. CK. 6290-1)

18) Villagio Condominium Corporation, c/o Jos Herman, Treasurer, dated February 10

Commenting on snow removal. (File No. CK. 6290-1)

19) Diane Reaser, dated February 11

Commenting on snow removal. (File No. CK. 6290-1)

20) Jon Ellis, dated February 12

Commenting on snow removal. (File No. CK. 6290-1)

21) James Davie, dated February 12

Commenting on snow removal. (File No. CK. 6290-1)

22) Joe Kuchta and Georgie Davis, dated February 13

Commenting on snow removal. (File No. CK. 6290-1)

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23) Ken Nowosad, dated February 16

Commenting on snow removal. (File No. CK. 6290-1)

24) Allan Regehr, dated February 17

Commenting on snow removal. (File No. CK. 6290-1)

25) Barb Nankivell, dated February 20

Commenting on snow removal. (File No. CK. 6290-1)

26) Brock Carlton, CEO, FCM, dated February 5

Advising of payment of \$82,877.59 being the final contribution to the Retrofitting Rapid Stabilization and Gas Collection in Older Landfills project. (File No. CK. 7830-4)

27) Joanne Sproule, Deputy City Clerk, dated February 3

Submitting notification of Development Appeals Board Hearing respecting the property at 407 26th Street West. (File No. CK. 4352-1)

28) Joanne Sproule, Deputy City Clerk, dated February 3

Submitting notification of Development Appeals Board Hearing respecting the property at 403 27th Street West. (File No. CK. 4352-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Dubois, Seconded by Councillor Paulsen,

THAT the information be received.

CARRIED.

D. ITEMS WHICH HAVE BEEN REFERRED FOR APPROPRIATE ACTION

1) Imma Donaldo, dated February 5

Suggesting that the Canadian Education Program be illustrated to Educators from South Africa. (File No. CK. 150-1) **(Referred to Administration for further handling.)**

2) Tom Rogers, dated February 8

Commenting on access to ski trail conditions. (File No. CK. 5500-1) **(Referred to Administration for appropriate action.)**

3) Angela Vogelsang, dated February 9

Commenting on the intersection of Preston Avenue South and Circle Drive. (File Nos. CK. 6250-1 & 6320-1) **(Referred to Administration for consideration.)**

4) Judy Prociuk, dated February 9

Commenting on dog licensing fees. (File Nos. CK. 152-5 & 1720-1) **(Referred to Administration to respond to the writer.)**

5) Jacolen Richardson, dated February 10

Commenting on the need for a parking permit system in the Kelsey/Mayfair/Caswell neighbourhoods. (File No. CK. 6120-4-2) **(Referred to Administration to respond to the writer.)**

6) Joanne Arnsten-Vardakas, dated February 10

Commenting on countdown traffic lights. (File No. CK. 6250-1) **(Referred to Administration for consideration.)**

7) Elaine Lafleur, dated February 9

Commenting on access to weekly plans for maintenance work. (File Nos. CK. 6290-1 & 7830-1) **(Referred to Administration for consideration)**

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8) Robert Solem dated February 11

Commenting on an on-line survey with respect to front-lane garbage pickup.
(File No. CK. 7830-3) **(Referred to Administration for further handling.)**

9) Robert Kitzan, dated February 12

Commenting on snow removal and safety of the crosswalk at Dundonald School.
(File Nos. CK. 6290-1 & 6150-1) **(Referred to Administration for consideration.)**

10) Cindy Placatka, dated February 12

Commenting on traffic issues resulting from a drive-through restaurant at a 8th Street and Cumberland Avenue. (File No. CK. 6320-1) **(Referred to Administration for appropriate action.)**

11) Michael Price, dated February 16

Seeking reimbursement for damage to vehicle caused by road conditions. (File No. CK. 6290-1)
(Referred to Administration to respond to the writer.)

12) JoAnn McKinley, dated February 19

Requesting a civic policy be implemented for scent-free workplaces. (File No. CK. 150-1)
(Referred to Administration for a report.)

RECOMMENDATION: that the information be received.

Moved by Councillor Paulsen, Seconded by Councillor Hill,

THAT the information be received.

CARRIED.

E. PROCLAMATIONS

1) Debbie Marcoux, Member, Board of Governors, Institute of Internal Auditors – Saskatchewan Chapter, dated February 4

Requesting City Council proclaim May 2010 as Internal Audit Awareness Month. (File No. CK. 205-5)

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2) Rachelle Lepage, Executive Director, Epilepsy Saskatoon, dated February 16

Requesting City Council proclaim March 26th as Purple Day to aid in epilepsy awareness and that the lights on the Traffic Bridge be purple for that one day. (File No. CK. 205-5)

**3) Rhonda Rosenberg, Executive Director
Multicultural Council of Saskatchewan, dated February 23, 2010**

Requesting City Council proclaim March 21, 2010 as The International Day for the Elimination of Racial Discrimination Day in Saskatoon. (File No. CK. 205-5)

- RECOMMENDATION:**
- 1) that City Council approve all proclamations as set out in Section E;
 - 2) that the City Clerk be authorized to sign the proclamations, in the standard form, on behalf of City Council; and
 - 3) that the Traffic Bridge lights be purple on Purple Day, March 26, 2010.

Moved by Councillor Hill, Seconded by Councillor Dubois,

- 1) *that City Council approve all proclamations as set out in Section E;*
- 2) *that the City Clerk be authorized to sign the proclamations, in the standard form, on behalf of City Council; and*
- 3) *that the Traffic Bridge lights be purple on Purple Day, March 26, 2010.*

CARRIED.

Moved by Councillor Paulsen,

THAT the meeting stand adjourned.

CARRIED.

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The meeting adjourned at 8:45 p.m.

Mayor

City Clerk