



**REVISED AGENDA
REGULAR BUSINESS MEETING OF CITY COUNCIL**

**Monday, April 27, 2015, 1:00 p.m.
Council Chamber, City Hall**

Pages

1. NATIONAL ANTHEM AND CALL TO ORDER

2. CONFIRMATION OF AGENDA

20 - 24

Recommendation

1. That the attached letter from Clayton Symynuk dated April 25, 2015, submitting comments be received and considered during Item 8.1.10;
2. That the attached letter from John Nasser dated April 24, 2015, requesting to speak be received and that he be heard during consideration of Item 9.6.1;
3. That the attached letters from Paul Van Pul and Cliff Smith dated April 23, 2015, requesting to speak be received and that they be heard during consideration of Item 9.7.2;
4. That the attached letter from Sarina Gersher dated April 24, 2015, requesting to speak be received and that she be heard during consideration of Item 9.11.1;
5. That the attached report of the General Manager, Transportation and Utilities Department dated April 27, 2015, be considered as Urgent Business Item 13.1; and
6. That the agenda be confirmed as amended.

3. DECLARATION OF PECUNIARY INTEREST

4. ADOPTION OF MINUTES

Recommendation

That the minutes of Regular Business Meeting of City Council held on March 23, 2015, be approved.

- 5. **PUBLIC ACKNOWLEDGMENTS**
- 6. **UNFINISHED BUSINESS**
- 7. **QUESTION PERIOD**
- 8. **CONSENT AGENDA**

Recommendation

That the Committee recommendations contained in items 8.1.1 to 8.1.12, 8.2.1 to 8.2.6, 8.3.1 to 8.3.14, 8.4.1 to 8.4.10 and 8.5.1 to 8.5.10 be adopted as one motion.

8.1 Standing Policy Committee on Planning, Development & Community Services

- 8.1.1 **2014 Annual Report – Development Appeals Board [File No. CK. 430-30]** 25 - 27

Recommendation

That the 2014 Annual Report of the Development Appeals Board be received as information.

- 8.1.2 **Renaming Request – Naming Advisory Committee [File No. CK. 6310-1]** 28 - 33

Recommendation

- 1. That ‘Ells Link’ be renamed to ‘Kensington Manor’ as outlined in the letter from the Naming Advisory Committee dated April 7, 2015; and
- 2. That the City Solicitor be requested to prepare the appropriate bylaw.

- 8.1.3 **Inquiry - Councillor P. Lorje (August 21, 2014) - Carrying Oil Through City - Railways and Pipeline Option [Files CK. 2500-1 and x6170-1]** 34 - 39

Recommendation

That the report of the Fire Chief dated April 13, 2015, be received as information.

- 8.1.4 **Amendments to The Planning and Development Act, 2007 [Files** 40 - 43

CK. 127-3 and PL. 127-4-3]

Recommendation

That the General Manager, Community Services Department, be authorized to send a letter to the Minister of Government Relations requesting amendments to The Planning and Development Act, 2007, as outlined in the report of the General Manager, Community Services Department dated April 13, 2015.

- 8.1.5 Process of Handling Barking Dog Complaints [File No. CK. 152-1] 44 - 50**

Recommendation

1. That the report be received as information;
2. That City Council consider the proposed amendments to The Animal Control Bylaw, 1999 outlined in the report of the City Solicitor dated April 13, 2015; and
3. That the Administration be requested to review the number of animal complaints received by the Saskatoon Police Service after hours and whether there is an opportunity to consider a change in the hours of operation of the Saskatoon Animal Control Agency to be able to be more responsive to handling barking dog complaint calls in the evening.

- 8.1.6 South Caswell Concept Plan Amendment Process [Files CK. 4110-43 and PL. 4110-19-11] 51 - 64**

Recommendation

1. That the report be received as information; and
2. That the Administration be authorized to proceed with an Expression of Interest process for the City of Saskatoon-owned sites in the South Caswell Concept Plan in order to gauge development interest and report back to City Council and the community with the results.

- 8.1.7 Amendments to Bylaw No. 7565, The Poster Bylaw, 1996 [Files CK. 185-6 and PL. 217-23] 65 - 69**

Recommendation

That the City Solicitor be instructed to amend Bylaw No. 7565, *The Poster Bylaw, 1996*, to state that only one poster for each “event or advertisement” is permitted at any one location.

- 8.1.8 PotashCorp Playland – Paving of Parking Lot [Files CK. 4205-9- 70 - 74**

3 and RS. 4206-KI-1]

Recommendation

1. That a change to the scope of Kinsmen Park Capital Project No. 2471 to include paving the parking lot (estimated at \$125,000) be approved;
2. That the addition of \$175,000 to the project contingency fund be approved; and
3. That the requested funding in the amount of \$300,000 come from the Dedicated Lands Account.

- 8.1.9 Access to Leisure Centres During Service Disruptions [Files CK. 7500-1, CK. 610-1, RS. 1720-5 and RS. 1720-1] 75 - 86**

Recommendation

That the proposed revisions to Leisure Services Fees and Charges Policy No. C03-029 be approved, as outlined in the report of the General Manager, Community Services dated April 13, 2015.

- 8.1.10 City Centre Plan – Implementation Schedule of Broadway 360 Development Plan [Files CK. 4110-42, PL. 4110-11-14 and PL. 4130-22] 87 - 98**

Recommendation

That the April 13, 2015 report of the General Manager, Community Services Department be received as information.

- 8.1.11 2015 to 2017 Zoo Program/Concession Agreement – Saskatoon Forestry Farm Park and Zoo 99 - 103**

Recommendation

1. That the City of Saskatoon and The Saskatoon Zoo Society enter into a three-year agreement for services at the Saskatoon Forestry Farm Park and Zoo starting January 1, 2015, in accordance with the terms set out in the report of the General Manager, Community Services Department dated April 13, 2015; and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

- 8.1.12 Status Report on the (Ten Year) 2013-2022 Housing Business Plan [Files CK. 750-1 and PL. 950-27] 104 - 125**

Recommendation

1. That the Administration be instructed to communicate to the Provincial Government, the housing needs identified in the report of the General Manager, Community Services Department dated April 13, 2015, and request that the Rental Construction Incentive and Affordable home Ownership Program be extended beyond March 31, 2016; and
2. That the Administration report back prior to the 2016 Business Plan and Budget deliberations on funding requirements and housing targets for 2016.

8.2 Standing Policy Committee on Finance

- 8.2.1 2014 Annual Report – Saskatoon Accessibility Advisory Committee [File No. CK. 430-1] 126 - 129**

Recommendation

That the report of the Saskatoon Accessibility Advisory Committee, dated April 13, 2015, be received as information.

- 8.2.2 SaskPower Land Acquisition – Widening of Valley Road [Files CK. 4020-12, AF. 4020-1, 6050-1 and LA. 4022-09-6] 130 - 133**

Recommendation

1. That the Real Estate Manager be authorized to purchase a portion of NW 13-36-06-3, Extension 0, comprising approximately 0.738 acres, from Saskatchewan Power Corporation at a purchase price of \$11,000;
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal; and
3. That all costs associated with the land acquisition be charged to the Circle Drive South project.

- 8.2.3 Request to Cost Share Kensington Decorative Back-of-lot Fencing [Files CK. 4110-44, AF. 4214-1 and LA. 4188-28] 134 - 139**

Recommendation

1. That the Administration be authorized to proceed with the cost sharing of decorative aluminum fence installations along the rear of lots 1 to 11, Block 224, Plan 102171732 in the Kensington Neighbourhood with DREAM Development;

and

2. That the estimated quote of \$107,323 plus GST for the City of Saskatoon's share of the fence installations be approved and DREAM Development be authorized to proceed with the construction on behalf of the City of Saskatoon.

8.2.4 Report on Write-downs of Surplus Inventory - 2014 [Files CK. 1290-1 and AF. 1001-1] 140 - 143

Recommendation

That the report of the CFO/General Manager, Asset and Financial Management Department, dated April 13, 2015, be received as information.

8.2.5 Major Projects Report – Updated 2014 [Files CK. 1500-1, x1702-1, AF. 430-1 and 1500-1] 144 - 170

Recommendation

1. That the report of the CFO/General Manager, Asset and Financial Management Department, dated April 13, 2015, be forwarded to City Council for information; and
2. That the Administration report on the projected operational impact of current debt levels and with respect to the debt retirement plan.

8.2.6 Acquisition of Lands for School Sites in the Neighbourhoods of Hampton Village, Stonebridge, and Rosewood [Files CK. 4020-2 and PL. 4020-9] 171 - 194

Recommendation

1. That the Real Estate Manager be authorized to purchase the following lands:
 - a. Parcel B, Plan No. 102063462, Ext. 0, comprised of approximately 6.98 acres from Saskatoon Land Devco Ltd. at a purchase price of \$5,339,700 (Hampton Village);
 - b. Parcel YY, on the Proposed Plan of Subdivision, comprised of approximately 7.14 acres from 630276 Saskatchewan Ltd. and Dream Asset Management Corporation at a purchase price of \$5,704,800 (Stonebridge); and
 - c. Parcel A, on the Proposed Plan of Subdivision, comprised of approximately 7.185 acres from Boychuk Investments Ltd. at a purchase price of \$5,740,815 (Rosewood).

2. That \$6,392,000 be transferred to the Evergreen Land Development Fund to compensate for the City-owned Evergreen school site;
3. That \$475,850 be transferred to the Dedicated Lands Account to compensate for Municipal Reserve land required to provide a larger site for the Hampton Village school;
4. That up to \$300,000 be allocated to fund miscellaneous site preparation costs incurred to provide a larger site for the Hampton Village school;
5. That all costs associated with recommendations 1 through 4 be funded by the Community Centre Levy Reserve and the proceeds from the Contribution Agreement with the Province of Saskatchewan; and,
6. That the City Solicitor be requested to prepare the appropriate agreements and that His Worship the Mayor and the City Clerk be authorized to execute the agreements under the Corporate Seal.

8.3 Standing Policy Committee Transportation

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| 8.3.1 | 2002 New Flyer Articulating Bus Refurbishment - Request for Proposal Award [File No. CK. 1402-1] | 195 - 198 |
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Recommendation

1. That the proposal submitted by MTB Transit Solutions for the refurbishment of five, 2002 New Flyer articulating buses for a total of \$666,365.33 including taxes be accepted; and
2. That Purchasing Services be authorized to issue the necessary Purchase Order.

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| 8.3.2 | 2015 Overpass Testing and Inspection Program - Award of Engineering Services [Files CK. 6050-1 and TU. 6050-104-01] | 199 - 202 |
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Recommendation

1. That the engineering services proposal submitted by Stantec Consulting Ltd., for completion of the 2015 Overpass Testing and Inspection Program, at a total estimated cost, on a lump sum basis, to an upset limit of \$97,730 (including GST and PST), be approved; and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

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| 8.3.3 | City Park Neighbourhood Traffic Review [File No. CK. 6320-1] | 203 - 249 |
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Recommendation

That the Neighbourhood Traffic Review for the City Park neighbourhood be adopted as the framework for future traffic improvements in the area, to be undertaken as funding is made available through the annual budget process.

- 8.3.4 Haultain Neighbourhood Traffic Review [File No. CK. 6320-1] 250 - 288**

Recommendation

That the Neighbourhood Traffic Review for the Haultain neighbourhood be adopted as the framework for future traffic improvements in the area, to be undertaken as funding is made available through the annual budget process.

- 8.3.5 Cummins Western Canada – Engine Repairs and/or Parts – Blanket Purchase Order [Files CK. 1402-1 and TR. 7300-1] 289 - 294**

Recommendation

1. That the Administration prepare a blanket purchase order with Cummins Western Canada for the repair of engines and/or engine parts exclusive to the majority of the low floor buses for up to five years, for a total estimated cost of \$300,000 (not including taxes) per year; and
2. That Purchasing Services issue the appropriate blanket purchase order.

- 8.3.6 FlexParking Update [File No. CK. 6120-3] 295 - 299**

Recommendation

That the report of the General Manager, Community Services Department dated April 14, 2015, be received as information.

- 8.3.7 Inquiry – Councillor D. Hill (June 24, 2013) Implementation of “Children at Play Speed Zone” [File No. CK. 5200-5] 300 - 306**

A communication from Glenn Stephenson is provided.

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated April 14, 2015, be received as information.

- 8.3.8 Inquiry – Councillor A. Iwanchuk (Sept 29, 2014) Temporary Drop-Off Zone - Father Vachon - Lester B. Pearson Schools [File No. CK. 6120-2] 307 - 310**

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated April 14, 2015, be received as information.

- 8.3.9 Inquiry – Councillor A. Iwanchuk (March 31, 2014) - Traffic Calming Measures – McCormack Road [File No. CK. 6320-1]** 311 - 314

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated April 14, 2015, be received as information.

- 8.3.10 Parking Card Service Fee [File No. CK. 6120-9]** 315 - 317

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated April 14, 2015, be received as information.

- 8.3.11 Parking Issues on Avenue M South and Traffic Safety Concerns in the West Industrial Area [Files CK. 6120-1, x6320-1]** 318 - 322

Recommendation

1. That traffic and pedestrian concerns in the West Industrial Area be reviewed with the King George Neighbourhood as part of the Neighbourhood Traffic Management Program;
2. That the Saskatoon Police Service be notified of the unlicensed vehicles parked on Avenue M South; and
3. That the Administration report back when the King George neighborhood traffic review would fall into the program for scheduling.

- 8.3.12 Parking Restriction – Millar Avenue between 51st Street and 60th Street [File CK. 6120-2 and TS. 6120-3]** 323 - 335

Recommendation

That parking be restricted on Millar Avenue between 51st Street and 60th Street to create an extra lane of traffic in each direction to improve traffic flow.

- 8.3.13 Red Light Camera Update and Status of Traffic Safety Reserve [Files CK. 5300-8, x1702-1 and TS. 1815-1]** 336 - 346

Recommendation

1. That the report of the General Manager, Transportation & Utilities Department dated April 14, 2015, be received as information; and
2. That a budget adjustment in the amount of \$100,000 be approved for Capital Project #2446 – Pedestrian Upgrades and Enhanced Pedestrian Safety from the Traffic Safety Reserve.

8.3.14 Safety of Pedestrian Tunnels [File No. CK. 6150-1] 347 - 357

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated April 14, 2015, be received as information.

8.4 Standing Policy Committee on Environment, Utilities & Corporate Services

8.4.1 2014 Annual Report - Saskatoon Environmental Advisory Committee [File No. CK. 430-19] 358 - 366

Recommendation

That the report of the Saskatoon Environmental Advisory Committee dated April 14, 2015, be received as information.

8.4.2 Capital Project 0687-05-WWT – Asset Replacement – Rooftop Air Handling Units – Award of Engineering Services [Files CK. 7800-1 and WW. 7990-102] 367 - 370

Recommendation

1. That proposal submitted by Associated Engineering (Sask.) Ltd. for engineering services for the replacement of air handling units at the Wastewater Treatment Plant, for a total upset fee of \$188,625.00 (including GST and PST) be accepted; and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

8.4.3 Capital Project 2229 - WWT – Primary 25kVa Loop – Award of Engineering Services [Files CK. 7800-1 and WWT. 7990-101] 371 - 374

Recommendation

1. That the proposal submitted by Willms Engineering Ltd. for

engineering services for the design and construction of the Wastewater Treatment Plant Primary 25kVa Loop Expansion, at a total upset fee of \$499,690.50 (including GST and PST) be accepted; and

2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

8.4.4 SaskWater Increasing Water Supply to the East Floral Industrial Park [Files CK. 7781-1 and TS. 7500-2] 375 - 377

Recommendation

That the report of the A/General Manager, Transportation & Utilities Department, dated April 14, 2015, be received as information

8.4.5 SaskWater Request to Allow Water Services to Existing Homes Adjacent to the Town of Hephurn [Files CK. 7781-1 and TS. 7500-2] 378 - 381

Recommendation

1. That the request by SaskWater to allow water services to 14 existing homes adjacent to the Town of Hephurn in the RM of Laird (404), be accepted subject to documentation that the adjacent homes are in the process of being annexed into the Town of Hephurn; and
2. Should adequate documentation be provided as noted in resolution 1, that the City Solicitor amend the Master Agreement with SaskWater to allow these specific customers to be added.

8.4.6 Bylaw No. 8880 – Private Water and Sewer Connection Bylaw Update Request [Files CK. 7780-1 and IS. 7820-0] 382 - 387

Recommendation

That the City Solicitor be instructed to draft the necessary amendments to Bylaw No. 8880 – Private Water and Sewer Connection Bylaw, 2010 for consideration by City Council as outlined in the report of the A/General Manager, Transportation and Utilities dated April 14, 2015.

8.4.7 2015 Membership: South Saskatchewan River Watershed Stewards [Files CK. 225-1 and 174-26-01] 388 - 394

Recommendation

That the City of Saskatoon membership with the South Saskatchewan River Watershed Stewards Incorporated be renewed for 2015.

- 8.4.8 Household Hazardous Waste Days Program - East Location Option [Files CK. 7830-2 and CP. 7550-2-2]** 395 - 399

Recommendation

That the report of the General Manager, Corporate Performance Department dated April 14, 2015 be forwarded to City Council for information.

- 8.4.9 2015 Assistance to Community Groups – Cash Grants – Environmental Component [Files CK. 1871-10 and WT. 1870-2]** 400 - 407

Recommendation

That the 2015 Assistance to Community Groups - Cash Grants - Environmental Component be approved as follows:

- Saskatoon Food Bank and Learning Centre - \$1,600
- Agriculture in the Classroom Saskatchewan - \$ 1,400
- South SK River Watershed Stewards - \$ 1,400
- Saskatoon Cycles - \$ 1,400
- Saskatoon Farmers' Market Co-operative - \$ 1,400
- Saskatoon Jazz Festival - \$ 1,400
- Native Plant Society of Saskatchewan - \$ 1,400

- 8.4.10 Service Saskatoon - Update on Website Redesign Project [Files CK. 261-20 and CP. 365-40]** 408 - 418

Recommendation

That the report of the General Manager, Corporate Performance Department dated April 14, 2015 be forwarded to City Council for information.

8.5 Executive Committee

- 8.5.1 Appointment to the Partnership Board of Management [File No. CK. 175-48]** 419 - 420

Recommendation

That the appointment of Doug Fast to the Partnership Board of Management, be confirmed.

- 8.5.2 Notice of Special General Meetings – The Saskatoon Gallery and Conservatory Corporation & The Art Gallery of** 421 - 424

Saskatchewan Inc. [File No. CK. 175-27]

Recommendation

That the City of Saskatoon, being a member of The Saskatoon Gallery and Conservatory Corporation and The Art Gallery of Saskatchewan Inc., appoint Donald Atchison or in his absence, Tiffany Paulsen or Charlie Clark of the City of Saskatoon, in the Province of Saskatchewan, as its proxy to vote for it on its behalf at the Special General Meetings of the members of The Saskatoon Gallery and Conservatory Corporation and The Art Gallery of Saskatchewan Inc., to be held on the 19th of May, 2015, or at any adjournments thereof.

8.5.3 Preliminary Year-End Financial Results – December 31, 2014 [File No. CK. 1704, x1815-1] 425 - 433

Recommendation

1. That the non-transfer of the fuel surplus amount of \$0.343 million to the Fuel Stabilization Reserve be approved;
2. That the non-transfer of the Snow Removal and Ice Management Program allowable deficit amount of \$0.489 million from the Snow and Ice Management Reserve be approved; and
3. That the transfer of the preliminary civic surplus of \$0.553 million to the Fiscal Stabilization Reserve be approved.

8.5.4 Proposed Amendments to the Corman Park-Saskatoon Planning District Official Community Plan – Commercial and Industrial Policies and Grasswood Mixed-Use Node [File No. CK. 4540-5] 434 - 443

Recommendation

1. That the advertising, in respect to the proposed amendments to the Corman Park–Saskatoon Planning District Official Community Plan Bylaw No. 8844, be approved;
2. That the General Manager, Community Services Department, be requested to prepare the required notices for advertising the proposed amendments to the Corman Park – Saskatoon Planning District Official Community Plan Bylaw No.8844;
3. That the City Solicitor be requested to prepare the required bylaw to amend the Corman Park – Saskatoon Planning District Official Community Plan Bylaw No.8844; and
4. That at the time of public hearing, City Council consider the

Administration's recommendation that the proposed text and Future Land Use Map amendments to the Corman Park – Saskatoon Planning District Official Community Plan Bylaw No. 8844, as outlined in the report of the General Manager, Community Services Department dated April 20, 2015, be approved.

- 8.5.5 City Councillors' Common Travel and Training Expenses - 2014 [File No. CK. 1970-1] 444 - 449**

Recommendation

That the information be received and posted on the City's website.

- 8.5.6 City Councillors' Individual Travel and Training Expenses - 2014 [File No. CK. 1970-1] 450 - 456**

Recommendation

That the information be received and posted on the City's website.

- 8.5.7 City Council Car Allowance - 2014 [File No. CK. 1970-1] 457 - 459**

Recommendation

That the information be received and posted on the City's website.

- 8.5.8 Appointments – Board of Trustees for the Mendel Art Gallery & Civic Conservatory and the Remai Modern Art Gallery of Saskatchewan [File No. CK. 175-27] 460**

Recommendation

That the City's representative be instructed to vote the City's proxy at the Annual General Meetings of the Board of Trustees for the Mendel Art Gallery & Civic Conservatory and the Remai Modern Art Gallery of Saskatchewan for the appointments of Trent Bester and Carolyn Knafelc to the Board of Trustees for each, throughout a term expiring at the conclusion of the 2017 Annual General Meeting.

- 8.5.9 Appointment – Marr Residence Management Board [File No. CK. 225-52] 461**

Recommendation

That Dustin Crawford be appointed to the Marr Residence

Management Board to the end of 2016 to fill the remaining vacancy on the Board.

- 8.5.10 Appointment – Saskatchewan Urban Municipalities Association Board of Directors [File No. CK. 155-3] 462**

Recommendation

That Councillor Olauson be nominated for appointment to the Saskatchewan Urban Municipalities Association (SUMA) Board of Directors and Councillor Paulsen be nominated as an alternate member for the remainder of 2015.

9. REPORTS FROM ADMINISTRATION AND COMMITTEES

9.1 Asset & Financial Management Department

9.2 Community Services Department

9.3 Corporate Performance Department

9.4 Transportation & Utilities Department

9.5 Office of the City Clerk

9.6 Office of the City Solicitor

- 9.6.1 Parcel YY, River Landing Phase 1 - Request for Consent of City to Transfer of Interest and Amendments to Memorandum of Sale [File No. CK. 4129-3] 463 - 465**

Recommendation

1. That City Council consent to the transfer of an interest in Parcel YY, Plan No. 101971807 Extension 0, and the development to be constructed thereon, to River Landing GP Inc., a general partner of River Landing Limited Partnership;
2. That the amendments to the Memorandum of Sale between the City and Victory Majors Investments Corporation as outlined in this report be approved; and
3. That the Mayor and City Clerk be authorized to execute the Amending Agreement.

- 9.6.2 Proposed Amendments to Bylaw No. 7767, The Recreation Facilities and Parks Usage Bylaw, 1998 [Files CK. 4205-5, 300-11] 466 - 468**

Recommendation

That City Council consider Bylaw No. 9272, *The Recreation Facilities and Parks Usage Amendment Bylaw, 2015*.

Recommendation

That permission be granted to introduce Bylaw No. 9272, *The Recreation Facilities and Parks Usage Bylaw, 2015*, and to give same its FIRST reading.

Recommendation

That Bylaw No. 9272 now be read a SECOND time.

Recommendation

That permission be granted to have Bylaw No. 9272 read a third time at this meeting.

Recommendation

That Bylaw No. 9272 now be 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.

- 9.6.3 **Neighbourhood Level Infill Development Strategy - Sidewalks - Private Crossings [Files CK. 4350-63, x6220-1]** 469 - 471

Recommendation

That City Council consider Bylaw No. 9251, *The Private Crossing Amendment Bylaw, 2015*.

Recommendation

That permission be granted to introduce Bylaw No. 9251, *The Private Crossing Amendment Bylaw, 2015*, and to give same its FIRST reading.

Recommendation

The Bylaw No. 9251 now be read a SECOND time.

Recommendation

That permission be granted to have Bylaw No. 9251 read a third time at this meeting.

Recommendation

That Bylaw No. 9251 now be 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.

9.6.4 Fees for Service, Bylaw No. 7990, The Fire and Protective Services Bylaw, 2001 [File No. CK. 1720-1] 472 - 475

Recommendation

That City Council consider Bylaw No. 9277, *The Fire and Protective Services Amendment Bylaw, 2015*.

Recommendation

That permission be granted to introduce Bylaw No. 9277, The Fire and Protective Services Amendment Bylaw, 2015, and to give same its FIRST reading.

Recommendation

That Bylaw No. 9277 now be read a SECOND time.

Recommendation

That permission be granted to have Bylaw No. 9277 read a third time at this meeting.

Recommendation

That Bylaw No. 9277 now be 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.

9.7 Standing Policy Committee on Environment, Utilities And Corporate Services

9.7.1 Landfill Gas Engine - Generator Maintenance Equipment Services [Files CK. 2000-5 and SLP. 2000-10-7] 476 - 480

Recommendation

1. That the proposal submitted by Orrocal Enterprises Inc. for the Landfill Gas Engine-Generator Maintenance Equipment Services be accepted; and
2. That Purchasing Services be authorized to issue a Blanket Purchase Order to Orrocal Enterprises Inc. for the supply of maintenance services for a one-year term, for a total estimated cost (including GST and PST) of \$297,550.

9.7.2 Proposed Hydropower Station at the Saskatoon Weir - Update [Files CK. 2300-1 and SLP. 2000-06] 481 - 489

Recommendation

That the Administration be directed to report back to the Standing Policy Committee on Environment, Utilities and Corporate Services with development options and potential next steps to advance the hydropower initiative.

9.8 Standing Policy Committee on Finance

9.8.1 2015 Property Tax Levy and BID Levies [Files CK. 1905-5, AF. 1704-1, 1905-5 and 1910-1] 490 - 519

Recommendation

1. That the \$500,000 contingency, as agreed by the Combined Business Group, be added to the Commercial/Industrial property class for 2015;
2. That Bylaw 9276, The Saskatoon Property Tax Bylaw, 2015 be considered;
3. That Bylaw 9275, The School Divisions Property Tax Bylaw 2015 be considered; and
4. That Bylaw 9274, The Business Improvement Districts Levy Bylaw, 2015 be considered.

9.9 Standing Policy Committee on Planning, Development And Community Services

9.10 Standing Policy Committee on Transportation

9.11 Executive Committee

9.11.1 2016 Preliminary Budget – The 2016 Business Plan and Budget Process [File No. CK. 430-72 X 1700-1] 520 - 631

A Request to Speak has been received from Teresa Jeannine Paul.

Recommendation

That City Council:

1. Reaffirm Council's four-year priorities listed in Attachment 1 of the report of the City Manager dated April 20, 2015;
2. Approve the proposed performance measures listed in Attachment 3 of the report of the City Manager dated April 20, 2015; and
3. Endorse the proposed process for the 2016 Business Plan and Budget, described in Attachment 4 of the report of the

9.12 Other Reports

10. INQUIRIES

11. MOTIONS (NOTICE PREVIOUSLY GIVEN)

12. GIVING NOTICE

13. URGENT BUSINESS

- 13.1 *Capital Project #2236 - Stonebridge & Highway 11 - Budget Adjustment* 632 - 634
(File No. CK. 6000-1)

Recommendation

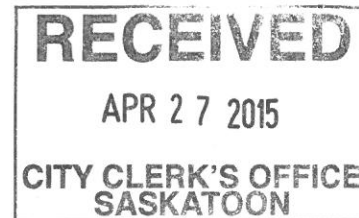
That a budget adjustment in the amount of \$1.013 Million be approved for Capital Project #2236 - Stonebridge & Highway 11 Interchange from the Interchange Reserve.

14. IN CAMERA SESSION (OPTIONAL)

15. ADJOURNMENT

From: Web NoReply
Sent: Saturday, April 25, 2015 1:40 PM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Saturday, April 25, 2015 - 13:39
Submitted by anonymous user: 198.245.113.37
Submitted values are:



Date: Saturday, April 25, 2015
To: His Worship the Mayor and Members of City Council
First Name: Clayton
Last Name: Symynuk
Address: 44 mills cres
City: saskatoon
Province: Saskatchewan
Postal Code: s7j2p9
Email: sym@sasktel.net

Comments: Closing off broadway is just plain wrong anytime for any event. Allowing it to be closed when university bridge is being repaired is rediculas.

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/16933>

4129-3

RECEIVED

APR 24 2015

**CITY CLERK'S OFFICE
SASKATOON**

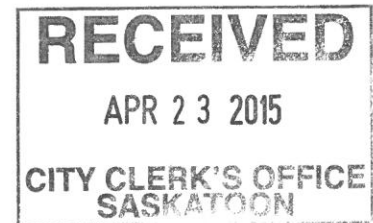
From: John Nasser [<mailto:jpnasser@victorymajors.com>]
Sent: April 24, 2015 1:53 PM
To: Bryant, Shellie (Clerks)
Subject: RE: request to speak

Victory Majors Investments Corporation
350 – 103rd Street East
Saskatoon, SK
S7N 1Z1

Hi Shellie,
Please consider this a formal request to speak at City Council this Monday April 27, regarding the Solicitor's Report on Parcel YY.
Please confirm receipt of this.
Thanks,
John Nasser

No virus found in this message.
Checked by AVG - www.avg.com
Version: 10.0.1434 / Virus Database: 4311/9110 - Release Date: 04/24/15

From: Web NoReply
Sent: Thursday, April 23, 2015 7:29 AM
To: City Council
Subject: Form submission from: Write a Letter to Council



Submitted on Thursday, April 23, 2015 - 07:28
Submitted by anonymous user: 70.64.74.81
Submitted values are:

Date: Thursday, April 23, 2015
To: His Worship the Mayor and Members of City Council
First Name: Paul
Last Name: Van Pul
Address: 2801 Louise Street
City: Saskatoon
Province: Saskatchewan
Postal Code: S7J3L2
Email: yser1914@shaw.ca

Comments:
To His Worship the Mayor and Members of City Council
c/o City Clerk's Office, City Hall
Saskatoon, SK S7K 0J5
Sir/Madam,

I did receive your letter dated April 17, 2015 yesterday, April 22, regarding the Proposed Hydropower Station. This item will be considered in Council Chambers on Monday, April 27, 2015.

I hereby want to ask you to allow me, at that time, to present a short slide presentation (in pps format) on an alternative proposal for the future of the weir and the South Saskatchewan River within City Limits in general.

Please inform me - preferably by email - on the practicalities regarding this presentation.

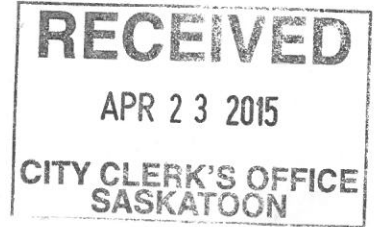
Yours,
Paul Van Pul
tel: 306 373 4596

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/16505>

5300-1

C.D. SMITH, P.ENG.
120 - 7th Street East
Saskatoon, Saskatchewan
S7H 0W8

Phone: (306) 242-8421
Fax: (306) 668-6876



His Worship and Members of City Council

c/o City Clerk's Office

City Hall

Your Worship and Members of City Council,

I would like to address City Council on Item 9.7.2, "Proposed Hydropower Station at the Saskatoon Weir".

By way of background, I am a consulting hydraulic engineer, and, as indicated in the committee's report, I conducted the third party technical review of this item.

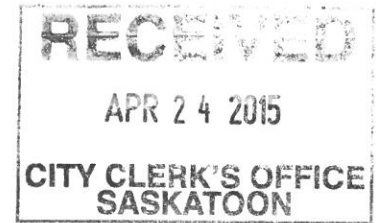
Please accept this letter as my request to speak to Council. Thank you.

Yours truly,

A handwritten signature in black ink, appearing to read "Cliff Smith". The signature is written in a cursive style and is followed by a long horizontal line that extends across the width of the page.

Cliff Smith

From: Web NoReply
Sent: Friday, April 24, 2015 9:41 AM
To: City Council
Subject: Form submission from: Write a Letter to Council



Submitted on Friday, April 24, 2015 - 09:40
Submitted by anonymous user: 142.165.131.160
Submitted values are:

Date: Friday, April 24, 2015
To: His Worship the Mayor and Members of City Council
First Name: Sarina
Last Name: Gersher
Address: 13 Rutter Crescent
City: Saskatoon
Province: Saskatchewan
Postal Code: S7H3B6
Email: sarinagersher@gmail.com

Comments:

Hello,

I am requesting to speak at the Monday, April 27, 2015 City Council meeting in regards to agenda item 9.11.1 2016 Preliminary Budget - The 2016 Business Plan and Budget Process (File No. CK. 430-72 X 1700 -1].

I have a 5 minute presentation planned in regards to the proposed Greenhouse Gas Performance Measures referenced on page 580-582 of the agenda package.

If I have forgot to provide you with any information please let me know. I can be contacted at 306-290-5522 or by the email provided. Would you also be able to let me know an approximate time to arrive?

Thank you for allowing this late entry.

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/16773>



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

2014 Annual Report – Development Appeals Board

Recommendation of the Committee

That the 2014 Annual Report of the Development Appeals Board be received as information.

History

At the April 13, 2015 meeting of the Standing Policy Committee on Planning, Development and Community Services, a report of Development Appeals Board, dated March 24, 2015, was considered.

Attachment

2014 Annual Report of the Development Appeals Board



March 24, 2015

His Worship the Mayor
and Members of City Council

Ladies and Gentlemen:

Re: **2014 Annual Report**
Saskatoon Development Appeals Board

The Development Appeals Board is appointed by resolution of council and receives its authority from *The Planning and Development Act, 2007*. The Board operates as a quasi-judicial body which acts independently of City Council and its administration. In 2014, the membership on the Development Appeals Board included Ms. Christine Ruys (Chair), Ms. Lois Lamon, Ms. Susan Nazarenko, Mr. Brandon Snowsell and Mr. Asit Sarkar.

The Board adjudicates appeals under the provisions of Sections 67, 86, 219, 228 and 242 of *The Planning and Development Act*. These sections of the *Act* provide a process for dealing with appeals related to minor variances, demolition control districts, architectural control districts, misapplication of the Zoning Bylaw in issuing a development permit, refusal to issue a development permit because it would contravene the Zoning Bylaw, refusal of subdivision applications and any of the conditions of a zoning order issued for a property.

The Development Appeals Board meets approximately every two weeks and the scope of the appeals range from simple and straight-forward to more complicated and complex. In addition to the presentations from appellants and the general public at the hearings, the City makes a valuable contribution through its professional staff in providing its recommendations regarding the resolution of appeals. Any party to an appeal may appeal a decision of the Development Appeals Board to the Planning Appeals Committee of the Saskatchewan Municipal Board.

In 2014, 42 appeals were launched, and the following is a breakdown of the outcome:

<u>Order to Remedy Contravention</u> (Total 11)	
Granted:	1
Denied:	2
Denied with Time Extension:	7
Withdrawn:	0
Rescinded:	1

Refusal to Approve Subdivision Application (Total 0)

Refusal to Issue Sign Permit (Total 3)

Granted:	2
Denied:	1
Denied with Time Extension:	0
Withdrawn:	0
Rescinded:	0

Refusal to Issue Development/Building Permit (Total 28)

Granted:	19
Denied:	7
Withdrawn:	2
Pending hearing:	0

Of the 42 appeals filed with the Board, five (DAB-4352-014-016, DAB-4352-014-017, DAB-4352-014-018, DAB-4352-014-040 and DAB-4352-014-41), have been appealed further to the Saskatchewan Municipal Board, Planning Appeals Committee by the applicants. The Planning Appeals Committee revoked this Board's decision for DAB-4352-014-016 and reinstated the City's development permit refusal.

The scope of appeals in 2014 focused on development or building permit refusals, with no real trend in issues emerging. The number of appeals coming before the Board in 2014 saw an increase over the previous year, where 36 appeals were received in 2013.

Finally, the Board would like to express its appreciation to the Planning and Development Section, Community Services Department for the thoroughness and comprehensive manner in which appeals are presented to the Board; and to the staff of the City Clerk's Office for the administrative support. Throughout the year, the Board has attempted to work within the confines of the rules and statutes by which it is governed, and at the same time hear appellants with objectivity and provide the parties to the appeal with a written record which includes the facts of the appeal and a decision, with clear and specific reasons for the decision.

The Board wishes to thank the Mayor and members of City Council for the privilege of serving on the Board and the opportunity to provide a service to the community.

Yours truly,



Christine Ruys
Board Chair



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Renaming Request – Naming Advisory Committee

Recommendation of the Committee

1. That 'Ells Link' be renamed to 'Kensington Manor' as outlined in the letter from the Naming Advisory Committee dated April 7, 2015; and
2. That the City Solicitor be requested to prepare the appropriate bylaw approval.

History

At the April 13, 2015 meeting of the Standing Policy Committee on Planning, Development and Community Services, a letter from the Naming Advisory Committee, dated April 7, 2015, was considered, along with the February 25, 2015 report of the General Manager, Community Services Department.

Attachment

April 7, 2015 Letter of the Naming Advisory Committee and February 25, 2015 report of the General Manager, Community Services

April 7, 2015

Secretary, SPC on Planning, Development, and
Community Services

Dear Secretary:

**Re: Addition of Names to the Names Master List
AND
Renaming Request
(File No. CK. 6310-1)**

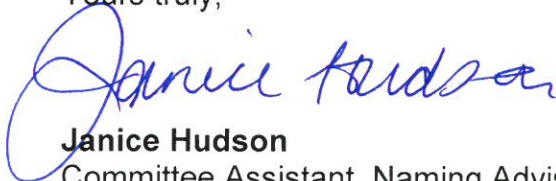
Please place the following on your agenda of meeting scheduled for April 13, 2015.

At its meeting held on February 25, 2015, the Naming Advisory Committee considered the attached report of the General Manager, Community Services Department, requesting the Committee's direction with respect to two general naming requests and a renaming request.

After consideration of the report, and review of the policy and its guidelines, the Naming Advisory Committee puts forward the following recommendation:

1. That the names 'Yuel' and 'Kowal' be added to the Names Master List (Unassigned); and
2. That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council:
 - a. That 'Ells Link' be renamed to 'Kensington Manor' as outlined in the report of the General Manager, Community Services Department dated February 25, 2015; and
 - b. That the City Solicitor be requested to prepare the appropriate bylaw for Council's approval.

Yours truly,



Janice Hudson
Committee Assistant, Naming Advisory Committee

JH:

Attachment

cc: His Worship the Mayor, Chair, Naming Advisory Committee
D. McLaren, Administrator, Naming Advisory Committee

Naming Advisory Committee Report

Recommendation

That the Naming Advisory Committee issue direction with respect to the name submission contained within this report.

Topic and Purpose

The purpose of this report is to update the Naming Advisory Committee (NAC) on names assigned since the previous meeting and to consider general naming and renaming requests to ensure they meet City Council guidelines for naming, as set out in Naming of Civic Property and Development Areas Policy No. C09-008 (Naming Policy).

Report Highlights

1. A total of two names have been assigned from the Names Master List since the last NAC meeting: Burgess and Flynn.
2. The following naming submissions require screening: Yuel and Kowal.
3. A renaming request has been received from the Planning and Development Division to rename Ells Link to Kensington Manor for addressing and wayfinding purposes.

Strategic Goal

Under the City of Saskatoon's (City) Strategic Goal of Quality of Life, this report supports the recognition of our built, natural, and cultural heritage. The naming of civic facilities, streets, and parks celebrates the history, environment, and outstanding contributions of our diverse community.

Background

According to the Naming Policy, all requests for naming from the Names Master List will be selected by His Worship the Mayor. All of the names on the Names Master List have been previously screened by the NAC and meet City Council's guidelines for name selection. Name suffixes are circulated through the Administration for technical review.

Report

Names Assigned from the Names Master List

The following names have been assigned since the previous meeting:

- 1) Burgess Crescent, Bay, Way – Rosewood neighbourhood; and
- 2) Flynn Manor, Lane, Bend, Cove – Rosewood neighbourhood.

General Naming Request

The following name submissions have been received and requires screening:

- 1) "Yuel" – Mr. James Yuel has participated in and contributed financially to a variety of community and humanitarian causes; those organizations include:

Naming Advisory Committee Report

- 1) the Saskatchewan Chamber of Commerce;
- 2) Saskatoon Regional Economic Development Authority (SREDA);
- 3) Junior Achievement of Saskatoon;
- 4) Raj Manek Mentorship Program;
- 5) Ducks Unlimited; and
- 6) the Children's Hospital Foundation of Saskatchewan.

More information in support of this application is attached (see Attachment 1).

- 2) "Kowal" – Mr. Modest Michael Kowal has served as board member for many organizations in the Saskatoon community. He was the chairman of the Saskatoon Catholic School Board, a board member for the Saskatoon Symphony, and served on the Suzuki Talent Education Program as President. Modest worked for his entire career in education in Saskatoon and as such, is dedicated to education, arts, culture, and his Catholic faith. More information in support of this application is attached (see Attachment 2).

Renaming Request

The Planning and Development Division has requested a renaming in the Kensington neighbourhood of Ells Link to Kensington Manor (see Attachment 3). This renaming will aid in the addressing and future wayfinding of the area. Kensington is already on the Names Master List and will not require further screening through the NAC. As there are no properties currently addressed on this road, the notification was restricted to the developer, Saskatoon Land. Saskatoon Land has expressed their preference for the renaming, rather than readdressing existing sites. The Transportation and Utilities Department reviewed the proposed new name and suffix and expressed no concerns.

Public and/or Stakeholder Involvement

Stakeholders or members of the public are invited to make a short presentation to the NAC in support of their naming submissions.

Policy Implications

The screening of requests and suggestions for naming or renaming of municipally owned or controlled facilities, streets, suburban development areas, neighbourhoods, and parks must be in compliance with the Naming Policy.

Other Considerations/Implications

There are no options, financial, environmental, privacy, or CPTED implications or considerations. A communication plan is not required at this time.

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

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

Naming Advisory Committee Report

Attachments

1. Yuel Submission
2. Kowal Submission
3. Proposed Renaming Ells Link to Kensington Manor

Report Approval

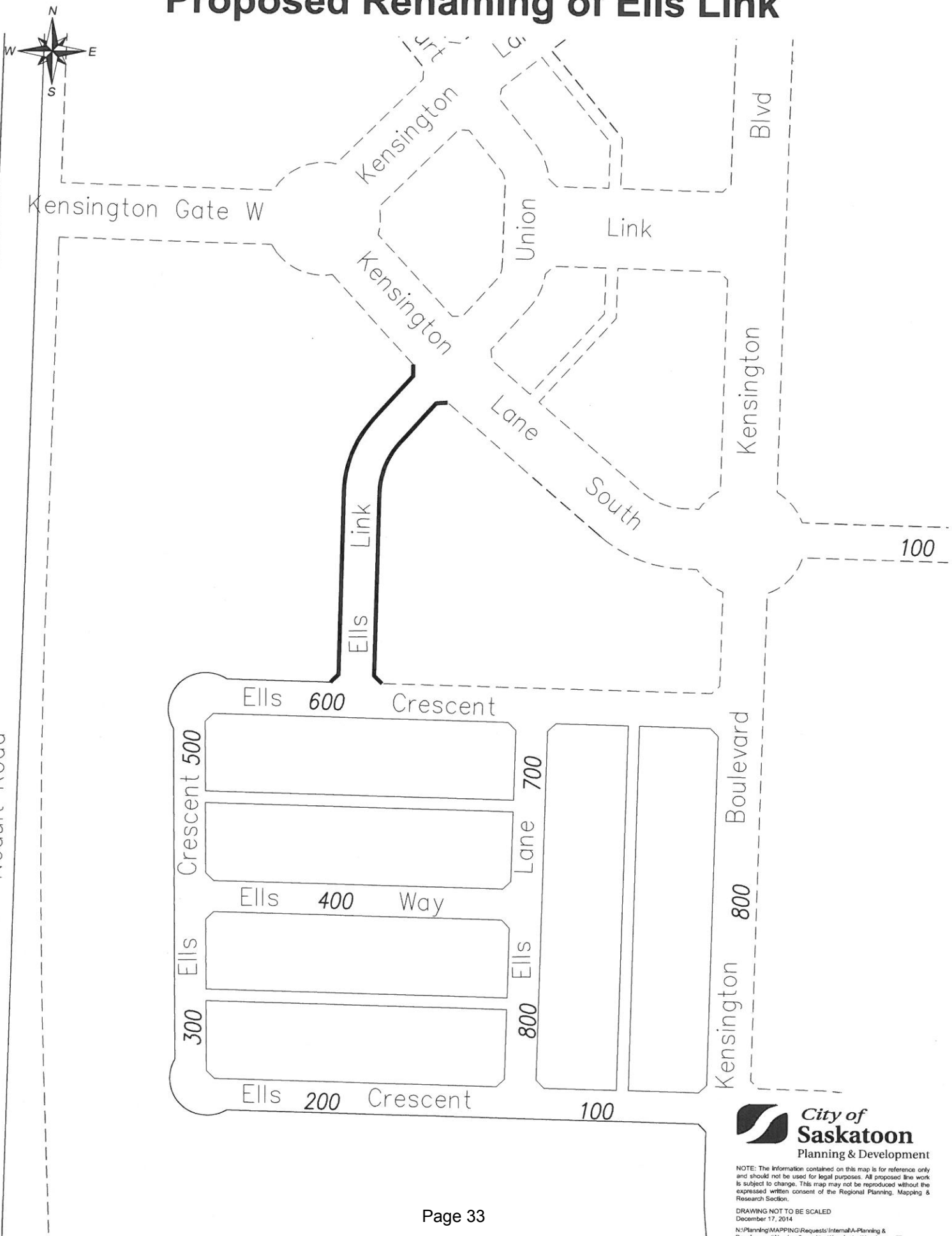
Written by: Daniel McLaren, Planner, Planning and Development

Reviewed by: Don Cook, A/Director of Planning and Development

Approved by: Randy Grauer, General Manager, Community Services Department

S:\Reports\2015\NAC – Naming Advisory Committee Report\kt

Proposed Renaming of Ells Link





STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Inquiry - Councillor P. Lorje (August 21, 2014) - Carrying Oil Through City - Railways and Pipeline Option

Recommendation of the Committee

That the report of the Fire Chief dated April 13, 2015, be received as information.

History

At the April 13, 2015 meeting of the Standing Policy Committee on Planning, Development and Community Services, a report of the Fire Chief, dated April 13, 2015, was considered.

Attachment

April 13, 2015 Report of the Fire Chief

Inquiry – Councillor P. Lorje (August 21, 2014)
Carrying Oil through City – Railways and Pipeline Option

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council that the information be received.

Topic and Purpose

This report will summarize the moving of oil bitumen to market using the rail system as compared to the possibility of pipeline.

Report Highlights

1. Historically pipelines have been the primary mode of moving crude oil.
2. Transport of crude by rail has risen to meet the demand by the producer.
3. If approved, estimates are three to five years before pipeline construction phases begin.
4. Summary of administrative research and position of western Canadian municipalities on pipelines.

Strategic Goal(s)

The report supports the Strategic Goal of Quality of Life – Saskatoon is a welcoming people place. The recommendation supports the corporate priority of life safety initiatives within the city.

Background

The following inquiry was made by Councillor P. Lorje at the meeting of City Council held on August 21, 2014:

“Will the Administration please review the general matter of rail companies carrying oil products through the city and the option of this City Council adopting a position with respect to the building of a pipeline to carry this product to market.”

Concerns have been raised regarding the frequency and volume of dangerous goods being transported by rail through Saskatoon. As a result of the number of national rail disasters involving oil being shipped by tank car, a safety concern has been raised with this inquiry.

Report

Historically, in North America crude oil has been primarily shipped by pipeline. Presently the pipeline capacity from major supply regions to market is unable to meet the demands of the production levels. Future pipelines are still projected to be three to five years away from construction phases. Many of these oil production sites have insufficient infrastructure to move crude oil to market which has resulted in the unprecedented growth in transport by rail. These trains, though there is no data

available on the number of unit trains (a train of like product), are between 50 and 120 cars each.

- In the United States the volume of oil moved by rail has risen from 1% to 11% of U.S. oil production. This still only comprises 1.4% of the total U.S. loadings in 2013.
- In Canada from 2009 to 2013, there was an increase in oil car traffic from 500 cars to 140,000, or a 28,000% increase. This is a significant amount, but represents only about 4% of Western Canada's oil supply.

These lengthy unit trains as indicated by the Class 1 rail lines are more profitable as they will travel to a single destination. They are also considered a safer concept because the cars do not need to be re-coupled numerous times like the manifest trains. The downside of the unit train is the greater propensity for mass disaster due to the concentration of hazardous materials.

The Lac-Megantic disaster has brought to the forefront the potential for rail induced catastrophes within communities. Based on rail miles travelled, the Canadian rail industry, through Transport Canada, reported a five-year average of 1,198 accidents per year, or 13.56 accidents per million miles. But it was not until the National Transportation Safety Board (NTSB) report of August 2014 on the Lac-Megantic incident that many changes to rail safety were to be enacted. These would include:

- Standard on setting of the brakes on idling trains.
- The provision to Emergency Management personnel of annual manifests of dangerous goods carried through the community.
- The removal of the older DOT 111 tank cars.
- A five-year plan to upgrade six items on the existing tank car fleet and/or replace many of the DOT 111s.
- Proper classification of product which results in appropriate tank car usage.

The rail industry indicates it has a high safety record. The majority of the 1,198 incidents/accidents per year as noted above are minor in nature. Of that number, an average of 160 were dangerous goods accidents and on average only three of those resulted in a release of materials.

Which is the best method to move crude oil to market? Both rail and pipeline advocates/critics have varied opinions on all the impacting topics:

- Climate pollution (which leaves the greatest footprint)
- Frequency of spills (how many are and are not reported)
- Volume of spills (estimating and clean-up methods)
- Environmental impact
- Cost (\$15 to \$31 per barrel by rail versus \$7 via pipeline).

There are many considerations that have to be looked at to establish the best means of transporting crude oil. If crude is to be transportable by pipeline, it has to be viscous enough by either adding thinners, or extracting light crude like the Bakken which is

already very viscous, but highly volatile. The infrastructure has to be built, maintained and be able to meet all environmental impact concerns. By rail, tank cars can be heated to aid in the offloading of heavy crude. Rail lines can be more connected rather than point-to-point delivery such as pipeline.

Looking to the future, the U.S Energy Information Administration (EIA) has posted: “The growth in domestic production has contributed to a significant decline in crude oil and other liquids imports. The share of total U.S. liquid fuels consumption met by net imports fell from 60% in 2005 to an estimated 27% in 2014. EIA expects the net import share to decline to 20% in 2016, which would be the lowest level since 1968.”

With this reliance on the domestic production, the richer lower-cost producers like Bakken, Eagle Ford, Nibrara and Permian Basin will continue to produce to meet demands, exploration will cease until the price of crude climbs up past \$50 per barrel and the use of rail will fill the demand for the near future until pipeline considerations can be evaluated.

Your Administration has conducted some research on those municipalities, through resolution, who have either supported or rejected the building of pipelines to transport bitumen and/or crude oil. In Canada, there are approximately four pipelines that are garnering the most attention:

- Keystone XL: TransCanada
- Northern Gateway: Enbridge Inc.
- Trans Mountain 2: Kinder Morgan
- Energy East: TransCanada

(1) Keystone XL

Because Keystone XL (KXL) is largely being constructed in the United States, there has been little in the way of support or opposition in Canada. KXL runs through central and southeast Alberta and southwest Saskatchewan before entering the United States in Montana.

(2) Northern Gateway

The Northern Gateway Pipeline (NGP) has generated the most discussion in Canada among all the proposed pipelines. The NGP is 1177 km that runs from Bruderheim, Alberta (northeast of Edmonton) to Kitimat, British Columbia. Several smaller British Columbia municipalities, including the Union of British Columbia Municipalities, have voiced their opposition to the NGP. In Kitimat, residents voted against the project in a plebiscite.

<http://www.theglobeandmail.com/news/british-columbia/kitimat-residents-vote-in-northern-gateway-oil-pipeline-plebiscite/article17949815/>

Alberta municipalities have taken no position. However, the Capital Region Board (which is represented by a conglomerate of 24 municipalities that surround Edmonton) has voiced its support for the project.

<http://capitalregionboard.ab.ca/-/newsrelease/mediareleasecapitalregionboardmarch82012.pdf>

(3) Trans Mountain 2

Kinder Morgan is proposing to expand the existing 1000 km Trans Mountain Pipeline (TMP). The TMP runs from Edmonton through to Burnaby, British Columbia and Kinder Morgan wants to expand the line using the existing right of way. The mayors of Vancouver and Burnaby have publicly opposed the pipeline expansion. The City of Burnaby has also applied for official intervener status for hearings with the National Energy Board (NEB) and the City of Vancouver wants climate change to be a part of the NEB review.

<http://former.vancouver.ca/ctyclerk/cclerk/20120501/documents/motionb4.pdf>
<http://vancouver.ca/news-calendar/the-city-seeks-to-ensure-climate-change-is-considered-in-the-neb-trans-mountain-pipeline-review.aspx>

(4) Energy East Pipeline

The Energy East Pipeline is a proposed 4600 km pipeline that will run from Alberta and Saskatchewan to refineries in Eastern Canada, ending in New Brunswick. Because Energy East potentially runs near or through several Canadian municipalities, there has been some discussion on the proposed project in some municipalities. The Northwestern Ontario Municipalities Association has voiced its support for the project. However, the City of Winnipeg has voiced some concerns over the project.

The City of Regina has indicated their emergency planners have worked with both rail and the pipelines for emergency event planning, the consent generated is, “It’s prudent and far safer to send oil by pipeline than load it onto trains that are coming off the rails far too often for comfort.” (Leader Post opinion February 2015)

Presently there is an 80-year-high oil storage and two million barrels per day produced above the global needs. Drilling has come to a standstill in Canada. Based on these indicators, general consensus is there needs be a slowdown in oil production. These trends will dictate both the development and usage pressures on both rail and pipeline.

Public and/or Stakeholder Involvement

There is no Public and/or Stakeholder involvement required.

Communication Plan

There is no communication plan required.

Other Considerations/Implications

There are no policy, financial, environmental, privacy or CPTED implications or considerations at this time.

Public Notice

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

Inquiry – Councillor P. Lorje (August 21, 2014)
Carrying Oil through City – Railways and Pipeline Option

Report Approval

Written by: Dan Paulsen, Fire Chief
Approved by: Murray Totland, City Manager

Admin Report – Inquiry Lorje – Transporting Oil Rail Pipeline Option.docx



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Amendments to The Planning and Development Act, 2007

Recommendation of the Committee

That the General Manager, Community Services Department, be authorized to send a letter to the Minister of Government Relations requesting amendments to The Planning and Development Act, 2007, as outlined in the report of the General Manager, Community Services Department dated April 13, 2015.

History

At the April 13, 2015 meeting of the Standing Policy Committee on Planning, Development and Community Services, a report of the General Manager, Community Services Department, dated April 13, 2015, was considered.

As requested by the Committee, following consideration of the matter by City Council, the Administration will also be forwarding a letter, along with this report, to Saskatoon MLAs and to SUMA.

Attachment

April 13, 2015 Report of the General Manager, Community Services Department

Amendments to *The Planning and Development Act, 2007*

Recommendation

That the Standing Policy Committee on Planning, Development and Community services recommend to City Council that the General Manager, Community Services Department, be authorized to send a letter to the Minister of Government Relations requesting amendments to *The Planning and Development Act, 2007*, as outlined in this report.

Topic and Purpose

This report contains a comprehensive list of the proposed amendments to *The Planning and Development Act, 2007* (PDA). Some of the amendments have been proposed to the Province of Saskatchewan (Province) by the City of Saskatoon (City) at various times in the past five years, and some are new proposals.

Report Highlights

1. There are several PDA amendments requested by the City to enable further progress on Infill Development, Regional Planning, Funding Growth, and Neighbourhood/School Development.

Strategic Goals

This report and recommendation mainly supports the strategic goals of Asset and Financial Sustainability and Sustainable Growth.

Background

On February 19, 2009, and March 18, 2013, the City submitted formal written correspondence to the Province's Executive Director of Community Planning requesting amendments to the PDA. The requested amendments were related to Infill Development (design standards), Regional Planning (servicing agreement fees), and Funding Growth (emergency services).

More recently, the Province has approached the City about further amendments to accommodate schools on Municipal Reserve (MR) lands.

Report

The following specific requests for amendments have either been made to the Province both in meetings and in written correspondence since 2009, or are new proposals related to funding growth and accommodating new schools.

Infill Development

Under Sections 56(3) and 69(1) of the PDA, when dealing with Discretionary Use Applications and Contract Zoning, City Council may prescribe specific development standards or conditions addressing such things as landscaping, screening, open space, site layout, parking, and loading. The City would like to address other issues related to

architectural style and character details to ensure infill development is compatible with existing neighbourhood character. There are provisions to address architectural elements within an Architectural Control District or a Direct Control District currently in the PDA. However, these are process intensive and intended to be applied to wide areas. The City is interested in a smaller, more basic tool for site-specific application. It is recommended that the PDA be amended to enable the City to address basic design issues of architectural style and design detail as a condition of discretionary use approvals and contract zoning agreements.

Regional Planning

In a March 18, 2013 letter from the City to the Province concerning PDA amendments, the issue of legislative tools necessary to accommodate growth in rural areas that are in the path of urban development was raised. Furthermore, the Administration has recently participated in discussions with planning directors from other Saskatchewan cities, and there appears to be limited understanding amongst urban municipalities about how to use the existing tools in the PDA and what may be lacking to support Regional planning and development.

In order to facilitate more growth in the region, the City needs to ensure that the extension of major urban infrastructure is financially sustainable. Developers of new subdivisions within the city are required to pay their full share of city-wide urban services through servicing agreement fees for off-site services. Rural subdivisions have only paid for rural services through a rural servicing agreement. In order to accommodate more regional growth within the path of future urban development, it is recommended that the PDA be amended to ensure that cities are able to collect the full costs of off-site levies from development either before or after they are annexed.

It is the opinion within the Administration that it would be desirable to meet with the Province to understand the tools available and identify any gaps in legislation to support more regional development.

Funding Growth

The PDA provides for servicing agreement fees that may be charged to help pay for the extension of services in new developments. However, the provisions are limited to the following:

- a) sewage, water, or drainage works;
- b) roadways and related infrastructure;
- c) parks; and
- d) recreational facilities.

The City has identified many services and facilities needed for growth, but has no authority to recover costs from servicing agreement fees. Some of these include transit, fire, police, bridges, and solid waste facilities. It is recommended that a review of the provisions included in servicing agreement fees be undertaken. In particular, the ability to include emergency services within the provisions would be desirable.

Amendments to *The Planning and Development Act, 2007*

A related issue to funding growth could be the inclusion of new, innovative tools to finance growth, which benefit both cities and developers. For example, in British Columbia, legislation allows cities to enter into agreements to share the increase in property value caused by rezoning. This is referred to as “Land Value Capture” and recognizes that a significant increase in property value is sometimes created when a city rezones land to allow a wider range of uses and more density. The rezoning creates economic value which can be measured. The City and developer can share in this increase on the condition that the City provides valuable new infrastructure in proximity to the new development with the funds (e.g. a new transit station). The PDA currently does not allow these types of agreements.

Neighbourhood/School Development

Recently, the Provincial Government has stated it is no longer willing to purchase sites for schools. The Province is funding the construction of several new joint schools in Saskatoon neighbourhoods and has proposed that the new school sites be provided by the City, and/or placed on park or Municipal Reserve lands. According to the PDA, schools are a permissible use on MR. However, it is the view of the Administration that this has negative implications on the available park space within the neighbourhood. In particular, at a time when we are increasing density and providing more multi-unit dwellings with little or no green space or play space. Also, at a time when the size and enrollment of the new integrated schools precipitate the need for larger parks and maximum access to the adjacent parks.

Currently, within the PDA, MR land is required to be dedicated at a rate of 10% for residential subdivisions and 5% for non-residential subdivisions. It is recommended that the PDA be amended to establish a separate reserve requiring developers to dedicate land for schools (education reserve), or alternatively, allow cities to require a greater percentage of land dedication for MR purposes.

Public and/or Stakeholder Involvement

The Administration has consulted with other municipalities in the province related to these issues and will continue to do so.

Other Considerations/Implications

There are no options, policy, financial, environmental, privacy, or CPTED implications or considerations at this time. Formal communications with the development industry will occur as specific PDA amendments are proposed by the Province.

Due Date for Follow-up and/or Project Completion

There is no follow up at this time.

Public Notice

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

Report Approval

Written by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department
Approved by: Murray Totland, City Manager

S:\Reports\CP\2015\PDCA – Amendments to The Planning and Development Act, 2007\kt



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Process of Handling Barking Dog Complaints

Recommendation of the Committee

1. That the report be received as information;
2. That City Council consider the proposed amendments to The Animal Control Bylaw, 1999 outlined in the report of the City Solicitor dated April 13, 2015; and
3. That the Administration be requested to review the number of animal complaints received by the Saskatoon Police Service after hours and whether there is an opportunity to consider a change in the hours of operation of the Saskatoon Animal Control Agency to be able to be more responsive to handling barking dog complaint calls in the evening.

History

At the April 13, 2015 meeting of the Standing Policy Committee on Planning, Development and Community Services, a report of the City Solicitor, dated April 13, 2015, was considered.

Attachment

April 13, 2015 Report of the City Solicitor

Process of Handling Barking Dog Complaints

Recommendation

That the Committee recommend to City Council:

1. That the report be received as information; and
2. That City Council consider the proposed amendments to *The Animal Control Bylaw, 1999* outlined in this report.

Topic and Purpose

At its meeting held on November 18, 2013, City Council resolved that the City's current process for handling nuisance barking complaints under Bylaw No. 7860, *The Animal Control Bylaw, 1999* (the "Bylaw"), be referred to the City's Solicitor's Office for additional review.

This report provides information on a new process being implemented by The Saskatoon Animal Control Agency ("SACA") after consultation with the City Solicitor's Office. The intent is that the new process will be implemented over the next number of months. Also, this report discusses possible amendments to the Bylaw.

Report Highlights

1. The City's current process for handling nuisance barking complaints involves completion of both a five-day and seven-day barking log thereby establishing evidence of a nuisance prior to a ticket being issued.
2. Warnings are currently utilized in every case, but their use is not mandated by bylaw.
3. Citizens have raised concerns that the current process is onerous and lengthy.
4. This report offers suggestions of ways to decrease the length of the process while maintaining the integrity of the evidence for prosecutions.

Strategic Goal

The recommendations in this report promote the City's goal of continuous improvement and making Saskatoon the best-managed city in Canada by providing high-quality services to meet the dynamic needs and high expectations of our citizens.

Background

The Bylaw provides for a potential offence if an animal howls or barks so as to create a nuisance. Complaints of this nature are investigated by SACA. The current process is for SACA to provide a complainant with a questionnaire and log, to document the instances of nuisance barking over a five-day period. The investigation then proceeds with SACA reviewing the log to determine whether: to issue a warning to the dog owner; to ask the complainant to complete a seven-day log; or to take no further steps.

In 2014 SACA received 244 howling/barking complaints which resulted in the issuance of 69 warnings after receipt of a five-day log, and 19 tickets after receipt of a seven-day log.

The investigation process is not mandated in the Bylaw, but has developed over time as a way to identify legitimate nuisance complaints, ensure that the correct dog owner is identified and gather sufficient evidence to prove a charge in court and meet the “beyond a reasonable doubt” standard that is required.

Report

Nuisance

Section 15 of the Bylaw provides that “No owner of a cat or dog shall permit the cat or dog to bark or howl so as to create a nuisance”.

“Nuisance” is a legal concept referring to a condition or situation that unreasonably interferes with the use or enjoyment of property. The concept of reasonableness is incorporated into the meaning of “nuisance”. Therefore, the court assesses the evidence provided to determine whether an animal’s bark or howl meets the threshold of “nuisance” by causing an unreasonable disturbance to a reasonable person. Each case is fact specific and requires neighbour/complainant evidence.

Current Process

Under the City’s current process, notice of violation tickets are issued where there is sufficient evidence to satisfy the nuisance threshold. This means that a complainant must provide proof that the barking or howling of the animal was of a sufficient duration and volume to show an unreasonable disturbance. This is accomplished through the recording of a barking log. The current process for the issuance of nuisance barking tickets is set out under Attachment 1.

The City’s process for issuing nuisance tickets has, in some situations, been described as onerous by complainants. At its meeting held on November 18, 2013, City Council asked that the process for issuing nuisance tickets be reviewed along with potential alternatives to provide for a more expedited process.

Solutions

In review of the current process for the issuing of nuisance tickets, a primary consideration must be the securing of proper evidence to ensure a conviction can be reasonably obtained if the matter proceeds to trial. Evidence gathering changes made to expedite the issuance of tickets which jeopardize the quality of the evidence being gathered may compromise the entire process, making prosecutions difficult if not impossible. Therefore, a careful balance between expediency and diligence is necessary.

The Administration has discussed the matter with SACA. SACA intends to implement the following changes to their process. These amendments to their processes will be implemented on a case by case basis at SACA's discretion and will continue to ensure proper evidence to secure a conviction in court and provide change from the current *one-size fits all* approach.

Changes to SACA Processes

SACA would receive a nuisance barking/howling complaint, and based on the complainant information and their experience and investigation, would select from one of the following means of enforcement:

1. Plain and Obvious Cases: SACA receives a complaint and some documentation from a complainant and investigates and finds that the dog/cat nuisance identity is not in issue, evidence available clearly supports a charge under the Bylaw. A ticket would be delivered to the owner along with educational information on the Bylaw. To follow-up the complainant would be asked to keep either a five or seven-day log to record any further incidences of concern.
2. Cases Requiring Additional Evidence: SACA receives a complaint and some documentation from the complainant and if the dog/cat nuisance identity is not in issue, and the matter requires further evidence to support a charge, a warning would be delivered to the owner. The complainant would be asked to keep either a five or seven-day log to record any further incidences of concern. If the situation is not remedied, then a ticket could be issued upon SACA's receipt and review of the log.
3. Cases Requiring Some Evidence: SACA would receive a complaint and based on the information received would determine that the evidence does not support immediate action being taken but, based on the circumstances, would ask the complainant to keep either a five or seven-day log to record any incidences. SACA would follow-up on receipt of the completed log, as circumstances warrant, with either a further log request, a warning to the owner or a ticket.

Process for Handling Barking Dog Complaints

In the alternative, SACA would receive the complaint and counsel the complainant on how to approach the owner of the dog or cat and provide general information on such issues to see if the matter can be resolved amicably and without further Bylaw enforcement procedures. However, a record of the incident would be kept.

For all these scenarios, if SACA deems it appropriate under the circumstances, the five or seven-day log may be shortened to help expedite the process.

Potential Bylaw Amendments

Bylaw amendments may be made to complement the changes being applied to SACA's enforcement process.

Nuisance Criteria

The Bylaw may be amended to include criteria specifying what constitutes a "nuisance" similar to those under Bylaw No. 8244, *The Noise Bylaw, 2003*. As an example, section 15 of the Bylaw may be amended to include criteria similar to the following:

"Barking or Howling

15. Factors for determining whether barking or howling has become a nuisance include, but are not limited to, the following:
 - (a) the proximity of the barking or howling to sleeping facilities;
 - (b) the land use, nature and zoning of the area from which the barking or howling emanates and the area where it is received or perceived;
 - (c) the time of day or night the barking or howling occurs;
 - (d) the duration of the barking or howling;
 - (e) the volume of the barking or howling; and
 - (f) whether the barking or howling is recurrent, intermittent or constant."

The proposed amendment may help SACA better ascertain when barking or howling has reached the level of nuisance and consequently, when warnings may be bypassed or the ticketing process accelerated.

The list of criteria could also be provided to complainants, to help reduce complaints which cannot be substantiated. Potential offenders may also benefit from this

Process for Handling Barking Dog Complaints

information which may help educate and proactively reduce nuisance/eliminate barking or howling.

Deemed Violations

Additionally, or in the alternative, the Bylaw may be amended to include deemed violations such as those found under section 6 of Bylaw No. 8244, *The Noise Bylaw, 2003*. As an example, section 15 of the Bylaw could be amended to include a provision which deems barking or howling after 11:00 p.m. for durations of 15 minutes or longer, or for intermittent periods of over one-half hour as being a nuisance. Other deeming provisions could potentially be added as well, with the hope being that such sections would act both as a deterrent and a way to expedite the ticketing process when appropriate. Deeming provisions would allow for direct ticketing without use of a barking log, but would still require the testimony of a complainant if the matter were challenged in court.

Due Date for Follow-up and/or Project Completion

The City Solicitor's Office would attend to any proposed amendments to the Bylaw in 2015, and the changes to SACA's processes will simply proceed immediately.

Public Notice

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

Attachment

1. Saskatoon Animal Control Agency's Current Process – Issuance of Nuisance Barking Tickets.

Report Approval

Written by: Derek Kowalski, Solicitor
Approved by: Patricia Warwick, City Solicitor

admin – process for handling barking.docx
102-0430-djk-1.docx

Saskatoon Animal Control Agency's Current Process - Issuance of Nuisance Barking Tickets

1. The first step in the process is the issuance of a complaint which results in Saskatoon Animal Control Agency ("SACA") mailing out a five-day barking log to the complainant. The complainant provides SACA with the five-day barking log. If the log is properly completed and a potential nuisance is found, SACA visits the owner of the animal to suggest remedies and provide a written warning. Tickets are not issued at this stage. Rather, warnings are issued along with information packages for educational purposes. Warnings are not required as precursors to a ticket under the Bylaw.
2. Next, SACA provides a seven-day barking log to the complainant and asks that the same process be followed. If the problem persists, upon receipt and review of the seven-day barking log, SACA re-attends at the animal owner's home and a ticket is issued. On borderline cases, SACA will consult with the City Solicitor's Office to weigh-in on the existence of a nuisance based on the evidence.
3. Notice of violation tickets for nuisance barking are \$100, \$200 and \$300 for first, second and third offences, respectively. These are minimum fines under the Bylaw meaning that, in cases with aggravating factors or for repeat offenders, court-imposed fines may be significantly higher.
4. It should be noted that complaints of acute barking late at night may be handled under Bylaw No. 8244, *The Noise Bylaw, 2003*, by the Saskatoon Police Service, under which tickets may be issued immediately upon inspection.



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

South Caswell Concept Plan Amendment Process

Recommendation of the Committee

1. That the report be received as information; and
2. That the Administration be authorized to proceed with an Expression of Interest process for the City of Saskatoon-owned sites in the South Caswell Concept Plan in order to gauge development interest and report back to City Council and the community with the results.

History

At the April 13, 2015 meeting of the Standing Policy Committee on Planning, Development and Community Services, a report of the General Manager, Community Services Department, dated April 13, 2015, was considered.

Attachment

April 13, 2015 Report of the General Manager, Community Services Department

South Caswell Concept Plan Amendment Process

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council:

1. That the information be received; and
2. That the Administration be authorized to proceed with an Expression of Interest process for the City of Saskatoon-owned sites in the South Caswell Concept Plan in order to gauge development interest and report back to City Council and the community with the results.

Topic and Purpose

The purpose of this report is to present an update on the South Caswell Concept Plan (SCCP) amendment process and to outline the Terms of Reference for this process. The report also seeks approval to proceed with an Expression of Interest (EOI) process to gauge development interest in the project.

Report Highlights

1. Amendments to the SCCP are required due to new information provided by Phase I and II Environmental Site Assessments, structural building assessments, and other servicing considerations.
2. An open house and public meeting were held in late 2014 and early 2015 to ensure all area stakeholders were aware of the assessments and the upcoming amendment process for the SCCP.
3. A Terms of Reference has been drafted to outline the process and strategy for amending the SCCP.
4. An EOI process is proposed as a method to gauge interest from the development community in this project, including the potential for building reuse.

Strategic Goals

The SCCP, approved in 2010, supports the Strategic Goals of Quality of Life and Sustainable Growth by ensuring that the established neighbourhood of Caswell Hill remains healthy, and through this redevelopment, sees new investment and development that aligns with the community goals as determined through the concept plan development process.

Background

Through the Caswell Hill Local Area Plan (LAP), adopted in 2001, residents established a number of future goals and recommendations for the neighbourhood, one being the redevelopment of the current transit facility site. In 2004, as part of the implementation of

the LAP, over 200 properties were rezoned to facilitate this transition from a historically industrial area to a more compatible mixed-land use.

In 2009, Planning and Development issued a Request for Proposals (RFP) to undertake a design and community consultation process that would result in a redevelopment plan for the South Caswell area upon the relocation of the current transit facility. The outcomes of this project addressed several key issues including: current land use incompatibility, the deficiency of local park space, the desire to establish a “creative industry hub”, the desire to adaptively reuse some existing transit buildings within the redevelopment, providing affordable and market housing, the need to establish stronger linkages to the Downtown, and the inclusion of community space within this area.

The SCCP was approved by City Council on April 12, 2010 (see Attachment 1).

Report

Why are Amendments to the Concept Plan Needed?

The SCCP identified general land-use concepts for the current Saskatoon Transit site and included a general review of transportation, servicing, environmental, and financial considerations that would be prompted by the redevelopment. As part of the process preceding redevelopment, further investigation of all these conditions are now required.

Environmental Site Assessments, Phase I and II, were completed in 2014. In addition, an assessment of the structural conditions of all existing transit facilities was also undertaken. The information gained from these assessments presents the need to change the recommended land use locations from the 2010 plan. For example, it does not appear feasible to reuse some of the buildings identified for reuse in the SCCP. A summary of the results are included in Attachment 2.

As the amendment process proceeds in 2015, investigations of all aspects of municipal servicing will be undertaken. The Administration will present options to address any issues that are found in conjunction with this redevelopment.

Amendment Process Is Underway

The Administration has begun the community engagement process for these amendments. Two meetings have been held to date to share the new information on this site. An open house was held on December 4, 2014, attended by 75 people. A public information meeting was held on February 12, 2015, attended by 55 people.

The next phase in this process will be for the Administration to investigate all technical aspects of the redevelopment and prepare options for amendments to the plan. These options will be informed by the community goals in the 2010 plan, as well as the input heard in the most recent public meetings. The options will be presented back to the community in late 2015.

Proposed Terms of Reference for the Project

In order to ensure the amendment process, and the later redevelopment process, meets the expectations of the community and City Council, the Administration has prepared Terms of Reference for this process (see Attachment 3).

Expression of Interest

The SCCP called for adaptive reuse of several of the transit buildings with the potential for them to be used for community uses and the potential development of a “creative industry hub.” In a survey conducted during the SCCP development, respondents were closely split in opinion on the value of reusing transit buildings. At the most recent meetings, there have also been varied opinions on this issue, and attendees raised the question about how much real interest there is in reusing the buildings and its feasibility. In addition, a local community organization, Artspace Saskatoon, has expressed interest in the potential to reuse some of the transit facilities for a variety of artistic and cultural uses.

In the interest of investigating all options for this redevelopment project, the Administration is of the opinion that a public, non-binding EOI to develop/redevelop the site could provide a sense of the interest from the development community in this project, including the potential for building reuse. The EOI would clearly specify the community goals for the project. This process would help inform the later stages of the amendment process by contributing to the public dialogue, and it would also inform discussions around the potential sale of the site/sites in the future. The SCCP contemplated this step in the process although it didn't expand on it in great detail.

Should this report be supported by City Council, the Administration would prepare and release an EOI and report back to City Council and the community on the results.

Options to the Recommendation

City Council has the option to request an alternative process or to request that the process proceed without the EOI stage. This is not recommended at this time, as the question of potential reuse of buildings continues to be a main topic of interest to the community.

Public and/or Stakeholder Involvement

In addition to social media, all addresses in Caswell Hill were notified by mail, as well as notice in the community association newsletter, of the two community engagement opportunities that have occurred up to this point – the open house in December 2014, and the public meeting in February 2015. In addition to notifying households and businesses, all property owners who do not reside in Caswell Hill were advised of the February 2015 public meeting. Neighbourhood-wide notification will continue to occur for future public engagement opportunities.

Communication Plan

To ensure effectiveness of stakeholder involvement, the Caswell Hill Community Association Civics Committee reviews and comments on the process, format, and content of community engagement activities. Standard notification processes for the

events will include mail outs and posts on the Community Association Facebook page. An email distribution list is also being compiled to be used for future events.

Stakeholders, such as land owners with sites identified in the SCCP and organizations submitting through the EOI process, will also be targeted for participation in the amendment process.

At the time of formal amendments to the Concept Plan, the formal notification and advertisement requirements will be followed.

Financial Implications

As part of the Civic Operations Centre capital project, \$1 million has been identified for the closure and securing of the transit operations sites in Caswell Hill. This funding will ensure that the buildings and sites are left in a state that is safe and secure. This funding has been used to undertake the environmental and structural tests to date, with costs of \$157,007.29. Any additional testing that will be required prior to sale of the sites, including groundwater monitoring, will be funded from this project.

As part of the amendment process, Saskatoon Land will be developing preliminary cost estimates to make the sites development-ready and will be sharing this information with the community. Further information will be brought forward to City Council in due course.

Other Considerations/Implications

There are no policy, environmental, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

The Neighbourhood Planning Section will report back following the EOI process, as well as provide updates on the community engagement process as it proceeds. The anticipated completion of the community engagement process to inform the amendments to the SCCP is late 2015 or early 2016.

Public Notice

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

Attachments

1. South Caswell Concept Plan – Land Use Concept Plan Map (2010)
2. 2014 South Caswell Site Information Update
3. Terms of Reference for the South Caswell Concept Plan Amendment Process

Report Approval

Written by: Lesley Anderson, Manager of Neighbourhood Planning
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department
Approved by: Murray Totland, City Manager

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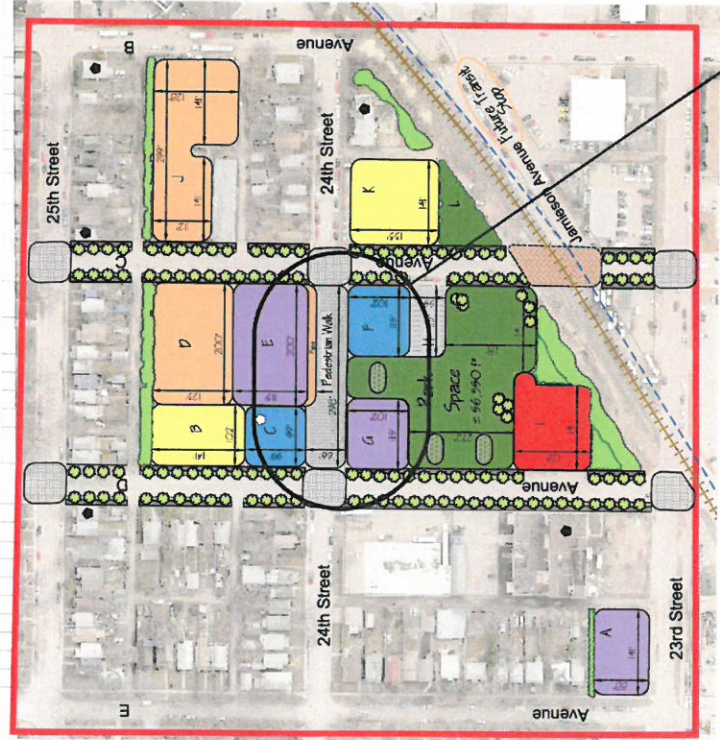
South Caswell Concept Plan Land Use Concept Plan Map (2010)

South Caswell Concept Plan

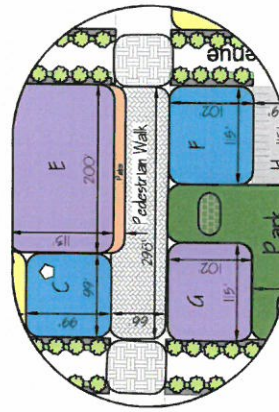
SOUTH CASWELL CONCEPT PLAN

MAP 1: LAND USE CONCEPT PLAN

- Legend**
- | | |
|---|---|
| A. Mixed Use
- ± 12,000 f ² | Pedestrian Crossing |
| B. Townhouses
- ± 19,500 f ² | Green Belt |
| C. Adaptive Re-Use including Community Space
- ± 9,500 f ² | Park Space |
| D. Potential Heritage Building
- Medium Density Residential
- ± 26,000 f ² | Existing Commercial |
| E. Mixed-Use
- ± 24,000 f ² | Adaptive Re-Use including Community Space |
| F. Adaptive Re-Use including Community Space
- ± 22,000 f ² | Town Houses |
| G. Mixed-Use
- ± 11,400 f ² | Mixed Use |
| H. Public Parking
- 28 Stalls | Medium Density Housing |
| I. Existing Commercial
- ± 18,000 f ² | Parking |
| J. Medium Density Residential
- ± 25,000 f ² | Sidewalk |
| K. Town Houses
- ± 20,000 f ² | Intersection Improvement |
| L. Park
- ± 6,000 f ² | Pedestrian Walkway |
-
- | | |
|-----|------------------------|
| ○ | Proposed Heritage Site |
| ● | Existing Heritage Site |
| +++ | Railway Tracks |
| --- | Rails with Trails |
| — | Study Area |



Scale : N15



Detail
"Community Focal Point"

SOUTH CASWELL
CONCEPT PLAN
February 2010

2014 South Caswell Site Information Update

Environmental Assessment

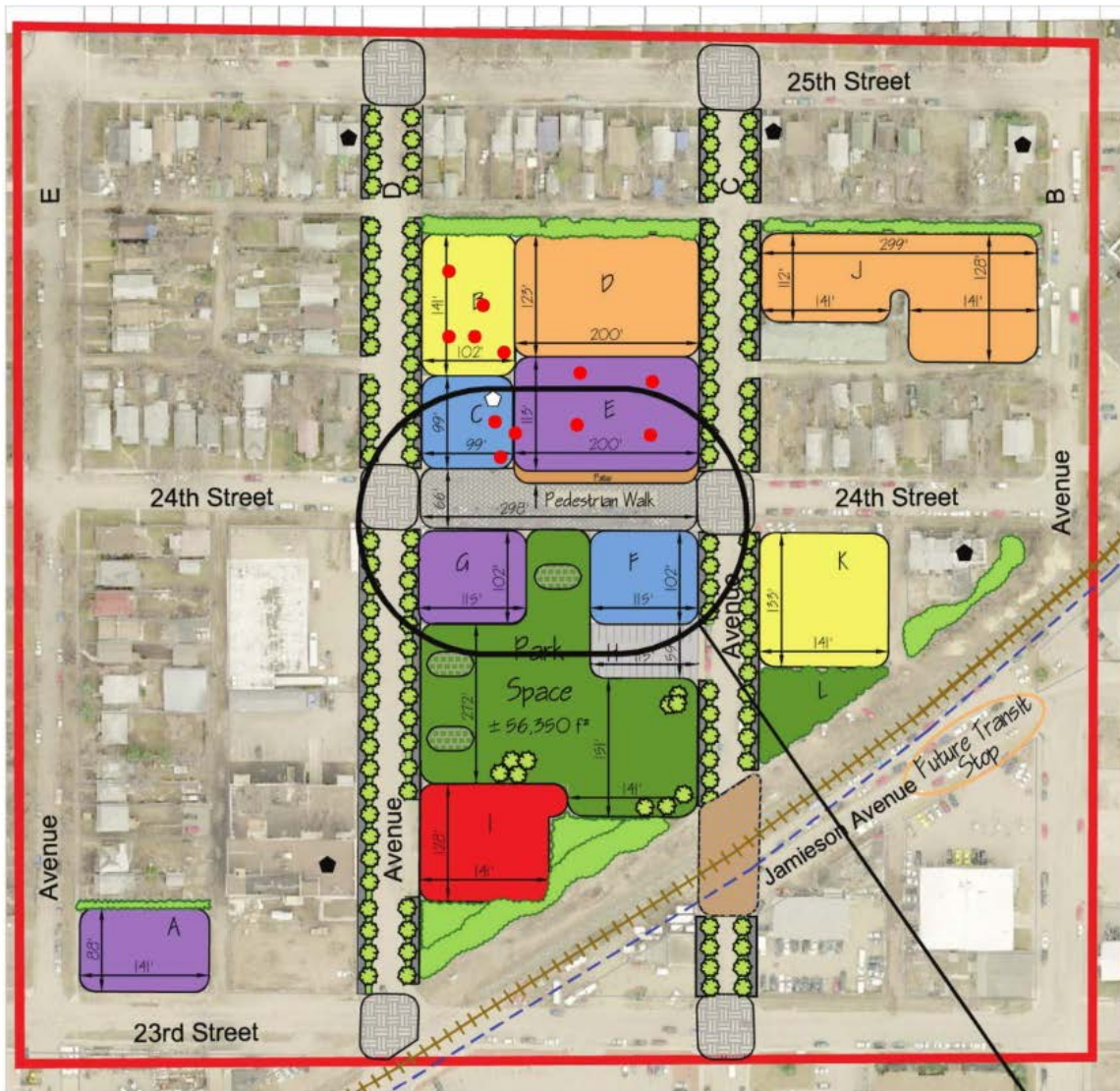
PINTER & Associates carried-out a Phase II Environmental Site Assessment (ESA) to investigate potential environmental impacts from the City of Saskatoon Transit Operations Facilities. The properties are subject to industrial guidelines from the Saskatchewan Ministry of Environment and the Canadian Council of Ministers of the Environment regulations. However, due to the proximity of residential uses, 30 metre buffers on the east and west sides of 321 Avenue C North, and on the west of 240, 232, and 230 Avenue C North were analysed under the residential guidelines. Soil and groundwater samples were collected and analyzed for contaminants related to current and historical bus maintenance activities and fuels. Laboratory analysis confirmed that soil and water samples collected from the Transit Maintenance property located at 321 Avenue C North (north buildings) contained concentrations of contaminants above provincial and federal regulatory guidelines for residential and industrial properties. Ground penetrating radar was also used, which indicated that buried debris is present in the storage area on the north portion of 321 Avenue C North that was formerly the original Transit Maintenance and Repair Shop.

The ESA involved drilling 42 boreholes and 16 monitoring wells; testing included soil and groundwater sampling, both inside and outside of the buildings. Boreholes were chosen based on the history of the site and uses, and then drilled where it was suspected that contamination may be most present. Monitoring of boreholes is done once a year, and movement of contamination is expected to be very slow.

The petrochemical contamination ranges from lighter, gasoline type to more conventional crude oil substances. One borehole on the northern section also contained lead, which raises the cost of clean-up. There was also some standing oil on the surface of the storage yard area, which has already been cleaned up.

Due to the extent of contamination, a detailed Phase II ESA may be necessary to further determine the exact extent of the contamination in the maintenance area.

The analysis of paint samples collected from within the Maintenance Building at 321 Avenue C North confirmed the presence of lead-based paint. An asbestos audit completed by Bersch & Associates confirmed the presence of asbestos containing materials within the Maintenance Building and the Administration Building (located at 301 24th Street West). These materials have been labeled, and an asbestos management program is being developed that will also include safe handling practices for surfaces containing lead-based paint. The asbestos found is fairly minimal and acceptable as long as it is not disturbed.



Scale : NTS

The red dots show the approximate locations where petro-chemical contamination was above acceptable limits. Parcels C and E are the approximate footprint of the existing buildings. Parcels B and D (yellow and orange) are identified as townhouses and medium-density housing. Before redevelopment, site remediation will need to occur, either by the City or by the developer. The level of remediation depends on the use that will go there – commercial uses require less, residential uses require more, and park space is most stringent. Regardless, all remediation measures undertaken will ensure it is safe and suitable for the proposed reuse.

While there was contamination north of 24th Street, there was no underground contamination located on the southern portion (G, F, park space) or Parcel K (parking lot). That being said, there is a large fuel tank that would need removal under Parcel G,

as this is where transit fuels and washes their buses. The ESA did not find any evidence of leakage from this tank.

The aerial photo below shows the City-owned parcels (in red).



Structural Assessment

The structural condition and reuse potential of the bus barn site can be summarized as follows:

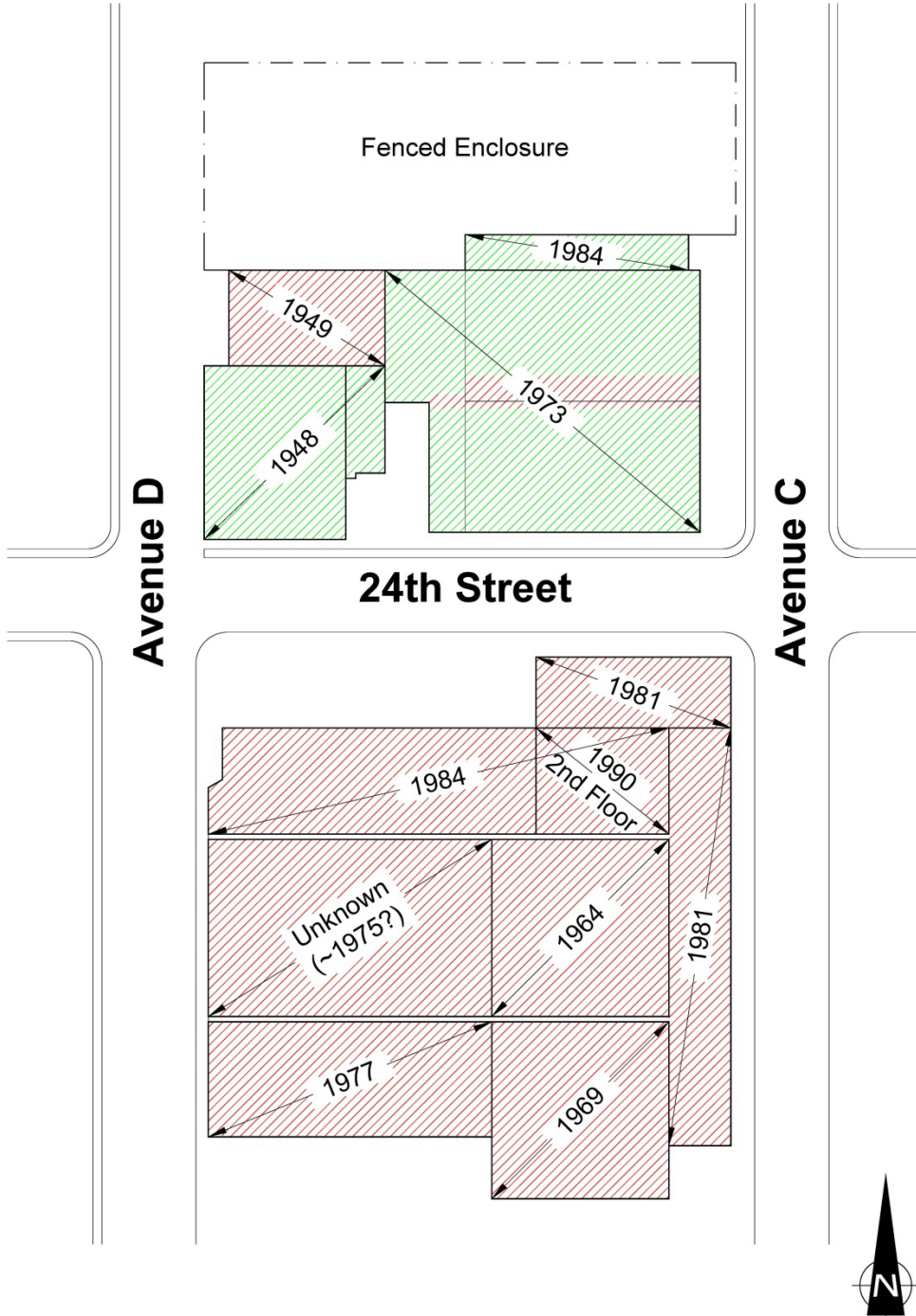
- i. Any reuse needs to meet the current Building Code (2010);
- ii. Snow load requirements have increased substantially over the years;
- iii. The buildings south of 24th Street were built in seven different stages;
- iv. The evaluating engineer was of the opinion that extensive and costly modifications would be required to keep the **southern portion**; and
- v. As such, demolition is the most viable option for buildings south of 24th Street.

Reusing the southern portion is complex, as each of the seven portions rely on each other somewhat, and the main storage portion was built mostly as inexpensive pre-engineered structures. In other words, keeping one portion alone is very difficult. The current concept plan shows the office building as potential for reuse; however, the engineer's calculations revealed that it would not be considered safe for reuse as the loading is currently over-stressed. That being said, with enough money, any of the buildings could be re-purposed. In the engineer's opinion, however, this is not viable.

Two buildings on the northern section (maintenance area) can be reused with some modification; the oldest building (1948) is in good condition; and the maintenance building (1973) could also be reused. However, this is also where contamination was found.

The following image is from the structural engineer. The numbers indicate the years of construction. Green indicates where reuse is most viable, and red indicates where reuse is not advised. A significant factor is that the interconnectedness of the southern portion makes it difficult to reuse single buildings (the office building for example). As the building code has been amended over the years, snow load requirements have been strengthened substantially. Thus, any new use or occupancy of the building would require compliance with the current building code requirements. This is one of the main issues for building reuse.

Saskatoon Transit - existing complex Synopsis of Structural Analysis Results



Parcel C – 1948 Building: In good condition; minimal work required to enable reuse.



Parcel E – 1973 Building: Can be reused with strengthening of roof trusses.



South Buildings: Demolition is most viable option.



**Terms of Reference for the
South Caswell Concept Plan Amendment Process**

1. Guiding Principles

The Caswell Hill Local Area Plan and the South Caswell Concept Plan (SCCP) identified a set of community values that had been developed with the community. These values will serve as the guiding principles for the amendment process and will be re-visited with the community to ensure they remain valid:

- a) green space and open space exist in the neighbourhood, both in the park and on the boulevards. Benefits for the neighbourhood include not only recreational enjoyment but also environmental and aesthetic considerations as well;
- b) affordable housing opportunities for all residents but especially for seniors and students. The Caswell Hill neighbourhood location affords the opportunity to house seniors near Downtown and students close to SIAST Kelsey Campus Institute;
- c) development that respects the community heritage and refers to heritage elements in the design of infill structures;
- d) low levels of crime such as nuisance and vandalism in the neighbourhood;
- e) transportation networks that provide efficient movement of traffic at the neighbourhood boundary and minimizes short-cutting through the neighbourhood;
- f) a diverse community with a mix of residents of all ages;
- g) safe pedestrian and bike passages – enhanced walkability of the neighbourhood; and
- h) a compatible mix of land uses that accommodate living, shopping, and working within the neighbourhood.

The following were identified in the SCCP and were incorporated as Common Planning Principles:

- a) green design opportunities, including Leadership in Energy and Environmental Design (LEED) standard buildings and opportunities for alternative energy sources, such as solar power;
- b) improving the pedestrian environments;
- c) reducing vehicular traffic volumes and/or speeds;
- d) providing affordable housing;
- e) providing a mix of uses; and
- f) preserving historical aspects.

2. Amending the Concept Plan

The Administration will seek to meet the following objectives through the amendment process:

- a) ensure all site assessments and servicing requirements are taken into account in an amended plan;
- b) determine an appropriate method to address the privately-owned sites identified in the SCCP moving forward;

- c) gauge developer interest through a Call for Ideas (CFI) process prior to plan amendment;
- d) maintain financial viability in an amended plan;
- e) determine efficient funding and timing for any necessary infrastructure upgrades;
- f) present amended plan option(s) to community stakeholders for input, feedback, and to determine preferred option; and
- g) present the plan to City Council for approval.

3. Strategy

- a) discuss amendment process with Caswell Hill Community Association;
- b) receive input throughout the amendment process from the Caswell Hill Community Association Civics Committee on public engagement format and process;
- c) ensure all stakeholders understand and have a chance to ask questions about the assessments;
- d) ensure all stakeholders understand why the plan needs to be amended; and
- e) notify all Caswell Hill residents of upcoming public engagement opportunities.

4. Action Plan

- a) examine new information;
 - o Phase I and II Environmental Assessments;
 - o Structural Engineer Report;
 - o Other infrastructure considerations, such as power, natural gas, and storm/sewer servicing improvements; and
 - o The results of the CFI process.
- b) prepare plan options and present to the community for input and consideration;
- c) determine preferred option based on community and technical input;
- d) present plan amendment to City Council for consideration; and
- e) Saskatoon Land will begin Concept Plan implementation once approved and once Saskatoon Transit has moved to the Civic Operations Centre.



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Amendments to Bylaw No. 7565, The Poster Bylaw, 1996

Recommendation of the Committee

That the City Solicitor be instructed to amend Bylaw No. 7565, *The Poster Bylaw, 1996*, to state that only one poster for each “event or advertisement” is permitted at any one location.

History

At the April 13, 2015 meeting of the Standing Policy Committee on Planning, Development and Community Services, a report of the City Solicitor, dated April 13, 2015, was considered.

Attachment

April 13, 2015 Report of the City Solicitor

Amendments to Bylaw No. 7565, The Poster Bylaw, 1996

Recommendation

1. That the information be received; and
2. That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council that the City Solicitor be instructed to amend Bylaw No. 7565, *The Poster Bylaw, 1996*, to state that only one poster for each “event or advertisement” is permitted at any one location.

Topic and Purpose

The purpose of this report is to provide information to the Standing Policy Committee on Planning, Development and Community Services (the “Committee”) on the enforcement of poster bylaws in various municipalities in Canada and provide a review of proposed amendments to Bylaw No. 7565, *The Poster Bylaw, 1996* (the “Bylaw”).

Report Highlights

1. The provisions with respect to removal and enforcement of posters and temporary signs vary from municipality to municipality.
2. The municipalities reviewed have little to no enforcement in this area.
3. Improvements to enforcement options are limited due to postering falling within the protection of freedom of expression.
4. An amendment to the Bylaw could be made for clarification.

Strategic Goal

This report supports the Strategic Goal of Continuous Improvement by ensuring that regulation and enforcement is consistent with that in other comparable municipalities.

Background

At its meeting of October 6, 2014, the Committee resolved that the City Solicitor report on the removal processes and enforcement options utilized in various municipalities in Canada in relation to poster placement and removal.

Report

The City Solicitor has been asked to report on bylaws from various municipalities in Canada that address the removal process and enforcement options available with respect to placement of posters or temporary signs. In considering these issues, we have canvassed how this issue is addressed in Winnipeg, Calgary, Edmonton and

Regina. Attachment 1 provides a summary of the provisions contained in the bylaws in these municipalities.

“Posting” has been recognized as a protected right under the *Charter of Rights and Freedoms* on the basis of freedom of expression. Posting is considered a means by which organizations and groups can spread their message in a cost effective and inconspicuous manner. The courts exercise caution in any restriction of *Charter* protected rights.

In discussions with each municipality, it is clear that enforcement of posting bylaws is not a high priority. In terms of prosecutions, matters rarely, if ever, proceed to court.

The primary difficulty in the area of enforcement is with respect to identification of the offender, that being the person responsible for placing the poster. The position taken by enforcement officers is that unless they actually witness a contravention, they do not issue tickets or proceed with prosecution. The typical approach has been that those who are authorized simply remove the poster from the unwanted location rather than issuing a ticket.

Edmonton has had to answer to several *Charter* challenges of their bylaw on the basis of freedom of expression. *Orchard v. Edmonton (City)* was an appeal of a conviction for defacing city property by posting at prohibited locations, specifically on decorative street light poles. The Court found that the argument made by the City with respect to the potential unsightly consequences from posting in various locations was not sufficient to overcome the limitations to the appellants’ freedom of expression. For this reason, Edmonton has exercised a great deal of caution in restricting and regulating poster placement. However, the Court did leave open the possibility of establishing provisions that more effectively address obligations for removal of posters. Edmonton has opted against strengthening these provisions.

The Bylaw currently contains a provision that speaks to the removal of posters as being the obligation of either the person who attached the poster or an agent of that person. The Bylaw does not include a definition of “owner” such as that contained in bylaws for Calgary and Winnipeg, which require that the name and contact information of the person placing the poster be clear and visible. Calgary and Winnipeg definitions have not resulted in an increased number of successful prosecutions.

The Bylaw also has a general provision that allows for immediate removal of a poster by “any person at any time” where a poster is in contravention of the Bylaw. This provides very broad scope for removal of posters. This provision allows staff of Business Improvement Districts to remove posters.

Aside from enforcement, there is a provision in the Bylaw that could be amended for clarification purposes. The Bylaw currently restricts posting to one poster per location which contains “similar information or advertisement”. It is often the case that where events are related but posters are not identical in nature several posters are being

posted at one location in contravention of the Bylaw. An amendment could clarify this provision by stating that only one poster per “event or advertisement” is permitted at each location, taking out the reference to similar information.

Given the position adopted by other municipalities and the obstacles that they have faced in terms of prosecution in the area of posting, it is our view that no changes are necessary to The Poster Bylaw to improve upon enforcement.

It is our recommendation that an amendment be made to the number of posters at one location as a means to provide clarity.

Other Considerations/Implications

There are no options to the recommendation, policy, financial, environmental, privacy, or CPTED implications or considerations.

Public Notice

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

Attachment

1. Summary of provisions contained in other municipalities' bylaws.

Report Approval

Written by: Jodi Manastyrski, Solicitor

Reviewed by: Cindy L. Yelland, Solicitor, Director of Planning & Development Law

Approved by: Patricia Warwick, City Solicitor

Amendments to Poster Bylaw.docx
237-0003-jlm-1.docx

	Winnipeg	Regina	Calgary	Edmonton	Saskatoon
Bylaw	Neighbourhood Livability Bylaw No. 1/2008 (ss. 58-64)	Bylaw No. 9881, The Regina Clean Property Bylaw, 1997 (ss. 11-15)	Bylaw Number 29M97, Temporary Signs on Highways Bylaw	Bylaw 5590, Traffic Bylaw (ss. 64-65 and 100)	Bylaw No. 7565, The Poster Bylaw, 1996
Sign/Poster Defined	<p>“Poster” – a sign which is not self – supporting and is attached with its entire back surface against a pole or wall or other structure.</p> <p>“Sign” – includes (a) a letter, word or numeral; (b) a pictorial representation, illustration or decoration; or (c) an emblem, symbol, logo or trademark; that is placed on an object, including paper, cloth or wood and includes a flag and a poster.</p>	<p>“Sign” – includes a poster, placard or handbill.</p>	<p>“Poster” – a sign which is not self-supporting and is attached with its entire back surface in contact with a pole or wall or other structure and is secured by tape, glue, staples or other means.</p> <p>“Sign” – an inscribed board, bill, placard, poster, banner, flag or device which is intended to promote anything or inform anyone.</p>	<p>No definition however, based on provisions, a sign would be considered to be freestanding while a poster would be affixed to a location.</p>	<p>“Poster” – any bill, notice or sheet of paper announcing or advertising any topic, event, election, referendum or plebiscite, but does not include any material required by Court order or Court process.</p>
Poster Placement	<p>Sign must only be posted on notice boards and designated areas as identified in the Bylaw.</p> <p>Specific locations within the City where posting signs is strictly prohibited.</p> <p>Prohibition on leaving handbills on vehicles (not found in any other bylaws).</p> <p>Notice boards provided in civic facilities.</p> <p>No permit or fee.</p>	<p>Public notice boards are constructed and placed at specified locations.</p> <p>No permit or fee.</p>	<p>Poster Boards provided for posting notices.</p> <p>Prohibition for specified locations.</p> <p>One poster per owner is permitted on a single pole or standard street light pole provided a fee is paid (s.5).</p> <p>Written permission required for certain locations (s.7).</p>	<p>Prohibition to placing posters or handbills on decorative street light poles, traffic control device or item of street furniture (s.64).</p> <p>Permit required for sign placement and for any “marking on a highway” (s. 64.1 and 65).</p>	<p>Community Bulletin Board provided.</p> <p>Prohibited on public property situated on centre median or traffic island.</p>
Obligations and Removal	<p>The name and contact number of the person responsible for “placing” or “causing the sign to be placed” must be displayed on the front of the poster along with the date upon which the sign was placed (s.60(2)).</p> <p>Sign must be removed within 24 hours of event and can be posted for a max of 14 days. The person who posted, or caused the sign to be posted is responsible for the removal of the sign (s.60(3)).</p> <p>Any sign posted in contravention of the Bylaw may be removed by a person authorized to remove the poster and destroyed without notice.</p>	<p>Notices may be removed by Bylaw Enforcement Officers after the event has passed or if the notice board runs out of space for advertising.</p> <p>An offence arises if a sign is posted in a location other than a notice board or if a notice board has been damaged or defaced.</p>	<p>Sign must be removed within 24 hours of event and can be posted for a max of 14 days (s.3(2)).</p> <p>A sign cannot become unsightly (s.3(3)).</p> <p>The name, address and contact number of the person responsible for posting a sign must be displayed on the front of the poster along with the date upon which the sign was placed (s.3(4)).</p>	<p>An offence arises where the poster or sign is placed or caused to be placed at a prohibited location. No reference is made to failure to remove.</p>	<p>One poster per event per location (s.10).</p> <p>Poster to be removed upon completion of event or within 30 days of posting.</p> <p>Poster to be removed by person who attached poster or authorized person.</p> <p>Where in contravention of the Bylaw, poster can be remove by “any person”.</p>
Fine Amount and Prosecutions	<p>No penalty specified – falls under Winnipeg Charter allowing for fines up to \$1000 but would be more like \$100 to \$200 in these cases.</p> <p>No prosecutions.</p>	<p>Notice of Violation - \$50</p> <p>No prosecutions.</p>	<p>Violation Ticket - \$50 to \$200</p> <p>No prosecutions.</p>	<p>Violation Ticket - \$250</p> <p>No prosecutions for posters but regularly issue tickets for signs.</p>	<p>Summary Offence Ticket - \$200 to \$500</p> <p>No prosecutions.</p>



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

PotashCorp Playland – Paving of Parking Lot

Recommendation of the Committee

1. That a change to the scope of Kinsmen Park Capital Project No. 2471 to include paving the parking lot (estimated at \$125,000) be approved;
2. That the addition of \$175,000 to the project contingency fund be approved; and
3. That the requested funding in the amount of \$300,000 come from the Dedicated Lands Account.

History

At the April 13, 2015 meeting of the Standing Policy Committee on Planning, Development and Community Services, a report of the General Manager, Community Services Department, dated April 13, 2015, was considered.

Attachment

April 13, 2015 Report of the General Manager, Community Services Department

PotashCorp Playland – Paving of Parking Lot

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council:

1. That a change to the scope of Kinsmen Park Capital Project No. 2471 to include paving the parking lot (estimated at \$125,000) be approved;
2. That the addition of \$175,000 to the project contingency fund be approved; and
3. That the requested funding in the amount of \$300,000 come from the Dedicated Lands Account.

Topic and Purpose

The purpose of this report is to request a \$300,000 increase to Kinsmen Park Capital Project No. 2471 to be funded from the Dedicated Lands Account (DLA).

Report Highlights

1. The initial tender for the PotashCorp Playland at Kinsmen Park (PotashCorp Playland) was significantly over the project budget. Removing the paving of the main parking lot and leaving the base material as gravel was one of the cost-saving strategies required for the construction of Phase One.
2. As part of the Kinsmen Park Capital Project, the City of Saskatoon (City) carried a 6.6% contingency, which is within the industry standard for a capital project of this size. The City has committed approximately \$276,000 on change orders, and there is approximately \$141,000 in change orders that still need to be paid. This has depleted the project contingency fund.
3. There is an uncommitted balance of approximately \$1.6 million in funding in the DLA. The Administration is requesting \$300,000 from the DLA to complete construction of Phase One.

Strategic Goal

The Strategic Goal of Quality of Life indicates that “Citizens have access to facilities and programs that promote active living, and enjoy the natural beauty and benefits of parks, trails and the river valley that brings people together.” The rejuvenation of Kinsmen Park Phase One will enhance the natural beauty of the park while providing new amenities, both active and passive, that are enjoyable for people of all ages.

Background

The Kinsmen Park and Area Master Plan, which was approved by City Council in December of 2011, set forth a 25-year improvement process for the rejuvenation and redesign of the park.

PotashCorp Playland – Paving of Parking Lot

The original tender for Phase One construction closed on May 28, 2013, with only one construction bid received. The bid was significantly over the project budget, which meant the Administration had to reject the bid and consult with Space2Place Design Inc. (Space2Place) on cost-saving strategies. The initial tender for the PotashCorp Playland included paving the main parking lot.

Thanks to the generous contributions from PotashCorp, Canpotex Limited, and Canadian Pacific Railway, construction began in Spring 2014 on Phase One of the Kinsmen Park and Area Master Plan, which includes PotashCorp Playland. PotashCorp Playland will feature a rides garden with a Ferris wheel and carousel, plaza, train station, and children's play area.

The original construction schedule was ambitious with minimal margin for error. With the complexity of this project and a delayed 2014 start, there is approximately ten weeks of 2015 springtime work remaining prior to the park being opened.

Report

Cost-Saving Strategies

Cost-saving strategies implemented by Space2Place and the design team were congruent with the long-term vision for the rejuvenation of Kinsmen Park. The re-design for Phase One retained the main components of the original tender; however, some components were modified, removed, or listed in the tender as an alternate pricing option. Removing the paving of the main parking lot and leaving the base material as gravel at the PotashCorp Playland was one of the cost-savings strategies required for the construction of Phase One.

The PotashCorp Playland will be a major tourist attraction for the City, drawing visitors from around the province. It is anticipated that the site improvements will result in an annual sustainable ride attendance of 167,000. The condition of the parking lot will be a significant factor in the overall experience of the park users and will create a lasting first impression.

Budget Process Policy No. C03-001 indicates that prior approval by City Council is required for a scope change to previously-approved capital projects where the anticipated change exceeds \$100,000. The Administration is recommending addition of paving of the main parking lot as a change to the scope of this project, at a cost of \$125,000.

Kinsmen Park Project Contingency

Phase One of the Kinsmen Park Redevelopment Project was awarded in January 2014 to PCL Construction Management Inc. (PCL) for a total cost of \$6,320,400, which included a 6.6% project contingency for unforeseen circumstances. During landscaping, numerous buried large boulders and a significant amount of sand subbase around the new train loop were uncovered and required a significant cost to excavate. The project also required additional site grading and landscaping. As well, after the project was awarded, it was resolved that more lighting was required to increase safety,

PotashCorp Playland – Paving of Parking Lot

security, and visibility within PotashCorp Playland. These circumstances have depleted the project contingency.

The risk of continuing construction with no project contingency is that the project could be delayed until funds are secured, in the event any further potential unforeseen circumstances arise. This also includes addressing deficiencies that may arise once PotashCorp Playland opens in 2015.

Dedicated Lands Account (DLA)

As identified in the Provincial Dedicated Lands Regulations, all money received by a municipality for the sale, lease, or sublease of municipal reserve must be placed in the DLA, and the funds can only be used for the following purposes:

- i) purchase land to be dedicated for public use;
- ii) develop public parks and public recreation amenities on existing municipal reserves; and
- iii) upgrade or replace existing public parks or public recreation amenities on existing municipal reserves.

The Administration is recommending that \$300,000 from the DLA be transferred into Kinsmen Park Capital Project No. 2417. The DLA currently has an uncommitted balance of approximately \$1.6 million. The Account is sufficient to fund the required \$300,000.

Options to the Recommendation

An option is that City Council could deny the Administration's request to provide funding from the DLA to complete Kinsmen Park Project. The main parking lot would remain as gravel, and the Administration would need to find an alternate source to fund any additional unforeseen project costs.

Public and/or Stakeholder Involvement

No public and/or stakeholder involvement is required.

Communication Plan

The Marketing Section within the Community Services Department has created an extensive marketing plan to assist with the promotion and opening of the PotashCorp Playland. This marketing plan has been developed to create awareness for the newly developed PotashCorp Playland, which will assist in achieving the annual attendance targets.

Financial Implications

The Administration is requesting \$300,000 in funding from the DLA to complete Kinsmen Park Capital Project No. 2471. It is estimated that paving the main parking lot will cost approximately \$125,000. The remaining \$175,000 will be placed in the project contingency fund.

PotashCorp Playland – Paving of Parking Lot

Subject to City Council approving the recommendations in this report, City funding for the Kinsmen Park Phase One Project will increase from \$610,000 to \$910,000. Once Kinsmen Park Capital Project No. 2471 is complete and once all other financial commitments are finalized, any unused funding will be returned to the DLA.

Other Considerations/Implications

There are no policy, environmental, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

The PotashCorp Playland is anticipated to be open in Summer 2015.

Public Notice

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

Report Approval

Written by: Chelsie E. Schafer, Open Space Consultant, Recreation and Sport
Reviewed by: Cary Humphrey, Director of Recreation and Sport
Approved by: Randy Grauer, General Manager, Community Services Department

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STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Access to Leisure Centres During Service Disruptions

Recommendation of the Committee

That the proposed revisions to Leisure Services Fees and Charges Policy No. C03-029 be approved, as outlined in the report of the General Manager, Community Services dated April 13, 2015.

History

At the April 13, 2015 meeting of the Standing Policy Committee on Planning, Development and Community Services, a report of the General Manager, Community Services Department, dated April 13, 2015, was considered.

Attachment

April 13, 2015 Report of the General Manager, Community Services Department

Access to Leisure Centres During Service Disruptions

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council that the proposed revisions to Leisure Services Fees and Charges Policy No. C03-029 be approved, as outlined in this report.

Topic and Purpose

The purpose of this report is to propose and request approval for revisions to Leisure Services Fees and Charges Policy No. C03-029 (Leisure Services Policy) in order to provide shower facility access at the leisure centres for citizens impacted by water service disruptions.

Report Highlights

1. During March 2014, a significant number of water main breaks were experienced in the city, which resulted in water service disruptions to residents.
2. Recreation and Sport and Public Works Divisions worked together to develop a protocol for customer service staff in both divisions to utilize in providing shower facility access at the leisure centres to citizens impacted by water service disruptions.
3. The Administration is proposing that Leisure Services Policy be revised to permit access to leisure centres for citizens experiencing a water service disruption.

Strategic Goal

Under the strategic goal of Quality of Life, this report supports the long-term strategy of ensuring existing leisure centres are accessible, physically and financially, and meet community needs.

Background

The following inquiry was made by Councillor Clark at the meeting of City Council held on March 17, 2014.

“Would the Administration report on the options for the establishment of a formalized policy for providing access to leisure facilities for residents who are out of water for an extended period of time as a result of water or other service disruption(s) to their house.”

Report

Water System Repairs

During the winter 2014 season, the City experienced an increased number of water main breaks that occurred within a short period of time beginning in mid-February through March. Attachment 1 provides a weekly breakdown of the number of water main breaks for the period of January to April 2014.

Access to Leisure Centres During Service Disruptions

There are between 600 and 800 water system repairs performed each year on the water supply system, of which 500 to 600 would have a Precautionary Drinking Water Advisory (PDWA). The time from when water is turned off and a PDWA is issued to when a PDWA is lifted is between three to six days. Public Works indicates that 75% of water main break repairs are completed within 24 hours of notification of the issue.

During the winter 2014 season, the Community Services Department (Department) provided free access to shower facilities at its leisure centres to those citizens that were impacted by water service disruptions caused by these water main breaks. From March 5 to 19, 2014, a total of 256 citizens were provided with free access to shower facilities at the leisure centres, as outlined in Attachment 2.

The Department continues to offer shower access to citizens impacted by water service disruptions. The leisure centres have had a total of nine shower access visits during the period of January 1 to March 15, 2015.

Protocol and Procedures Developed

Public Works launched Water Outage Service Alerts in mid-January 2015, and their customer service staff will be initiating alerts 24/7 for unplanned water service disruptions (such as water main breaks) that require the water to be off for eight hours or more. These water outage service alerts will be posted at www.saskatoon.ca, tweeted with #YXEServiceAlert, and available for Really Simple Syndication (RSS) subscribers.

A citizen wishing to access shower facilities at a leisure centre, due to a water service disruption, will provide leisure centre customer service staff with documentation in the form of a driver's licence or utility bill, verifying their address to gain access to the facility. Leisure centre staff will use the water outage service alerts to confirm the existence of a service disruption at the citizen's location and grant access to shower facilities to them.

In order to have quantifiable data on the usage volumes of citizens accessing this shower service, the Department has created an admission type identified as "shower access-service disruption" that has been added to its automated revenue collection system. This admission type is a zero dollar admission and is used to account for the number of shower access usages the leisure centres experience for adults, youth, and preschoolers.

Leisure Services Policy Revisions

The Administration is recommending that the Leisure Services Policy be revised to include a definition identified as "water service disruption admission." The new definition would be added to Section 2 of this policy and would read as follows:

"Water Service Disruption Admission: a no fee admission to allow a citizen(s) access to shower amenities when experiencing a water service disruption." (see Attachment 3).

The Administration is of the opinion that a water service disruption admission falls within Section 3.2 (page 3) of this policy that states, in part, the following:

Access to Leisure Centres During Service Disruptions

“User fees will not be charged for programs identified as a basic service that addresses a concern or problem that affects the community-at-large and generates a benefit to the general public.”

Options to the Recommendation

City Council may choose not to approve the revisions to this policy.

Public and/or Stakeholder Involvement

Information will be available on www.saskatoon.ca to inform citizens of the availability of shower access at leisure centres in the event they are experiencing a water service disruption. Public Works will also be adding information in this regard to its PDWA door hangers.

Communication Plan

The Recreation and Sport and Public Works Divisions customer service staff will be educated on the policy revision, as well as the protocol and procedures that have been developed to provide this service to citizens.

Policy Implications

The existing policy is being revised to include this admission type definition as item 2.14, under Section 2, Definitions.

Other Considerations/Implications

There are no financial, environmental, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

The protocol and procedures described in this report have already been implemented.

Public Notice

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

Attachments

1. Water Main Break Statistics January to April 2014
2. Leisure Centre Shower Access Statistics During Water Service Disruptions
3. Leisure Services Fees and Charges Policy No. C03-029

Report Approval

Written by: Loretta Odorico, Facility Supervisor, Recreation and Sport
Trent Schmidt, Water and Sewer Manager, Public Works
Carla Figg, Support Services Manager, Public Works

Reviewed by: Cary Humphrey, Director of Recreation and Sport

Approved by: Randy Grauer, General Manager, Community Services Department

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Water Main Break Statistics January to April 2014

Week Ending	Breaks
04-Jan	6
11-Jan	5
18-Jan	14
25-Jan	1
01-Feb	5
08-Feb	9
15-Feb	16
22-Feb	16
01-Mar	14
08-Mar	21
15-Mar	23
22-Mar	19
29-Mar	9
05-Apr	10
12-Apr	7
19-Apr	5
26-Apr	4
TOTAL	<u>184</u>

Date	Lakewood			Lawson			Harry Bailey			Shaw			Field House			Cosmo Civic Centre		
	Adult	Youth	Preschool	Adult	Youth	Preschool	Adult	Youth	Preschool	Adult	Youth	Preschool	Adult	Youth	Preschool	Adult	Youth	Preschool
05-Mar	3	2														3	1	
06-Mar	3	2											4					
07-Mar	5	2											4	1		1		
08-Mar	7	6					1								1		1	
09-Mar	6	2						1					2					
10-Mar	4	2						2					5					
11-Mar	4	2						4										
12-Mar	12							3	3				3					
13-Mar	6	1						7	2				3					
14-Mar	7	3	1					1										
15-Mar	3	1						2	2				4					
16-Mar	6	2											2					
17-Mar	2												3					
18-Mar	1							5	1									
19-Mar				8	3			2		58	17							
20-Mar																		
21-Mar										2								
22-Mar										4	1							
23-Mar																		
24-Mar								3					5					
25-Mar	1																	
26-Mar				9	1													
27-Mar	1	1																
28-Mar																		
29-Mar																		
30-Mar																		
31-Mar											1							
Total By Site By Admission Type	71	26	1	17	4	0	31	9	0	64	19	0	35	1	0	5	2	0

	Adult	Youth	Preschool	Grand Total
Total All Sites By Admission Type	223	61	1	285

Leisure Centre Shower Access Statistics During Water Service Disruptions

ATTACHMENT 2

CITY OF SASKATOON COUNCIL POLICY

NUMBER
<i>C03-029</i>

POLICY TITLE <i>Leisure Services Fees and Charges</i>	ADOPTED BY: <i>City Council</i>	EFFECTIVE DATE <i>March 13, 1989</i>
		UPDATED TO <i>February 12, 2007</i>
ORIGIN/AUTHORITY <i>Planning and Development Committee Reports No. 10-1989, 25-1989, 23-1992 and 19-1994; Leisure Services Advisory Board Report No. 2-1992; Executive Committee Report No. 5-2006; and Administration and Finance Committee Reports No. 13-2006 and 2-2007</i>	CITY FILE NO. <i>CK. 1720-3</i>	PAGE NUMBER <i>1 of 6</i>

1. PURPOSE

To establish an appropriate source of funding to the City of Saskatoon for the provision of leisure services. The objectives of this policy are:

- a) To ensure that those who benefit from City-sponsored leisure services pay a fair and equitable share of the cost of such services.
- b) To ensure that the City's fees and charges do not discourage the delivery of leisure activities by outside organizations.
- c) To ensure fees and charges are not counter-productive to program objectives.
- d) To ensure participation in leisure activities by all residents including the economically disadvantaged and individuals with special needs.

2. DEFINITIONS

- 2.1 Targeted Participation/Spectatorship Levels - shall be the targeted level below which the objectives (social and/or economic impact) of the leisure program could not be achieved.
- 2.2 City-Sponsored Leisure Program - a leisure time activity delivered by the Leisure Services Branch of the Community Services Department for which the Department is solely responsible for associated costs, revenues and administrative functions.
- 2.3 Private Benefits - benefits that accrue to individuals through their participation in or spectatorship at City-sponsored leisure programs.

CITY OF SASKATOON COUNCIL POLICY

NUMBER
<i>C03-029</i>

POLICY TITLE	EFFECTIVE DATE	UPDATED TO	PAGE NUMBER
<i>Leisure Services Fees and Charges</i>	<i>March 13, 1989</i>	<i>February 12, 2007</i>	<i>2 of 6</i>

- 2.4 Public Benefits - benefits that accrue to the City as a whole (eg. leisure services contribute to attracting new residents and businesses to the City, thereby expanding the tax base and enhancing the local economy).
- 2.5 Individuals - shall be interpreted to mean individuals or groups.
- 2.6 Program - an activity (or group of activities) undertaken to produce a product or service that will benefit, directly or indirectly, all residents or a particular segment of the population.
- 2.7 User Fee - a fee charged for the opportunity to participate in or be a spectator at a City-sponsored leisure program. These user fee rates are set in accordance with the market.
- 2.8 Base Rate - the rate set to maximize revenue and/or to achieve cost recovery objective(s).
- 2.9 Outside Organizations - any provider of leisure services other than Civic departments and agencies. Outside organizations include other public agencies, non-profit organizations, commercial organizations and volunteer organizations.
- 2.10 Individuals with Special Needs - individuals with physical, mental or learning disabilities.
- 2.11 General Admission - a fee charged to allow single access to a City-sponsored activity (including drop-in fitness programs) without the need to pre-register or provide advance notice.
- 2.12 Structured Activities - City-sponsored leisure activities which require participants to pre-register.
- 2.13 Program Costs - includes facility rental charges, operating costs and staffing costs associated with a program. This includes all direct and indirect Facilities Branch, Infrastructure Services Department costs for all leisure centres, including operation, maintenance and project services, and excludes building reserve and productivity improvement loan costs.
- 2.14 **Water Service Disruption Admission - a no fee admission to allow a citizen(s) access to shower amenities when experiencing a water service disruption.**

NEW

CITY OF SASKATOON COUNCIL POLICY

NUMBER
C03-029

POLICY TITLE	EFFECTIVE DATE	UPDATED TO	PAGE NUMBER
<i>Leisure Services Fees and Charges</i>	<i>March 13, 1989</i>	<i>February 12, 2007</i>	<i>3 of 6</i>

3. POLICY

The Administration shall have authority to set and to update user fees/user fee rates in accordance with the criteria set out in this Policy.

3.1 User Fee Rates - user fees for City-sponsored leisure programs will be set at levels that reflect the purpose, value and quality of the service provided, and targeted participation/spectatorship levels. Consideration will be given to the impact such fees may have on comparable private sector services.

a) Structured Activities - the fees for Structured Activities shall be set to achieve full cost-recovery. The fee structure shall be:

- i) Adult (19 years of age and older) - base rate,
- ii) Youth (ages 6 to 18 years inclusive) - 85% of base rate, and
- iii) Pre-school (5 years and under) - free admission.

b) General Admission Programs - the fees for General Admission Programs shall be set to recover 65% of the total cost of providing the service. The fee structure shall be:

- i) Adult (19 years of age and older) - base rate,
- ii) Youth (ages 6 to 18 years inclusive) - 60% of base rate,
- iii) Pre-school (5 years and under) - free admission, and
- iv) Family – two times the adult rate.

3.2 Fully-Subsidized Services - user fees will **not**, (subject to budget and resource allocation approved by City Council), be charged for programs identified as "Basic Services". A basic service is one that:

- a) **Addresses a concern or problem that affects the community-at-large and generates, thereby, a benefit to the general public.**
- b) Addresses a need for a standard of service expressed by a specific target group representing a large portion of the community.

CITY OF SASKATOON COUNCIL POLICY

NUMBER <i>C03-029</i>

POLICY TITLE	EFFECTIVE DATE	UPDATED TO	PAGE NUMBER
<i>Leisure Services Fees and Charges</i>	<i>March 13, 1989</i>	<i>February 12, 2007</i>	<i>4 of 6</i>

- c) Is available at the Neighbourhood level with minimal cost (eg. transportation, equipment, etc.) to the participant.

3.3 Partially-Subsidized Services - notwithstanding 3.1 above, and subject to budget and resource allocation approved by City Council, user fees may be set to recover less than the total cost of the services:

- a) When it is necessary to promote on a short term basis a program to attract new participants or spectators in order to maximize usage and increase patronage.
- b) When program costs to intended participants are considered prohibitive, yet it is necessary, because of the associated private and/or public benefits, to encourage their participation/ spectatorship.
- c) When it is necessary to promote family recreation and the encouragement of a leisure lifestyle for the family.
- d) When the program involves the development and/or use of advanced skills, the subsidy is reduced.
- e) When the program provides economic benefits and/or promotes tourism opportunities that benefit the community-at-large.

3.4 Maximum Subsidy - where subsidized fees are deemed important for reasons stated in section 3.3, the maximum subsidy to be provided to participants shall be:

- a) Adult - 20% of the base rate,
- b) Youth - 40% of the base rate.

CITY OF SASKATOON COUNCIL POLICY

NUMBER <i>C03-029</i>

POLICY TITLE	EFFECTIVE DATE	UPDATED TO	PAGE NUMBER
<i>Leisure Services Fees and Charges</i>	<i>March 13, 1989</i>	<i>February 12, 2007</i>	<i>5 of 6</i>

- 3.5 Accessibility Subsidy Program - notwithstanding 3.1 above, and subject to budget and resource allocation approved by City Council, user fees will not be charged when it is necessary to encourage participation by individuals and groups where the total cost of the program has been identified as being a barrier to participation. The following process for identifying individuals applies:
- A recognized special need, social service and senior citizen organization identifies to the Department individuals requiring assistance.
 - The Department identifies individuals or groups requiring assistance.
- 3.6 Non-Subsidized Services - notwithstanding 3.1 above, user fee rates may be set to recover an amount equal to or greater than the total cost of the services:
- a) When other organizations provide similar services to the same target group. In such cases user fees may reflect market rates. Any surplus realized may be used to cross-subsidize other City sponsored leisure programs.
 - b) When demand for a service substantially exceeds the capacity of a program. In such cases, any additional revenues received may be used to expand the program to satisfy the demand. Such program expansions can be provided by the City or outside organizations.
 - c) When the City wishes to make a program more self-sufficient thereby encouraging other organizations (ie. non-profit, commercial) to invest in the program and assume responsibility for delivery.
 - d) When the program is requested by a specific group and extends well beyond basic skill development/use and is not a basic service or subsidized service.
- 3.7 Uniform Rates - uniform rates will be charged to individuals within the same target groups for identical services received.

CITY OF SASKATOON COUNCIL POLICY

NUMBER
C03-029

POLICY TITLE	EFFECTIVE DATE	UPDATED TO	PAGE NUMBER
<i>Leisure Services Fees and Charges</i>	<i>March 13, 1989</i>	<i>February 12, 2007</i>	<i>6 of 6</i>

3.8 Differential Rates - notwithstanding 3.1 and 3.7 above, differential rates may be established:

- a) between different target groups; and/or,
- b) as a means of levelling out demand for a particular program during prime and non-prime time.

4. RESPONSIBILITIES

4.1 Leisure Services Branch, Community Services Department

- a) Establish user fees and set user fee rates in accordance with the criteria outlined in this Policy;
- b) Annually report to City Council on the extent to which the objectives and the financial expectations of this Policy (i.e. cost-recovery objectives) have been achieved.
- c) Annual fee increases intended to work towards cost recovery objectives will occur as follows:
 - i) Admission fee increases will take place on January 1 of each year; and
 - ii) Registered program fee increases will take place on April 1 of each year.



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

City Centre Plan – Implementation Schedule of Broadway 360 Development Plan

Recommendation of the Committee

That the April 13, 2015 report of the General Manager, Community Services Department be received as information.

History

At the April 13, 2015 meeting of the Standing Policy Committee on Planning, Development and Community Services, a report of the General Manager, Community Services Department, dated April 13, 2015, was considered.

The Committee also received a presentation from Ms. Sara Marchildon, Executive Director, Broadway Business Improvement District, regarding aspects of implementation of the Broadway 360 Development Plan.

Attachments

1. April 13, 2015 Report of the General Manager, Community Services Department
2. Copy of Presentation from Ms. Sarah Marchildon, Executive Director, Broadway Business Improvement District

City Centre Plan – Implementation Schedule of Broadway 360 Development Plan

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council:

1. That the information be received.

Topic and Purpose

The purpose of this report is to provide an update on the implementation of the Broadway 360 Development Plan (Plan).

Report Highlights

1. The Plan implementation strategies are divided into the key theme areas of Land Use, Atmosphere and Character Retention, and Transportation and Parking.
2. Among the implementation highlights are a new zoning district and architectural overlay district that have been applied to Broadway commercial area properties, local streetscape improvements, and the development of a traffic-calming plan.
3. Four of ten recommendations have been completed, with successful implementation of a fifth recommendation expected to occur in Spring 2015.

Strategic Goals

The Plan supports a variety of Strategic Goals at the local level, including Quality of Life through engaging citizens in developing guidelines and regulations affecting the built environment, and Sustainable Growth by ensuring the Broadway commercial area remains healthy, while maintaining its character.

Background

In 2007, the Broadway Business Improvement District (BID) and the Nutana Community Association proposed that a study of the Broadway commercial area be undertaken. The City of Saskatoon (City) was invited to participate with the Broadway BID and Nutana Community Association in the development of a “Broadway Area Plan” to address the seven outstanding recommendations in the Nutana LAP.

The Plan resulted from a thorough public consultation process that engaged residents, business and commercial property owners, area schools and churches, and those representing Saskatoon’s heritage community. The Plan explores practical urban development solutions to address land use, street character, safety, parking, and traffic issues in the Broadway area. A steering committee of local stakeholders assisted in developing the report, and the Plan was received by City Council in 2009. An implementation strategy for the Plan was submitted to City Council in 2012.

On August 21, 2014, City Council considered a report on the City Centre Plan Implementation and Priority Strategy, and the following was resolved, in part:

“That the Administration bring forward a report on the implementation schedule of the Broadway 360.”

Report

Implementation of Broadway 360 Development Plan

Section 5.0 of the Plan contains a variety of recommendations that provide direction to the City, Broadway BID, and Nutana Community Association to implement the various elements of the Plan.

The implementation strategies are divided into the key theme areas of Land Use, Atmosphere and Character Retention, and Transportation and Parking:

- a) Land Use
 - i. Adopt the Recommended Development Standards; and
 - ii. Consider an Architectural Control District.
- b) Atmosphere and Character Retention
 - i. Implement Public Realm Improvements;
 - ii. Identify and Register Heritage Resources;
 - iii. Prepare Neighbourhood Infill and Architectural Guidelines;
 - iv. Coordinate Approaches to Addressing Incivilities; and
 - v. Undertake an Awareness Campaign on the Community Benefits of Festivals.
- c) Transportation and Parking
 - i. Consider Traffic-Calming Measures to Improve Pedestrian Safety;
 - ii. Explore Potential Routes for On-Street Bicycle Lanes; and
 - iii. Better Utilize the Parking Supply.

Significant progress has been made in implementing these recommendations. Attachment 1 provides a summary of the implementation strategies, identifies the primary division responsible, current status, and a brief comment/status update.

Among the Implementation Highlights:

- a) B5B Zoning District – Providing development standards to ensure that new Broadway commercial area development enhances the existing urban environment. The B5B Zoning District was approved by City Council in 2012.
- b) AC2 – B5B Architectural Overlay District – Applied in conjunction with the B5B Zoning District, the architectural control district provides direction to ensure high quality design for new construction in the Broadway commercial area, while allowing flexibility and fostering creativity in building design. The AC2 – B5B Architectural Overlay District was approved by City Council in 2012.
- c) Local Streetscape Improvements – Recent improvements in 2014 include the redevelopment of boulevard space on 10th Street and the planned installation in

- 2015 of 50 new bike racks in the Broadway area, as well as some bike racks placed in the rear lane to support the Mews proposal to activate the alley space.
- d) Implementation of the Heritage Policy and Program Review – As part of implementing the recommendations of the Heritage Policy and Program Review in support of heritage conservation, the Civic Heritage Policy was updated in 2014 and the Saskatoon Register of Historic Places database will be created and accessible to the public in 2015.
 - e) Neighbourhood Level Infill Development Strategy – Endorsed by City Council in 2013, implementation of the proposed regulations and guidelines is occurring over a number of phases. Development standards to permit garden and garage suites were approved in 2014, new regulations for primary dwellings were approved in 2015, and future phases to be considered by City Council include proposed corner lot development standards, as well as addressing drainage and lot grading issues for infill sites in established neighbourhoods.
 - f) Strategy to Address Incivilities Related to Licensed Establishments – The Neighbourhood Planning Section is beginning work on this complex issue in 2015. The intention is to develop a strategy (with many partners) to be utilized at a city-wide level addressing issues that affect various other neighbourhoods with licensed establishments in or near residential areas.
 - g) Traffic-Calming Measures – The Transportation Division expects to present the Nutana Traffic Calming Plan to City Council in Spring 2015, with implementation of temporary measures and signage proposed to occur in Summer 2015.

Overall, four of the ten recommendations have been completed, with a fifth recommendation expected to be implemented in Spring 2015.

Public and/or Stakeholder Involvement

The Plan was a joint initiative among the City, Broadway BID, and the Nutana Community Association. The Plan is the result of a collaborative process that involved a broad representation of people in the community making contributions in a variety of ways. The continued implementation of recommendations will require contributions from key stakeholders, and some recommendations will also require additional community consultation.

Communication Plan

The Neighbourhood Planning Section works with the Broadway BID and Nutana Community Association, and will share this implementation update with those partners.

Other Considerations/Implications

There are no options, policy, environmental, financial, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

The Neighbourhood Planning Section submits an annual report to City Council that includes information on the implementation of LAPs and related reports, such as the Plan.

Public Notice

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

Attachment

1. Broadway 360 Development Plan – Implementation Update

Report Approval

Written by: Mark Emmons, Senior Planner, Neighbourhood Planning
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/CP/2015/PDCS – City Centre Plan – Implementation Schedule of Broadway 360 Development Plan/ks
BF98-14

Broadway 360 Development Plan - Implementation Update			
Theme: Land Use			
Recommendation	Summary of Implementation Strategy	Primary Department	Status
Adopt the Recommended Development Standards	Consider the alternate development standards proposed in the report, related to scale, height, massing, setbacks and density.	Community Services (Planning & Development)	Complete
<p>Comment/Status Update: Members of the Broadway 360 Steering Committee, in conjunction with staff from Planning and Development drafted the B5B Zoning District specifically for the Broadway Avenue commercial area. Following public consultation, City Council adopted the B5B Zoning District in 2012 to provide development standards to ensure that new development enhances the existing urban environment along this unique commercial corridor. The purpose of the B5B Zoning District is to recognize the historic Broadway Avenue commercial area and to facilitate mixed-use developments, including a range of commercial, institutional, and medium to high density residential uses. A key aspect of the zoning district ensures new buildings have an identifiable base and cap. Through steering committee discussions and community consultation, it was determined that building bases with minimal setbacks, combined with building cap setbacks would provide appropriate sunlight penetration and ensure the development has an appropriate pedestrian scale. The B5B Zoning district includes development standards that limit the maximum height of new buildings through factors such as: gross floor area ratio of 7:1, site size, height of base building (must be a minimum 7.5 metres to a maximum of 12 metres), setbacks and setbacks, and parking (both the amount of required parking and where it is located on the site).</p>			
Consider an Architectural Control District	Consider design guidelines to encourage quality design for a variety of built form elements as a means to ensure that new buildings reinforce and enhance the best qualities of the Broadway area.	Community Services (Planning & Development)	Complete
<p>Comment/Status Update: Members of the Broadway 360 Steering Committee, in conjunction with staff from Planning and Development drafted the AC2 - B5B Architectural Control Overlay District specifically for the Broadway Avenue commercial area. Following public consultation, City Council adopted the B5B Zoning District, along with the AC2 Overlay District in 2012 to provide direction to ensure high quality architectural design for new construction in the Broadway commercial area. The AC2 Overlay District is intended to allow for flexibility and foster creativity in building design. The design standards are applied to the construction of all new buildings and where City funding is being requested under programs, such as the Heritage Conservation Program, the Facade Conservation and Enhancement Program, or the Attainable Housing Program. Included are 14 design guidelines that address the following: building expression, orientation and placement, street wall, heritage contexts, corner sites, storefronts, residential street access units, roof treatment, above-grade parking, material and architectural quality, sidewalk cafes, building lighting, signage, and sustainable design. The review process for proposed projects is administered by Planning and Development in the same manner as currently undertaken for development projects in River Landing. A development review committee consisting of design professionals (community planners, landscape architects, and other architects) review each application. City Council delegated approval authority to Planning and Development.</p>			

NOTE: See Broadway 360 Development Plan for additional information and the full text of each implementation strategy.

Broadway 360 Development Plan - Implementation Update

Theme: Atmosphere & Character Retention			
Recommendation	Summary of Implementation Strategy	Primary Department	Status
Implement Public Realm Improvements	Consider public realm improvements that serve to enhance the atmosphere and character of the Broadway area, such as a Five Corners Plaza, the Mews, and Oskayak School frontage.	Community Services (Planning & Development)	Ongoing/Long-term implementation
<p>Comment/Status Update: The Urban Design Group works with the Broadway Business Improvement District (BBID) on an ongoing basis to discuss local priorities in the Broadway Avenue commercial area. The B360 proposes a number of projects that will require additional funding, due to the limited Urban Design - BID budget. Every two years, \$60,000 is allocated for local improvement projects in the BBID area. In 2014, Urban Design and the BBID worked in partnership to transform an undesirable sliver of worn dirt boulevard into an enjoyable and functional space. The boulevard on 10th Avenue, east of Broadway Avenue, was renovated with unit pavers, two picnic tables, three checkers tables with chairs and wheelchair access, and bike parking. Urban Design will also be installing 50 new bike racks in the Broadway area in 2015. Some bike racks will be installed in the rear lane, which supports the Mews proposal to encourage commercial properties to utilize the rear lane for store frontage, patios, event space, etc. The Five Corners Plaza is a long-term project and tentatively targeted for 2025. Improvements proposed for the Oskayak School frontage would fall outside of Planning & Development's mandate and would require significant support from the Saskatoon Catholic School Board, although there may be opportunities for contributions by the Community Development Branch as part of implementing the Culture Plan.</p>			
Identify and Register Heritage Resources	Consider proactive approaches to retain, restore, fund, and promote Broadway area heritage.	Community Services (Planning & Development)	Complete
<p>Comment/Status Update: There are many significant heritage properties in the Nutana neighbourhood. In 2012, the Planning and Development Division completed a Heritage Policy and Program Review. The review provided a framework to further recognize the potential of Saskatoon's heritage resources to act as a solid basis for the development of a vital and sustainable urban environment. Through a broad collaborative process involving many stakeholders, the review identified an array of goals and actions, gathered into an implementation strategy that integrates conservation initiatives within the land use planning and development approval process and supports community heritage initiatives. In 2014, City Council approved an updated Civic Heritage Policy that builds on the Heritage Policy and Program Review. The updated policy provides for an expanded definition of heritage and provides strategic direction for the conservation of tangible and intangible heritage resources in the city. The Saskatoon Register of Historic Places is a new database being created in 2015 to identify key heritage resources and properties in our community. Changes to the Heritage Conservation Program Incentives removed previous disincentives to heritage conservation, develop enhanced incentive funding options for properties that do not pay taxes, and enhance the range of conservation incentives for heritage homeowners.</p>			

NOTE: See Broadway 360 Development Plan for additional information and the full text of each implementation strategy.

<http://broadway360.ca/>
Updated March 20, 2015

Broadway 360 Development Plan - Implementation Update

Theme: Atmosphere & Character Retention (continued)			
Recommendation	Summary of Implementation Strategy	Primary Department	Status
Prepare Neighbourhood Infill and Architectural Guidelines	Consider the development of design guidelines specifically tailored for Nutana's residential area to encourage appropriate infill, additions, and renovations.	Community Services (Planning & Development)	Complete
<p>Comment/Status Update: Encouraging appropriate infill that fits with the character of the neighbourhood and street is a city-wide concern. Following a detailed series of community engagement opportunities, City Council endorsed the Neighbourhood Level Infill Development Strategy in 2013. The strategy outlined best practices, design guidelines, and regulations, which will provide design flexibility and minimize the impact of new residential developments on neighbouring property owners. The first phase of implementation occurred in 2014, when regulations to permit garden and garage suites through a discretionary use process delegated to the Planning & Development Division was adopted by City Council. The second phase of implementation was approved by City Council in 2015 and focused on development standards and design guidelines for primary dwellings, including standards related to: allowable sidewall area, regulations specific to flat-roof structures, revisions to current site width requirements, height of front door from ground, and permitting porches to extend into the required front yard. Additional phases of implementation will focus on corner lot infill development, as well as drainage and lot grading for infill sites in established neighbourhoods.</p>			
Coordinate Approaches to Addressing Incivilities	Consider methods to address nuisance issues arising from licensed establishments in the Broadway area.	Community Services (Planning & Development)	To begin in 2015
<p>Comment/Status Update: The Broadway area has many licensed establishments and there are often concerns related to noise and incivilities raised by local residents. However, neighbourhood safety issues related to licensed establishments occur in a number of areas in the city and would benefit from a city-wide strategy to ensure consistency. The Neighbourhood Planning Section Neighbourhood Safety Group will begin developing a strategy in 2015 to address this recommendation on a city-wide scale, along with related recommendations from various Local Area Plan and Neighbourhood Safety reports. The success of any strategy to address these issues will require significant input and cooperation with others, such as each BID, various Community Associations, Saskatoon Police Service, Saskatoon Fire and Protective Services, and Saskatchewan Liquor and Gaming Authority. The patrol area of the Community Support Officer (CSO) Pilot Program includes the Broadway commercial area, although it is noted that the CSOs patrol during daytime hours, while the majority of incivilities related to licensed establishments would tend to occur in later hours.</p>			
Undertake an Awareness Campaign on the Community Benefits of Festivals	Consider methods to promote the benefits of Broadway festivals, which enhance the profile of the area and are an important aspect of what makes the neighbourhood appealing and desirable.	Community Services (Community Development)	Ongoing
<p>Comment/Status Update: The City of Saskatoon Culture Plan identifies cultural development as an important civic initiative and cultural vitality as a measure of civic success. The Culture Plan contains a series of directions, strategies and actions that taken together are meant to strengthen the role of the arts in the city raising the profile of Saskatoon as a creative city. Undertaking an awareness campaign on the community benefits of festivals complements several strategies already identified in the Culture Plan. The Community Development Division will: 1. Continue to map and measure the importance of cultural investment in the city including the Broadway area; 2. Report out on the significance of those investments; and 3. Consult with the BBID and the Fringe Festival to support their efforts in promoting an awareness of the benefits of festivals and of the arts to the Broadway area.</p>			

NOTE: See Broadway 360 Development Plan for additional information and the full text of each implementation strategy.

Broadway 360 Development Plan - Implementation Update

Theme: Transportation & Parking			
Recommendation	Summary of Implementation Strategy	Primary Department	Status
Consider Traffic-Calming Measures to Improve Pedestrian Safety	Consider a variety of methods to impact traffic and improve pedestrian safety, such as installing crossing countdown timers, additional signalized crosswalks, additional bump-outs, and rear lane speed bumps, as well as reviewing the timing of pedestrian crossing lights.	Transportation & Utilities (Transportation)	To be considered by City Council in Spring 2015
<p>Comment/Status Update: In 2014, the Transportation Division conducted community engagement to identify specific traffic concerns across the Nutana neighbourhood, as part of the city-wide Neighbourhood Traffic Management Program. The perspectives of local stakeholders, combined with traffic stats/data, was utilized to develop a neighbourhood-wide traffic calming plan. This plan is expected to be presented to City Council for consideration in Spring 2015. Once approved, it is anticipated that implementation of temporary calming measures and signage would occur in Summer 2015. In later years, each temporary calming measure would be assessed for effectiveness, prior to permanent installation.</p>			
Explore Potential Routes for On-Street Bicycle Lanes	Consider strategies to encourage active transportation options, such as walking, transit, and cycling.	Community Services (Planning & Development)	In conjunction with replacement of Traffic Bridge
<p>Comment/Status Update: The encouragement of transit use and cycling are fully supported by the City of Saskatoon. The City is currently developing a plan to improve transit along and near major corridors. The Bicycle Network Plan was developed in 2010, identifying cycling routes across the entire city through consultation with community cyclists. The Cycling Advisory Group continues to be a key contributor on all city cycling projects. In 2015, City Council approved a pilot demonstration project to install protected cycling lanes downtown. Following an assessment of the pilot project, additional projects along cycling corridors may be considered. Cycling route improvements along Victoria Avenue will be considered during construction of the new Traffic Bridge. Also in 2015, City Council authorized the hiring of a consultant to work with the Long Range Planning Section in developing the city-wide Active Transportation Plan (ATP) through extensive community consultation. The purpose of the ATP is to encourage walking, cycling, and other forms of active transportation for people of all ages and abilities in Saskatoon. With help from the community, the ATP will explore how our current infrastructure and programs support active transportation, identify potential opportunities to improve active transportation, and prioritize opportunities for funding and implementing the improvements. The ATP is expected to be completed in Spring 2016.</p>			

NOTE: See Broadway 360 Development Plan for additional information and the full text of each implementation strategy.

<http://broadway360.ca/>
Updated March 20, 2015

Broadway 360 Development Plan - Implementation Update

Theme: Transportation & Parking (continued)			
Recommendation	Summary of Implementation Strategy	Primary Department	Status
Better Utilize the Parking Supply	Consider implementing a variety of strategies to better utilize the existing parking supply, such as limiting long-term on-street non-resident parking, encouraging the sharing of parking lots during non-peak demand, improved signage, clearly marking individual parking stalls, improving enforcement of parking violations, encourage residents to park off-street, encouraging public parking in new developments, and to promoting public transit and cycling.	Transportation & Utilities (Transportation) and Community Services (Planning & Development)	Ongoing
<p>Comment/Status Update: The City of Saskatoon, in partnership with consultants that have experience in addressing complex parking issues, are currently developing the Comprehensive Downtown Parking Strategy. The study area for the project includes the Broadway Avenue and Riversdale commercial areas. The purpose is to develop a long-term plan that will provide for an appropriate supply of parking in the downtown and adjacent commercial areas. Community engagement began in 2014 and is continuing in 2015. It is anticipated that the Parking Strategy will be presented to City Council in late 2015. Addressing parking issues in the Broadway commercial area is challenging, due to the adjacent low-density residential housing. The Varsity View Residential Parking Permit zone currently stretches into northern Nutana and is available for consideration as an option for residents with on-street parking issues related to the presence of long-term daily commuter vehicles. The B5B Zoning District and AC2 Architectural Overlay District also provide tools related to the amount/placement/design of parking stalls in new commercial projects. In 2015, new parking meter stations were installed to replace the traditional parking meters. The new parking stations provide drivers with additional flexibility, while also incorporating new technology to improve the efficiency and effectiveness of parking enforcement. It is expected that the new technology will provide more detailed information about parking demand.</p>			

NOTE: See Broadway 360 Development Plan for additional information and the full text of each implementation strategy.

<http://broadway360.ca/>
Updated March 20, 2015

RECEIVED

APR 15 2015

4110-42

From: Sarah Marchildon <bbid.director@onbroadway.ca>
Sent: April 14, 2015 5:58 PM
To: Web E-mail - City Clerks
Cc: Hill, Darren (City Councillor); Atchison, Don (Mayor's Office); Lorje, Pat (City Councillor); Jeffries, Zach (City Councillor); Paulsen, Tiffany (City Councillor); Davies, Troy (City Councillor); Emmons, Mark (CY - Planning and Development)
Subject: SPC PD&CS | 7.2.8 City Centre Plan -Implementation Schedule of Broadway 360

Thanks for your attention yesterday morning, Councillors.
As requested, here are my speaking notes; note the few extra points!

Thank you for asking for an update on the Broadway 360 report. In doing so, we see clearly it has not been left on a shelf to collect dust, but is rather being actively worked on with some great successes achieved. Going through the 10 big ideas, I wanted to add a few comments relating to Broadway BID's achievements, and even point out a few more by City Admin.

1. **Adopt the Recommended Development Standards | Consider an Architectural Control District** | We're proud to have the confidence of these zoning elements in place. The BBID has been working closely with the first new-build buildings who will fall into the timing of abiding by these new zoning rules.
2. **Implement Public Realm Improvements** | as mentioned, BBID's 2010, 2012 & 2014 \$60,000 Urban Design small projects are finally coming to fruition: bike racks, 10th street chess tables/chairs, and decorative lighting. The mentioned Five Corners Plaza being targeted for 2025 points to the fact that the list of centre-bid projects is long in numbers of projects, and underfunded to achieve in a timely manner; the 3 BID EDs have been working on re-jigging how Urban Design BID-dollars get spent in hopes of better effective project completion.
3. **Identify and Register Heritage Resources** | By way of our Farnam Block being recently demolished, I hesitate to agree with this point's status being complete. We are looking to explore our own definition and implications of heritage for the district. As a Municipal Heritage Advisory Committee (MHAC) member, I would be remiss to not mention the great work of the City's Heritage Plan by Donald Luxton, but that it's implementation is not yet complete. For example, when a report comes to Council requiring environmental impact statements, the Heritage Plan could/should result in an equal requirement for a heritage impact statement. Also the list of heritage-significant properties cannot be complete by City Admin alone, for the requirement that a property owner gives consent, yet MHAC wishes to also keep a list of ALL heritage-significant properties, but that mechanism is yet to be completed... Heritage is not quite a complete piece. Additional to this report, your own Heritage Coordinator had compiled a list of Ghost Signs, which includes a few Broadway murals, and ourselves & Nutana have partnered to create our Heritage QR Code walking tour that lists and describes ~120 heritage points and their stories accessible by smart phone.
4. **Prepare Neighbourhood Infill and Architectural Guidelines | Coordinate Approaches to Addressing Incivilities** | no comments at this time
5. **Undertake Awareness Campaign on the Community Benefits of Festivals** | BBID has hosted a professional development opportunity for businesses to learn "how to do events hosted on Broadway". Tourism Saskatoon CEO, Todd Brandt, and a couple local merchants gave their perspectives. BBID has also developed a better system to work with what we call Third Party Event Planners, people running events within our district, such as Fringe, Bikes on Broadway, Moso & Reggae Fest, etc. Also, kudos to your own Recreation & Sport department, who has recently picked up its game at hosting single meetings for all relevant City-departments (Fire, Police, street closures, etc), and recently including BBID when we are the venue, to discuss events with their event planners.

6. **Consider Traffic-Calming Measures to Improve Pedestrian Safety** | we are pleased to have partaken in the process with Transportation, whereby recommendations will come forward to you shortly for approval; BBID is excited for the pedestrian light at 9th, a combination of the two school zones for a unified speed down Broadway Ave, etc. However, the BBID board and Transportation staff recognized that Urban Design components were not included in this process of bettering the district's traffic, so we hope to not end the process here.
7. **Explore Potential Routes for On-Street Bicycle Lanes** | BBID looks forward to this proposed process, and also to the success of the upcoming bike lane demo project, and thus its expansion to the Broadway district.
8. **Better Utilize the Parking Supply** | As Broadway 360 pointed out, there i plenty of parking supply, but it i unfortunately not effectively managed, so a big piece of our work of late has been to correct that perception. However, with the current Parking Study, we look forward to a toolbox of resources to be able to better manage the parking supply and consider additional parking supply.

Thanks for your support in making Broadway a great community!

Sarah Marchildon MBA BEd

Executive Director | Broadway Business Improvement District

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STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

2015 to 2017 Zoo Program/Concession Agreement – Saskatoon Forestry Farm Park and Zoo

Recommendation of the Committee

1. That the City of Saskatoon and The Saskatoon Zoo Society enter into a three-year agreement for services at the Saskatoon Forestry Farm Park and Zoo starting January 1, 2015, in accordance with the terms set out in the report of the General Manager, Community Services Department dated April 13, 2015; and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

History

At the April 13, 2015 meeting of the Standing Policy Committee on Planning, Development and Community Services, a report of the General Manager, Community Services Department, dated April 13, 2015, was considered.

Attachment

April 13, 2015 Report of the General Manager, Community Services Department

2015 to 2017 Zoo Program/Concession Agreement – Saskatoon Forestry Farm Park and Zoo

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council:

1. That the City of Saskatoon and The Saskatoon Zoo Society enter into a three-year agreement for services at the Saskatoon Forestry Farm Park and Zoo starting January 1, 2015, in accordance with the terms set out in this report; and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

Topic and Purpose

The purpose of this report is to recommend that a three-year contract be awarded to the Saskatoon Zoo Society (SZS) to offer public education programs and operate the concessions at the Saskatoon Forestry Farm Park and Zoo (SFFP&Z).

Report Highlights

1. SFFP&Z plans to open a new gift shop and zoo entrance in 2015. Results of this improvement will require additional staff for operating the admissions function for the SFFP&Z, as well as increased costs to the City of Saskatoon (City) for this service.
2. The term of the contract with the SZS will be for three years, commencing January 1, 2015, through December 31, 2017. In 2015, the fees paid to the SZS to provide programming, collection of zoo admissions, and operating the concessions will increase by \$1,300.

Strategic Goal

This report supports the City's Strategic Goal of Quality of Life by providing opportunity for citizens to have access to programs that promote education and learning at the SFFP&Z. Furthermore, the SFFP&Z provides citizens and visitors to Saskatoon a unique opportunity to enjoy the natural beauty of the site.

Background

The current one-year agreement between the City and the SZS expired on December 31, 2014. The purpose of the contract with the SZS is to provide educational, interpretive, and environmental programming to the general public. The contract authorizes the SZS to:

- a) provide concession services to the patrons visiting the zoo, both food services and the gift shop;

- b) collect admissions to the zoo;
- c) collect parking fees to access the park; and
- d) operate the Kinsmen Express.

The SZS is responsible for all staffing and materials required to operate the admission centre, concession, and gift shop. In addition, the SZS receives income from the gift shop and the concession and the SZS uses any revenue it receives, after expenses, to add programs and services to the Park or Zoo. The City receives all revenue from parking fees and Zoo gate admissions.

The SZS has reaffirmed their interest to continue operation of the concessions/ admission booth and provide program services. This is in agreement with the contract revisions, as identified in this report.

Report

New Gift Shop and Zoo Entrance

Over the past eight years, the attendance at the SFFP&Z has increased from an average of 67,000 people to in excess of 125,000 per year. During this time, the SZS has had to increase many of their programs to keep up with the additional public demand. In 2015, a zoo gift shop and admissions windows will be opened and located in a separate building from the current zoo concession. This new building will provide opportunities to improve and enhance the services to customers that visit the zoo.

The agreement negotiated by the Administration is for three years. The majority of changes to the new contract reflect inflationary cost increases for staff and operation supplies.

Agreement Terms and Conditions

The negotiated changes to the service contract between the City and the SZS are highlighted below:

A. Agreement Term

The agreement term between the City and the SZS is for three years, commencing January 1, 2015, and ending December 31, 2017.

B. Programming Services

The SZS agrees to provide the interpretive, educational, and environmental program services as outlined in this contract. The City has negotiated a three-year fee schedule for SZS to provide this service, as follows:

- 2015 - \$49,000;
- 2016 - \$50,300; and
- 2017 - \$51,600.

C. Admissions and Gate Services

The SZS agrees to provide services for the collection of zoo admission fees at the SFFP&Z entrance. The City has negotiated a three-year fee schedule, as follows:

- 2015 - \$15,600;
- 2016 - \$16,000; and
- 2017 - \$16,400.

D. Food Service Concession License

The SZS shall pay to the City \$5,100 (plus GST) per year of this agreement to operate the Food Service Concession. Contracting the concession service with the SZS allows the SZS to generate revenue to support its programs and other initiatives within the zoo.

E. Gift Shop License

The SZS shall pay to the City a percentage of gross sales (plus GST) to operate the gift shop per year of this agreement, as outlined in the following chart:

	Gross Sales	Potential Annual Revenue Range
Level 1	5% of gross sales between \$1 - \$100,000	\$5,000
Level 2	Level 1 plus 6% of gross sales between \$100,001 - \$175,000	\$5,001 - \$9,500
Level 3	Level 1 & Level 2 plus 7% of gross sales greater than \$175,001	\$9,500 or Greater

Public and/or Stakeholder Involvement

This agreement was developed in discussion with the SZS.

Financial Implications

As outlined in the chart below, the 2014 budget for this service was \$63,300 and the 2015 budget is \$64,600. This represents a \$1,300 overall increase, or 2.10%. This increase has been included in the SFFP&Z 2015 Operating Budget. An increase of 2.65% in both 2016 and 2017 will be incorporated into the SFFP&Z operating budget for 2016 and 2017.

Budgeted Total 2014	Budgeted Total 2015	Increase	%
\$63,300	\$64,600	\$1,300	2.10

Other Considerations/Implications

There are no options, policy, financial, environmental, privacy, or CPTED implications of considerations. No communication plan is required.

Due Date for Follow-up and/or Project Completion

Recreation and Sport will negotiate a new agreement at the end of this three-year agreement in 2017.

Public Notice

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

Report Approval

Written by: John Moran, Facility Supervisor, SFFP&Z
Reviewed by: Cary Humphrey, Director of Recreation and Sport
Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/RS/2015/PDCS – 2015 to 2017 Zoo Program/Concession Agreement – SFFP&Z/ks



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Status Report on the (Ten Year) 2013-2022 Housing Business Plan

Recommendation of the Committee

1. That the Administration be instructed to communicate to the Provincial Government, the housing needs identified in the report of the General Manager, Community Services Department dated April 13, 2015, and request that the Rental Construction Incentive and Affordable home Ownership Program be extended beyond March 31, 2016; and
2. That the Administration report back prior to the 2016 Business Plan and Budget deliberations on funding requirements and housing targets for 2016.

History

At the April 13, 2015 meeting of the Standing Policy Committee on Planning, Development and Community Services, a report of the General Manager, Community Services Department, dated April 13, 2015, was considered.

Attachment

April 13, 2015 Report of the General Manager, Community Services Department

Status Report on the (Ten Year) 2013 - 2022 Housing Business Plan

Recommendations:

- 1) That the Administration be instructed to communicate to the Provincial Government, the housing needs identified in this report, and request that the Rental Construction Incentive and Affordable Home Ownership Program be extended beyond March 31, 2016; and
- 2) That the Administration report back prior to the 2016 Business Plan and Budget deliberations on funding requirements and housing targets for 2016.

Topic and Purpose

The purpose of this report is to provide the 2014 annual status report on the 2013-2022 Housing Business Plan (Housing Business Plan).

Report Highlights

1. The 2014 housing targets have been exceeded with 542 new attainable units.
2. The City of Saskatoon (City) is on track to achieve its housing targets for 2015 with funding committed for 565 units.
3. Most of the new attainable units are on the east side of the river.
4. The City's agreements with the Provincial Government that share the cost of the affordable ownership and purpose-built rental programs expire on March 31, 2016. The Administration is recommending that the Provincial Government be urged to renew their housing programs beyond March 31, 2016.
5. In order to continue adding attainable housing units to the housing stock in Saskatoon, the Administration is recommending that funding of \$1 million annually be allocated to the Affordable Housing Reserve.
6. The Barrier-Free Demonstration Project, undertaken by Innovative Residential Investments Inc. (Innovative Residential), was a useful exercise to help determine the demand and market preferences for barrier-free housing units.
7. Saskatoon's Plan to End Homelessness began implementing Housing First in 2014, and discussions are currently underway with Saskatoon Housing Initiatives Partnership (SHIP), Saskatoon's Community Advisory Board, and the United Way of Saskatoon and Area to better integrate efforts to address homelessness.
8. The Administration continues to explore home ownership options to support large families with the \$250,000 in funding allocated in 2014.

Strategic Goal

This report supports the City's long-term Strategic Goal of Quality of Life by increasing the supply and range of affordable housing options.

Background

During its September 26, 2011 meeting, City Council approved cost-sharing agreements with the Saskatchewan Housing Corporation (SHC) to fund the New Rental Land Cost Rebate Program and Mortgage Flexibilities Support Program (MFSP) until March 31, 2016.

During its January 21, 2013 meeting, City Council approved capital funding of \$40,000 for the construction of two barrier-free, affordable ownership units to be built by Innovative Residential in its entry-level project at 1303 Richardson Road.

During its June 24, 2013 meeting, City Council approved the Housing Business Plan, which included a number of provisions to support the creation of additional units across the attainable housing continuum over the next ten years. The Housing Business Plan defined the attainable housing continuum as including the following five sub types of attainable housing: purpose-built rental, affordable ownership, affordable rental, secondary suites, and entry-level ownership.

During its December 3, 2013 meeting, City Council approved the 2014 Business Plan and Budget, which set the housing target for 2014 at 480 units across the attainable housing continuum.

During its August 21, 2014 meeting, City Council reallocated unused funding from the Pleasant Hill Project to the Affordable Housing Reserve, including \$250,000 to support Saskatoon's Plan to End Homelessness and \$250,000 to support up to ten large units to be sold to low-income families under the MFSP.

During its December 2, 2014 meeting, City Council revised the 2015 housing target to 500 units across the attainable housing continuum.

Report

2014 Housing Targets Exceeded with 542 New Attainable Units

In 2014, the City's incentives supported the creation of 542 new units, as shown in the tables in Attachment 1, exceeding the 480-unit target. The targets set by City Council were exceeded for four of the five sub types of attainable housing, including purpose-built rental, affordable rental, secondary suites, and entry-level ownership. Fewer than targeted affordable ownership units were built in 2014. This may be due to builders delaying projects because there was an inventory of unsold units at the end of 2013.

The City is On Track to Achieve its Housing Targets for 2015

The City has approved and committed funding to 565 units across the attainable housing continuum for 2015. Preliminary commitments are in place for 2016, including 228 purpose-built rental units and 399 entry-level units that have been approved for construction financing by the Provincial Head Start on Home Program in 2016.

Currently, there are no funding sources for the other three sub types of attainable housing for 2016 and beyond.

Status Report on the (Ten Year) 2013 – 2022 Housing Business Plan

A complete listing of all projects, including number of units supported, location, amount of City support, and construction status, as well as a financial summary covering the three-year period from 2013 to 2015 can be found in Attachment 1.

Location of New Attainable Units

Approximately 75% of the new attainable units created in 2014 and approved for 2015 are on the east side of the river, reversing the trend of the past few years. This is primarily due to the availability of multi-family sites in the Evergreen and Stonebridge neighbourhoods.

The Administration is Recommending that the Provincial Government be Encouraged to Continue Funding the Cost-Sharing Programs Beyond March 31, 2016

The City's housing initiatives are effectively addressing the needs of households in the upper half of the attainable housing continuum. However, agreements with the Provincial Government that share the cost of the affordable ownership and purpose-built rental programs expire on March 31, 2016. To ensure that shortages of these types of housing do not return to pre-2008 levels, it is essential that these programs continue. Therefore, it is recommended that a letter be written to the Province of Saskatchewan, requesting that their Affordable Home Ownership Program (AHOP) and Rental Construction Incentive (RCI) be extended beyond March 31, 2016.

An analysis of the City's purpose-built rental, affordable ownership, and entry-level housing programs and the importance of continued funding is found in Attachment 2.

Funding of at Least \$1 Million per Year is Required for the Affordable Housing Reserve

In recent years, the City has been allocating \$1 million in capital funding annually to the Affordable Housing Reserve, which is used primarily to support the creation of affordable rental housing. This funding allows the City to leverage provincial funding for this type of housing and to influence the location of affordable rental projects within the city. The 2015 funding has been mostly allocated for projects currently under construction, and no source of funding has been identified for 2016 and beyond. It is recommended that the Administration continue to seek secure, long-term funding of at least \$1 million per year for the Affordable Housing Reserve.

An analysis of Saskatoon's affordability issues and the areas of greatest need in Saskatoon's housing market is found in Attachment 3, along with justification for an annual investment of at least \$1 million.

Report on the Barrier-Free Show Homes Sold Under the MFSP

Two barrier-free show suites were open to the public in 2014 as part of a demonstration project by Innovative Residential. The City and builder gained valuable feedback from the public on the need for barrier-free units in the affordable ownership market. It would appear that the demand for barrier-free affordable ownership units was not as great as previously thought as it did take some time for the units to sell. A summary of the feedback and learnings is included in Attachment 4.

Status Report on the (Ten Year) 2013 – 2022 Housing Business Plan

Update on Saskatoon's Plan to End Homelessness and the Housing First Demonstration Project

Saskatoon's Plan to End Homelessness, operating under the leadership of the United Way of Saskatoon and Region and with funding from the City, launched a Housing First project in April 2014 that housed 19 of Saskatoon's most vulnerable homeless population. Six months after the launch of the program, 17 of these individuals remained housed. These individuals reported a reduction in use of a variety of publicly-funded services, such as shelters, police detention, and hospitalization, with an estimated savings of \$668,000.

Work is currently underway to integrate the work being done by the United Way of Saskatoon and Area to implement Saskatoon's Plan to End Homelessness, SHIP, and Saskatoon's Community Advisory Board that oversees the Federal Government's Homeless Partnering Strategy. These groups have all been working to address homelessness in Saskatoon, and discussions are taking place to bring these groups together so that the work of each is more effective.

Affordable Ownership Options for Large Families Being Reviewed

The Administration has been unable to secure a workable proposal under the MFSP that would allow low-income families to purchase a three- or four-bedroom home. Two builders were preparing funding applications for the \$250,000 allocated by City Council for this demographic, with models using large monthly support programs. However, these applications did not proceed due to changes to the federal mortgage lending rules that reduced the size of monthly support programs that can be provided to low-income home buyers.

The Administration is looking at other options for using the \$250,000 allocated by City Council to support low-income homebuyers that need assistance in purchasing a three- or four-bedroom home. A report will be forthcoming when a workable proposal is found.

Public and/or Stakeholder Involvement

The Administration consults regularly with affordable housing providers and is aware of housing proposals that are likely to be received in 2015 and 2016.

Communication Plan

A News Release will be issued, highlighting that the attainable housing targets were exceeded in 2014.

This report, as well as the City's ten-year Housing Business Plan and presentation, will be posted on the City's website. It will also be provided directly to SHIP, the Canadian Housing and Renewal Association (CHRA), Canada Mortgage and Housing Corporation (CMHC), Saskatchewan Housing Corporation (SHC), the Saskatoon Homebuilders Association (SHBA), and United Way of Saskatoon and Area.

Status Report on the (Ten Year) 2013 – 2022 Housing Business Plan

Financial Implications

Please refer to Attachment 3 for a description of housing challenges and financial implications.

Other Considerations/Implications

There are no options, policy, environmental, financial, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

The Administration will report back prior to the 2016 Business Plan and Budget deliberations on funding allocations and housing targets for 2016.

Public Notice

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

Attachments

1. Summary of Housing Projects Supported and Financial Statement
2. Affordability and Supply Issues for those with Low and Moderate Incomes
3. Housing Challenges for Saskatoon's Most Vulnerable
4. Barrier-Free Show Suite Report

Report Approval

Written by: Daryl Sexsmith, Housing Analyst, Planning and Development
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

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Summary of Housing Projects Supported and Financial Statement

The tables below list housing targets and results to date for the 2013 to 2015 period, as well as the locations of units by year and housing type. There is also a table of units approved to-date for 2016 and a financial summary.

Table 1: Attainable Housing Targets and Results By Year

Housing Type	Long-Term Target	Units Approved To-Date			
		2013	2014	2015	Three-Year Average
Purpose-Built Rental	200	212	291	112	205
Affordable Ownership	100	106	40	107	84
Affordable Rental	70	74	53	56	61
Secondary Suites	30	36	48	26	37
Entry-Level Ownership	100	201	110	264	191
Total Units	500	629	542	565	578

Table 1 shows that the City is meeting its attainable housing targets.

Table 2: Location of Attainable Housing Units Supported By Year

	2013	2014	2015	Total
East side of River	92	446	393	931
West side of River	537	67	172	776
Downtown	0	29	0	29
	629 units	542 units	565 units	1,736
Inside Circle Drive	42	96	72	210
Outside Circle Drive	587	446	493	1,526
	629 units	542 units	565 units	1,736

Table 2 shows that most new attainable units are now on the east side of the river and outside of Circle Drive. This is primarily due to the availability of multi-unit sites in the Evergreen and Stonebridge neighbourhoods for 2014 and 2015 projects.

Table 3: Location of Housing Units by Housing Type

Housing Type	East	West	Downtown	Total
Purpose-Built Rental	347	268	0	615
Affordable Ownership	101	152	0	253
Affordable Rental	27	127	29	183
Secondary Suites	78	32	0	110
Entry-Level Ownership	385	190	0	575
Total Units	938	769	29	1,736

Table 3 shows that affordable rental housing is still being concentrated on the west side of the city. The other four types of attainable housing are more evenly distributed across the city.

Table 4: All Housing Projects Counted 2013 to 2015

Housing Provider	Neighbourhood	Units	*Provincial RCI Funding	City Funding	**Tax Abatement or Tax Redirection
Units counted in 2013 (all complete)					
Innovative Residential Inc. (Hartford Crossing)	Blairmore S.C.	64	\$ 0	\$ 200,000	\$210,067
Innovative Residential Inc. (Hartford Heights)	Blairmore S.C.	40	94,062	381,043	92,538
Innovative Residential Inc. (Town Square Villas)	Evergreen	14	0	240,000	104,535
Westgate Attainable Housing Inc.	Pacific Heights	34	0	700,000	176,120
Broadstreet Properties/Seymour Pacific	Montgomery Place	192	756,507	0	400,948
Innovative Residential Inc. (Poplar Grove)	Hampton Village	28	0	40,000	63,700
Saskatoon Housing Coalition	Confederation SC	20	0	300,000	24,640
Secondary Suites	Various	36	0	25,238	0
Equity Building Program	Various	28	0	0	0
***Entry Level: Land Pre-designation Program, Innovative Residential Inc.	Evergreen	34	0	0	0
***Head Start on a Home Program, Innovative Residential Inc.	Blairmore S.C.	20	0	0	0
Head Start on a Home Program, Vantage Developments	Hampton Village	36	0	0	0
Head Start on a Home Program, Mosaic Renewal Corp.	Riversdale	12	0	0	0
Head Start on a Home Program, Vantage Developments,	Rosewood	11	0	0	0
***Head Start on a Home Program, Innovative Residential Inc.	Hampton Village	60	0	0	0
Total Units Counted for 2013		629	\$850,569	\$1,886,281	\$1,072,548
Units Counted in 2014 (complete at year end)					
Innovative Residential Investments Inc.	Stonebridge	20	\$ 0	\$ 0	\$ 47,280
Central Urban Metis Federation Inc. (CUMFI)	Mount Royal	2	0	36,000	0
Saskatoon Downtown Youth Centre (EGADZ)	City Park	10	0	140,250	0
Innovative Residential Investments Inc.	Kensington	16	0	0	53,968
Secondary Suites	Various	48	0	18,767	0
Equity Building Program	Various	18	0	0	0
Head Start on a Home Program, Northridge Developments Inc.	Stonebridge	45	0	0	0
Total Units Complete at Year-end		159	0	\$195,017	\$101,248

Table 4: continued

Housing Provider	Neighbourhood	Units	*Provincial RCI Funding	City Funding	**Tax Abatement or Tax Redirection
Units Counted in 2014 (under construction at year end)					
Ehrenburg Homes Ltd.	Evergreen	26	130,000	0	153,028
Innovative Residential Investments Inc.	Evergreen	80	381,372	0	213,568
Stonebridge/Willis Limited Partnership	Stonebridge	185	717,576	0	401,843
Cress Housing Corporation	Greystone	12	0	224,948	0
Habitat for Humanity Saskatoon Inc.	Pleasant Hill	4	0	60,000	0
The Lighthouse Supported Living Inc.	Cen Bus District	29	0	126,151	0
Head Start on a Home Program, Saskatoon Urban Design Homes Ltd.	Erindale	47	0	0	0
Total Units under construction at year end		383	\$1,228,948	\$411,099	\$768,439
Housing Units Counted for 2014		542	\$1,228,948	\$606,116	\$869,687
Units Approved to-date for 2015					
Baydo Development Corporation	Stonebridge	56	221,637	0	124,117
Villa Royale Residential Group	Hudson Bay Park	56	166,158	0	93,048
Innovative Residential Investments Inc.	Kensington	40	0	106,176	143,522
NewRock Developments (Sask) Inc.	Evergreen	51	0	45,000	138,390
Innovative Residential Investments Inc.	Evergreen	16	0	0	40,000
Elim Lodge Inc.	Lakeview SC	15	0	255,000	37,235
Westgate Attainable Housing Inc.	Pacific Heights	40	0	750,000	62,020
Central Urban Metis Federation Inc. (CUMFI) (Council approval pending)	Westmount	1	0	17,000	0
Secondary Suites	Various	26	0	29,105	0
Head Start on a Home Program, Meridian	Evergreen Sequoia Rise	69	0	0	0
Head Start on a Home Program, Northridge Development Corp	Stonebridge Serenity Pt IV	51	0	0	0
HeadStart on a Home Program, Northridge Development Corp	Silverspring Daxton II	66	0	0	0
Head Start on a Home Program, NewRock Developments (Sask) Inc.	Evergreen Meadowview Terrace	29	0	0	0
Head Start on a Home Program, Innovative Residential Inc.	Evergreen	22	0	0	0
Head Start on a Home Program, Innovative Residential Inc.	Kensington	27	0	0	0
Housing Units Approved for 2015		565	\$387,795	\$1,202,281	\$638,322
Housing Units Approved for 2013 to 2015		1,736	\$2,467,312	\$3,694,678	\$2,580,587

Table 5: Housing Units Approved to-Date for 2016 (Purpose-Built Rental and Entry-Level** Units only)**

Housing Provider	Neighbourhood	Units	*Provincial RCI Funding	City Funding	**Tax Abatement or Tax Redirection
Baydo Development Corporation	Stonebridge	56	\$228,287	0	\$127,841
New Summit Partners, Willis Crescent project – Phase Two	Stonebridge	172	711,198	0	341,449
Head Start on a Home Program, Brixton Development Corporation	Evergreen	124	0	0	0
Head Start on a Home Program, Meridian Development Corporation	Evergreen	69	0	0	0
Head Start on a Home Program, North Prairie Developments	City Park	94	0	0	0
Head Start on a Home Program, VJ Management Inc.	Lakewood SC	112	0	0	0
Housing Units Approved for 2016 (purpose-built rental and entry-level only)		627	\$939,485	No City allocation for 2016 yet	\$469,290

Notes for Tables 4 and 5:

* The Province of Saskatchewan provides funding to the City under their RCI (Rental Construction Incentive) program. These funds match the City's contribution which comes in the form of a five-year incremental property tax abatement. The Provincial RCI funds flow through the City's accounts, and the City provides the incentives to the builders of purpose-built rental housing. The Provincial RCI contract expires on March 31, 2016.

** Many projects qualify for a five-year incremental property tax abatement. Affordable home ownership projects approved under the Mortgage Flexibilities Support Program (MFSP) receive down-payment grants that are financed through the re-direction of property tax to affordable housing reserve to recover the cost of the grant. This right-hand column shows the total estimated foregone tax revenue over five years that the City has given up in support of these projects.

*** Units counted in these projects under the Land Pre-Designation and Head Start on a Home Programs only include those units that were not already counted as affordable ownership units under the City's MFSP.

****The Provincial Head Start on a Home Program has approved 399 entry-level units for expected completion in 2016. However, given the absorption in recent years, it is likely that many of these units will not sell until 2017.

Financial Summary - Affordable Housing Reserve (2013 to 2015):

Revenue:

Unallocated Balance (January 1, 2013):	\$130,504
2008 to 2012 Funding Allocated for 2013 projects:	1,848,733
2008 to 2012 Funding Allocated for 2013 contracts:	92,138
Transfers from the Neighbourhood Land Development Fund (for 2014 and 2015):	2,000,000
Operating Budget Contribution (2013 to 2015):	750,000
Transfer from Pleasant Hill Village Reserve (2014):	500,000
Provincial Grant from Rental Construction Incentive (RCI) Program:	4,001,797
Total Revenue	\$9,323,172

Expenses:

Additional City Contributions to 2008 to 2012 projects:	\$21,817
City Contributions to New Housing Units (2013 projects):	1,886,281
Provincial RCI Contributions (2013 projects):	850,569
City Contributions to New Housing Units (2014):	606,116
Provincial RCI Contributions (2014):	1,228,948
City Contributions Committed to New Housing Units (2015):	1,202,281
Provincial RCI Contributions Committed to Rental Units (2015):	387,795
Provincial RCI Contributions Committed to Rental Units (2016):	939,485
Unallocated Funding Available for Affordable Housing Grants:	112,085
Unallocated Funding Available for Large Ownership Units:	250,000
Unallocated Funding Available for Purpose-Built Rental (RCI) Projects:	595,000
Salaries and Administration:	507,108
Contracts (Business Planning, Research, and Housing First Projects):	585,000
Total Expenses:	\$9,172,485

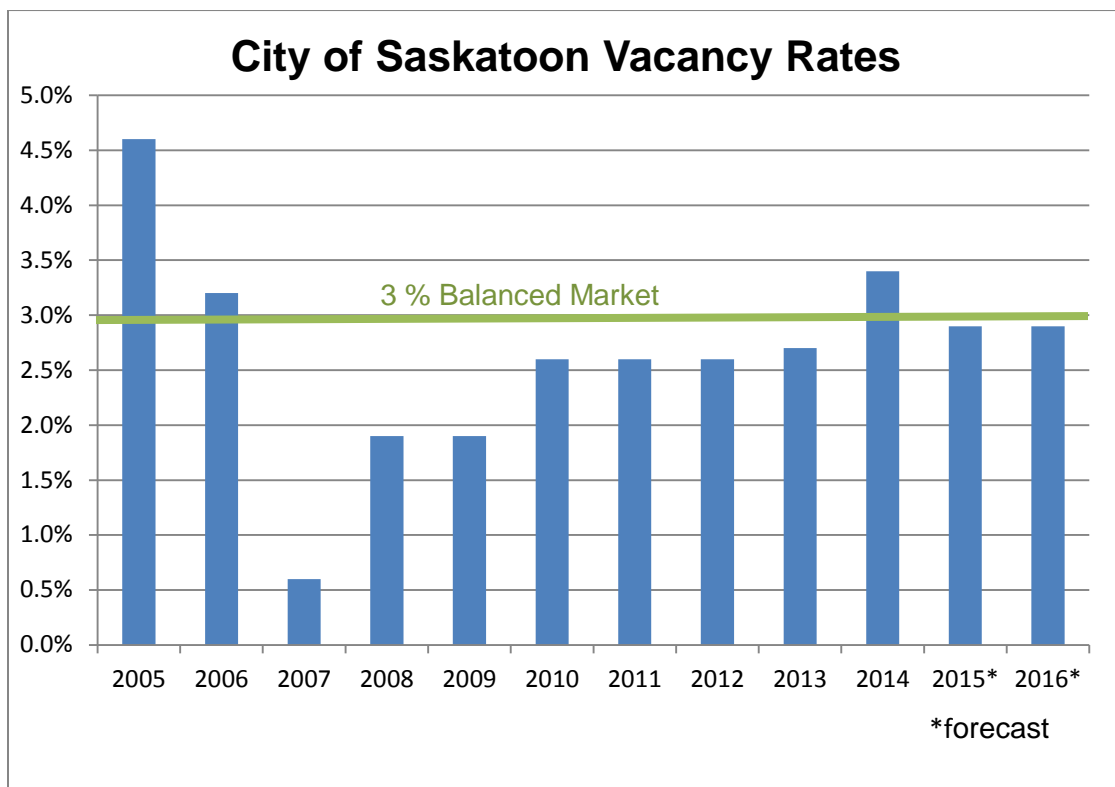
Contingency: **\$150,687**

Affordability and Supply Issues for those with Low and Moderate Income

The Purpose-Built Rental Market and Saskatoon’s New Rental Land Cost Rebate Program

Saskatoon had an extreme shortage of purpose-built rental housing in 2007 when the vacancy rate dipped to 0.6%. In response, the City of Saskatoon created the New Rental Land Cost Rebate Program in 2008 to encourage the construction of new units. It took over three years before a significant number of units were completed under this program and the vacancy rate started to moderate.

Since 2011, an average of 265 purpose-built rental units have been completed each year with the support of the City’s program, which has kept the vacancy rate close to a balanced market of 3.0% as shown in the chart below.



The elevated vacancy rate of 3.4% in the fall of 2014 was not predicted by Canada Mortgage and Housing Corporation (CMHC) in their Housing Market Outlook report released shortly before the rental survey. Therefore, the forecasted vacancy rates of 2.9% for 2015 and 2016 may be revised upward by CMHC in the spring on 2015 once the data in the rental survey is fully analysed. It would appear that the increased vacancy rate is partially due to a growing number of condominiums in the rental market, of which 291 units were added in 2014.

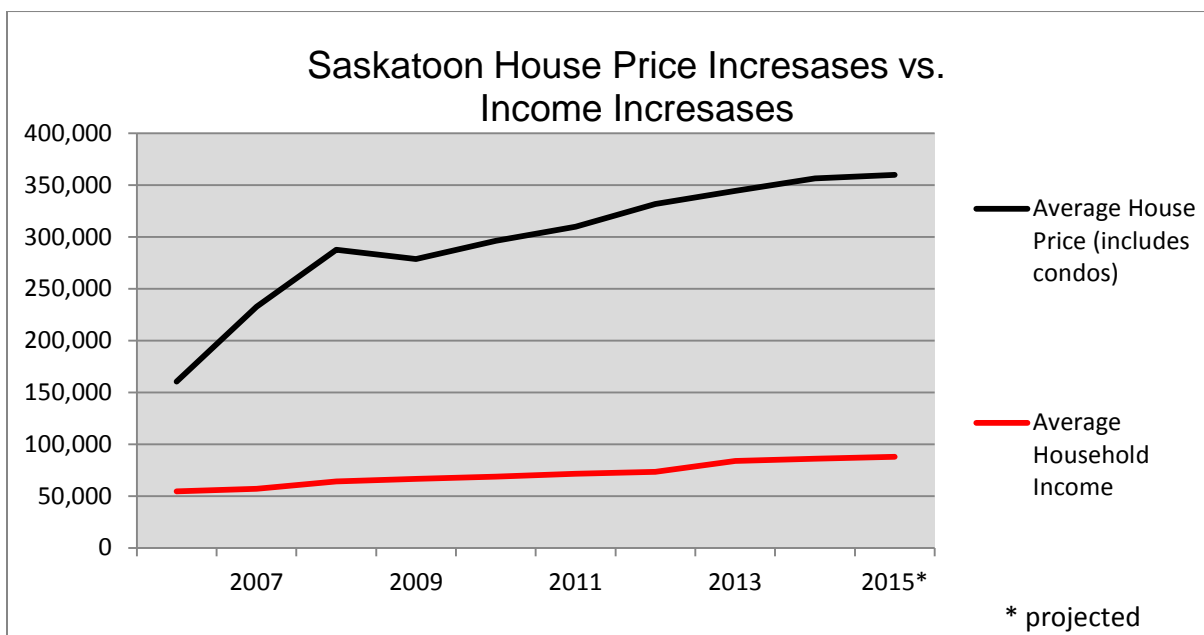
City Council has committed incentives to complete an additional 685 purpose-built rental units to be completed under the City's program by March 2016, which should ensure that the vacancy rate should not fall significantly before 2017.

The City's cost-sharing contract with the Province of Saskatchewan that has been funding incentives for purpose-built rental housing expires on March 31, 2016. After this date, the City will not be in a position to offer cash incentives (tax abatements only) for the construction of purpose-built rental housing. This may not be a cause for immediate concern, however, it will be important to monitor the vacancy rate closely so that adequate incentives can be planned for beginning in 2017.

Recommendation: That City Council direct the Administration to write a letter to the Provincial Government requesting that the Rental Construction Incentive be re-instated beyond March 31, 2016, with adequate capacity to maintain a balanced rental market.

The Affordable Home Ownership Market and Saskatoon's Mortgage Flexibilities Support Program

As the chart below illustrates, house prices have been rising since 2006. In 2014, the average price of a Saskatoon home rose approximately 3% to \$356,476. CMHC is predicting smaller price increases in 2015 and 2016, along with higher mortgage rates, which means homeownership will continue to become more expensive.

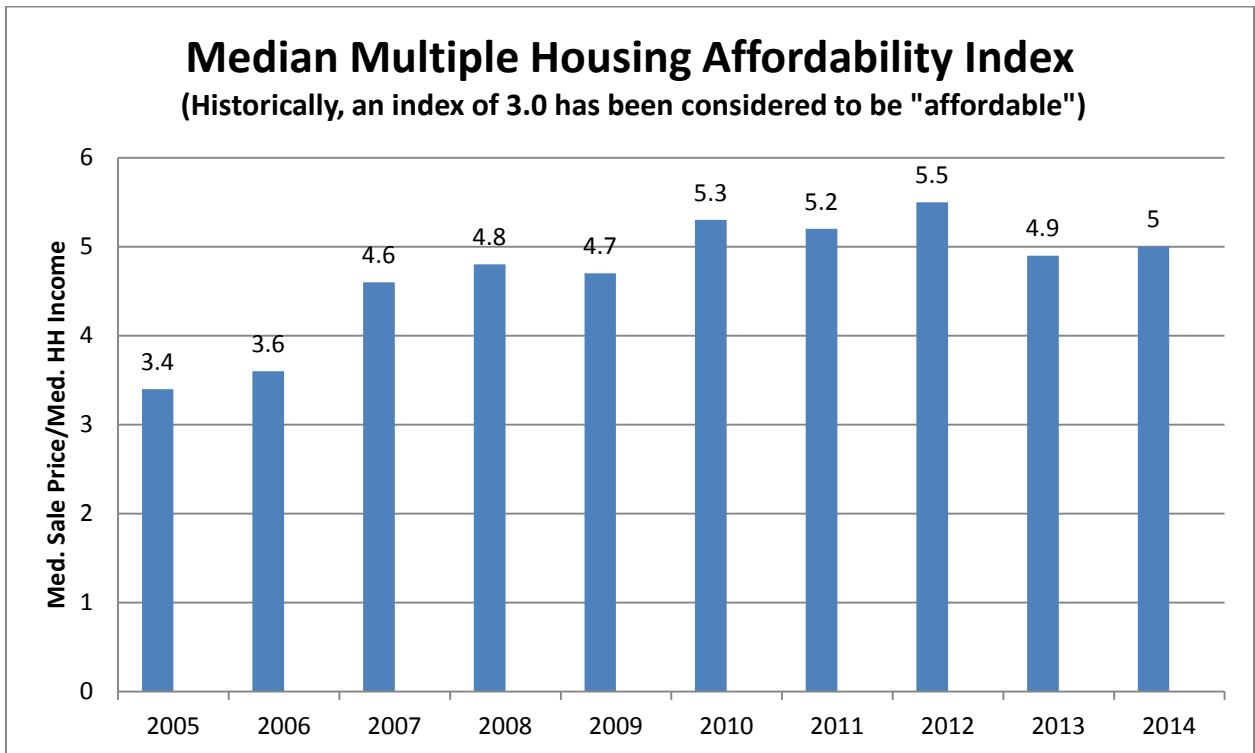


Household incomes are also rising in Saskatoon as shown in the bottom line of the chart, but incomes have not risen as fast as house prices, pushing homeownership beyond the reach of some Saskatoon households and requiring others to scale back their expectations.

Household income of at least \$85,000 is now required to purchase the average Saskatoon home. While the average Saskatoon household income is estimated to be

approximately \$84,000, the median household income is much lower and estimated to be \$67,000. Therefore, it is evident that many Saskatoon households with moderate income may not be able to enter the ownership market.

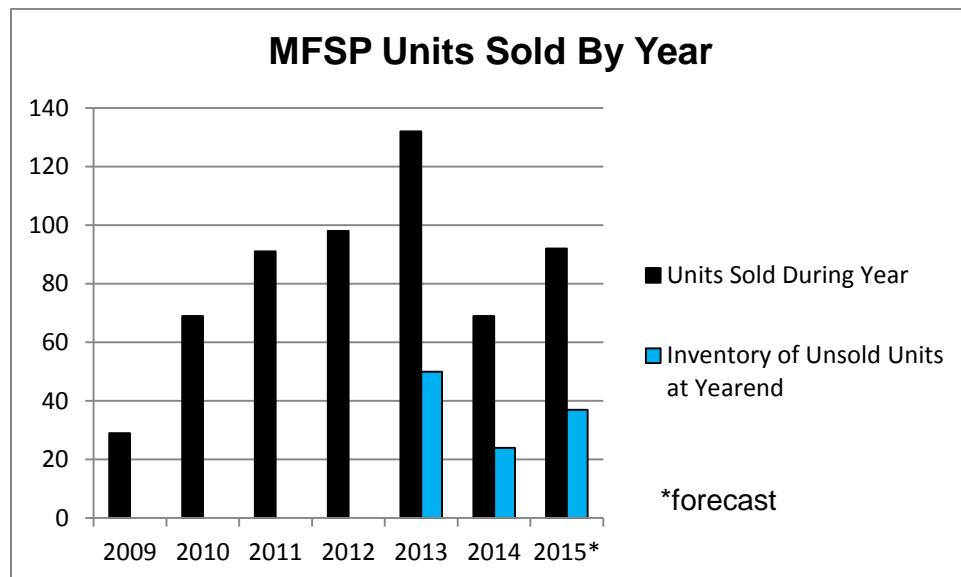
The following chart compares median household incomes and median home prices in Saskatoon. While there has been a slight improvement in affordability since 2013 due to higher median incomes, the Median Multiple remains around 5.0. This means it takes five times the median household income to purchase the median priced Saskatoon home.



Historically, a Median Multiple below 3.0 has indicated a reasonably affordable housing market. Low interest rates in recent years has allowed many households to purchase a home priced at up to four times their income but purchasing a home priced at five times income is generally not feasible. The City's Mortgage Flexibilities Support Program (MFSP) provides down-payment grants for modest homes that are available at price points below Saskatoon's median home price. The MFSP is an essential program that has allowed close to 500 low- and moderate-income households to enter the ownership market.

Demand for affordable ownership housing under the City's MFSP appears to be stabilizing at 80 to 90 units per year. The MFSP was initiated in 2009, and for the first four years of the program, homes were selling as fast as they were being built. However, by the end of 2013, builders started carrying inventory of completed unsold

homes, indicating that demand had caught up with supply as illustrated in the chart below.



Sales in 2014 were perhaps artificially low as some buyers choose to wait for two new projects coming on the market in early 2015 rather than purchasing from available inventory. At year-end, the City had issued commitments to 12 homebuyers waiting to purchase one of the units currently under construction.

The cost-sharing agreement with the provincial government under the Affordable Home Ownership Program (AHOP), which supports the City’s MFSP expires on March 31, 2016, and City Council has designated over 100 units that should ensure sufficient inventory until then. However, without the provincial support, the long term capacity of the program is reduced by half to 50 units per year with just the City’s support. This is not sufficient to meet the need.

Recommendation: That City Council direct the Administration to write a letter to the Province of Saskatchewan requesting that their AHOP be re-instated beyond March 31, 2016, with adequate capacity to meet the ongoing need for affordable ownership housing.

The Entry-Level Housing Market

In 2008, new home builders were creating very little entry housing and focusing their efforts on building large and expensive homes for buyers wanting to upgrade. Therefore, an important target in the City’s Housing Business Plan was the creation of more entry-level housing.

The market has changed, and builders are now creating a significant amount of entry-level housing. This has been facilitated partially by the provincial Head Start on a Home

Program which provides construction financing and by the land developers who are now including more multi-unit sites in new neighbourhoods.

There are currently ten Head Start on Home projects being marketed or under construction in Saskatoon, with 195 new units expected to be complete in 2015 and 399 new units planned for 2016 completion. It is unlikely that the market will be able to absorb all these units, and it is probable that completion dates on some of these projects will be pushed back.

The Province is not putting any new money into the Head Start on a Home Program; however, as loans are repaid, the funds become available to finance new projects.

The City's support of Head Start on a Home projects is limited to supporting builders in the application process, predesignating sites for entry-level housing, and making down-payment loans available to home buyers through the Equity Building Program.

There are no recommendations related to Entry-Level Housing Programs.

Housing Challenges for Saskatoon’s Most Vulnerable

The Effect of Rising Rents on Households with Limited Incomes

Rising rental rates have a significant effect on households with limited incomes, such as seniors and minimum wage earners who often find themselves spending more than 50% of their income on rent.

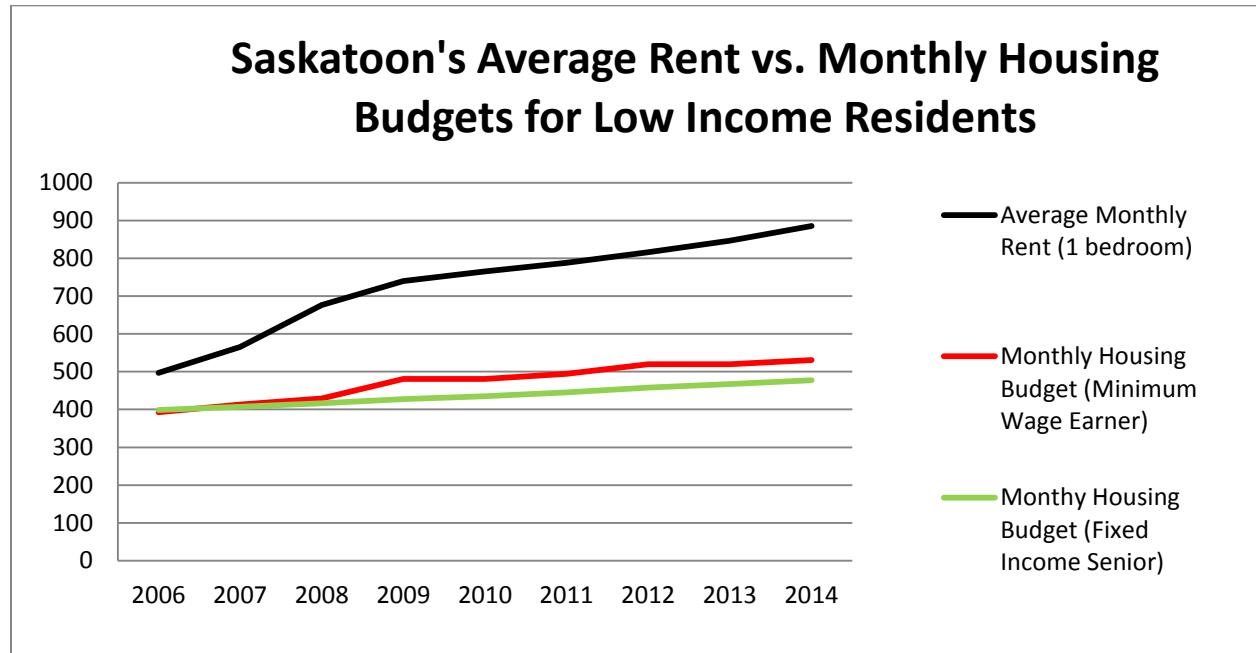
A minimum wage earner working fulltime (40 hours per week) earned \$1,768 per month in 2014. Spending 30% of their income on housing, a minimum wage earner has \$530 per month for rent, which is well below Saskatoon’s average rent of \$885.

Minimum wage earners are at high risk for being homeless, and events such as a minor illness or the loss of a roommate can leave them homeless.

Seniors on a fixed income can also have trouble finding housing that they can afford. A senior receiving the maximum benefit from the Canada Pension Plan, as well as Old Age Security, received \$1,590 per month in 2014.

Seniors receiving only government pensions and renting an average one-bedroom apartment in Saskatoon for \$885 per month are spending 56% of their income on rent, leaving little for other necessities.

The following chart shows the gap between what minimum wage earners and fixed-income seniors can afford (30% of income) and the average cost of a one-bedroom apartment in Saskatoon. The gap has become greater each year since 2006.



Minimum wage earners and seniors with fixed incomes are two of the groups that rely on subsidized affordable rental housing supported by the City, other levels of government, non-profit organizations, and faith-based groups. So long as Saskatoon's strong economy continues to push rents upwards, there will be a need for additional affordable rental units for seniors on fixed incomes and those in the labour market, who for a variety of reasons are unable to access higher paying jobs.

Affordable rental housing requires the largest financial investment of all the types of attainable housing.

Creating new affordable rental units requires grants from the government and charitable sectors to cover 40% to 70% of the cost of construction.
--

The City's grants of up to 10% do not stimulate the construction of affordable rental units on their own, but when combined with grants from other levels of government, the City is able to create additional units by stretching the available funding and meeting other priorities, such as accessible- and energy-efficient housing.

Concentration of Affordable Rental Housing

An important priority of the City's Housing Business Plan has been to ensure that affordable rental housing is available in all areas of the city. Historically, most of the city's affordable rental housing has been concentrated in a few neighbourhoods between Idylwyld Drive and Circle Drive.

To achieve the de-concentration of affordable rental housing, a new incentive (Land Cost Differential Incentive) was introduced in 2013 that allows for an additional grant of up to 5% for projects locating in areas with a low concentration of affordable rental housing.

Since 2013, most of the affordable rental projects supported by the City have been in areas with a low or medium concentration of affordable housing as shown in the table on the next page:

Affordable Rental Projects Supported 2013 to 2015			
Neighbourhood	Concentration of Affordable Rental Units		
	Low	Medium	High
Blairmore Sub Centre	20	0	0
Pacific Heights	0	34	0
Confederation Sub Centre	0	20	0
Mount Royal	0	0	2
City Park*	10	0	0
Greystone Heights*	12	0	0
Central Business District	0	29	0
Lakewood Sub Centre	15	0	0
Pacific Heights	0	40	0
Westmount	0	0	1
	57	123	3

Two of the above projects* qualified for the City's supplemental grant (additional 5%) to offset the higher cost of land in areas with a low concentration of affordable housing. Other projects in areas of low and medium concentration were feasible because the proponent had purchased the land before prices started rapidly escalate.

In recent years, the City's financial allocations of \$1 million annually for affordable housing grants has been adequate to match available funding from other levels of government and create, on average, 64 new units per year in a variety of city neighbourhoods.

Recommendation: That the Administration continue to seek secure, long-term funding of at least \$1 million per year for the Affordable Housing Reserve primarily for affordable rental housing, and to continue to support a target of approximately 500 new attainable units per year.

Secondary Suites:

The City's Secondary Suite Permit Rebate Program continues to provide incentives for the creation and legalization of an average of 37 units per year. Most of these units have been market priced, however, in 2014 about 50% of these units received a provincial incentive to ensure that they are made available at reduced rates to low-income tenants. The Secondary Suite Program uses about \$20,000 annually from whatever amount is allocated to the Affordable Housing Reserve.

There are no recommended changes to this program.

Barrier-Free Show Suite Report

Background:

Innovative Residential Investments Inc. (Innovative Residential) was approved for \$40,000 in capital funding from the City of Saskatoon (City) under the Innovative Housing Incentives Policy for the construction of two barrier-free affordable home ownership units in the Poplar Grove development.

The Poplar Grove development is an 88-unit townhouse project with a mix of affordable- and entry-level ownership units located at 1303 Richardson Road in Hampton Village. The affordable ownership units were supported by down-payment grants under the City's Mortgage Flexibilities Support Program (MFSP).

A requirement of this project was that these barrier-free show suites be open to the public for at least two months and that feedback be collected on the suitability of these suites for people with a variety of mobility issues. This would help determine how many barrier-free units should be included in future affordable ownership projects supported by the City's MFSP.

This project supports the priority identified in the City's 2013 – 2022 Housing Business Plan to increase the supply of barrier-free housing.

Open House Demonstration Period:

The show suites were open to the public from May to September 2014. In addition to the builder's usual advertising for open houses, invitations were specifically sent to community groups, such as the Northern Saskatchewan Independent Living Centre and the Saskatoon Council on Aging, encouraging them to have their membership tour the units and provide feedback.

A number of people visited the show suites with accessibility needs that ranged from walking with a brace to use of a wheel chair. The visitors included senior citizens, young adults, and families with a child needing accessible housing.

Features of the Accessible Show Homes:

Given the variety of mobility challenges and accessibility requirements, it was difficult to build a generic demonstration unit that sufficiently meets the unique needs of any one individual. The two units had differing features and choices, including items such as:

- i) 34" wide doorways, 36" entryway with flush threshold;
- ii) Wide turning areas in bathroom and bedrooms;
- iii) Levered door handles;
- iv) Kitchen cabinet roll-out trays and pull-down shelving;
- v) Adjustable handheld showerhead;
- vi) Toilet and bathtub grab-bars in bathroom;

- vii) Appliances and fixtures that can be operated from a wheelchair;
- viii) Pocket doors; and
- ix) Open design kitchen and living area.

The units were both 760 square foot two-bedroom homes; each included a disabled parking stall and met or exceeded the barrier-free standards set by the building code.

Summary of Feedback Received on Accessible Show Homes:

Generally, people were positive about the show homes and liked the open layout, the accessible kitchen cabinets, and the bathroom with a pocket door. The wider doorways and lack of thresholds were popular among all visitors. Some individuals indicated that while the homes wouldn't meet their particular needs, the homes would work well for people they knew.

The feedback confirmed that accessibility requirements vary widely between individuals and that many buyers would still require some modifications to meet specific needs, such as an additional grab-bar or relocated light switch. Some people indicated that the show homes helped them try out a feature, such as a pocket door or define more specifically what their individual needs were.

Unit Size – The most commonly cited reason visitors did not decide to buy one of these units was that the units were too small for their specific needs - rather than that the units lacked needed accessibility features. Show home visitors wanted or needed a larger home either to accommodate their own special needs (larger bathroom, larger bedrooms) or because their family make-up required more than two bedrooms.

Specific Mobility Challenges and Accessibility Needs – Mobility and accessibility requirements vary widely. While the homes may have been suitable for one person with a disability, it may not have been suitable to another. Some visitors commented that additional modifications would still need to be made to accommodate their specific needs, such as an additional grab-bar or a relocated light switch. A few indicated that the homes didn't have room for an assistant in the bathroom, which some people require.

Need for Financial Assistance – Potential buyers often indicated they had income too high or too low to qualify for a down-payment under the City's MFSP.

Length of Time on the Market:

The show homes were open for longer than expected because it took a few months to find buyers for the homes, indicating that the demand for barrier-free homes was not as high as previously thought. Innovative Residential eventually found buyers that needed the accessibility features of these homes and were qualified under the MFSP; however, they did not receive orders for homes in future projects as anticipated.

Learnings:

There were six major learnings from this demonstration project:

1. The barrier-free show suites did not sell as quickly as anticipated, indicating that the demand for these units may not be as great as previously thought.
2. Accessibility needs vary widely among homebuyers as there is no such thing as a standard “barrier-free” unit that can meet the needs of all. Some potential for modification needs to be allowed for in the design.
3. Homebuyers with accessibility needs from all income groups generally do not feel that the market is readily offering homes that meet their accessibility needs. Typical housing designs cannot easily be modified to include accessibility features such as wider hall ways, pocket doors, and level access.
4. The accessible show suite could not be modified to meet all needs. For example: a larger bathroom with room for an assistant or third bedroom could not be installed.
5. Accessible show homes do assist buyers in defining their specific accessibility needs, enabling them to be more informed buyers.
6. Modular building methods may not lend themselves to the building of accessible housing simply because plans must be finalized and units ordered well in advance, giving buyers little opportunity to have their units modified during construction.

Recommendations:

There are no specific recommendations arising from this project at this time. Innovative Residential used part of the capital grant to invest in design work that will allow them to easily replicate these accessible units in future projects if there is demand. The inclusion of similar units by future projects by Innovative Residential will be monitored.

Next Steps:

City Council approved capital funding for two barrier-free show homes currently under construction by NewRock Developments, one of which is a three-bedroom unit. These show homes will also be open for a two-month period and should provide the City and builders with further feedback on the need for accessible ownership homes in both the affordable and entry-level markets.



STANDING POLICY COMMITTEE ON FINANCE

2014 Annual Report – Saskatoon Accessibility Advisory Committee

Recommendation of the Committee

That the report of the Saskatoon Accessibility Advisory Committee, dated April 13, 2015, be received as information.

History

At the April 13, 2015 Standing Policy Committee on Finance meeting, a report of the Saskatoon Accessibility Advisory Committee dated April 13, 2015 was considered.

Attachment

April 13, 2015 Report of the Chair, Saskatoon Accessibility Advisory Committee.

ADVISORY COMMITTEE REPORT

TO: Standing Policy Committee on Finance
FROM: Chair, Saskatoon Accessibility Advisory Committee
DATE: February 13, 2015
SUBJECT: 2014 Annual Report – Saskatoon Accessibility Advisory Committee
FILE NO. CK. 430-1

RECOMMENDATION: That the information be received and forwarded to City Council as information.

REPORT

The mandate of the Saskatoon Accessibility Advisory Committee is to promote universal accessibility to ensure that the City of Saskatoon's services, facilities and infrastructure are barrier-free for citizens of all abilities.

In order to advise and assist City Council with its jurisdictional options in achieving this barrier-free goal, so that the City of Saskatoon is a leader by example, the Committee developed an Implementation of Accessibility Action Plan in October 2008.

The 2014 membership on the Saskatoon Accessibility Advisory Committee was as follows:

- Councillor Troy Davies
- Councillor Mairin Loewen
- Ms. Lynne Lacroix, Director of Community Development
- Mr. Tim Halstead, Director of Facilities & Fleet Management
- Mr. Robin East, Chair
- Mr. J.D. McNabb, Vice Chair
- Ms. Odette Nicholson
- Ms. Gladys Kozlow
- Ms. Janice Dawson
- Ms. Jeanette Dean (representative of seniors' community)

SUMMARY OF ACTIVITIES AND DISCUSSIONS UNDERTAKEN IN 2014

Snow Removal

The topic of snow removal is ongoing with the Committee. The Administration reported verbally on this issue and bylaw enforcement at various meetings of the Committee. In October the Committee was updated on the overall snow removal program, including information about increases to operating funding to address snow removal throughout the city and updated procedures in place to deal with a snow event and the response

time for doing so. The clearing of snow both on streets and sidewalks along with the enforcement of bylaw compliance is an on-going matter that was discussed at length.

Accessible Audible Pedestrian Signals

The Administration provided updates to the Committee regarding the matter of accessible audible signals. All new intersections that have pedestrian signals installed will have the accessible audible pedestrian signals installed; in addition, five intersections are scheduled to be retrofitted yearly. A draft Letter of Understanding has been created between The City of Saskatoon and The Saskatchewan Human Rights Commission with respect to accessible audible signals. The Committee will continue to receive updates from the Administration.

Disabled Parking

A verbal report was provided by the Parking Services Manager on the allocation of disabled parking spots for medical offices and on the new parking system being implemented in 2015. In addition, the Committee was made aware that a Downtown Parking Study is scheduled for 2015 and it will address some of the issues presented by the Committee. Further parking updates to be received as they become available.

Website Redesign

City of Saskatoon is set to launch a new website. In order to ensure this website is accessible the website redesign coordinator/team asked for feedback from stakeholders. The Committee was provided the URL to the new website to test its accessibility and to provide input. Also, the new website will have a dedicated webpage for Accessibility information and initiatives.

Miscellaneous Updates

The Access Transit Manager and Access Transit Supervisor provided updates regarding several matters of concern for the Committee. Audible global positioning system equipment has been installed in all buses in 2014 and three more access transit buses were added to the current fleet.

The Committee was also given an update by the Revenue Collection Manager on *Bylaw No. 9070 The Taxi Bylaw, 2014* and advised that there are now 16 accessible taxi cabs in Saskatoon divided amongst the three taxi companies.

The Action Plan – Saskatoon Accessibility Advisory Committee was discussed and an update on the plan was presented by the Director of Community Development.

In April, the Administration and Finance Committee forwarded two reports adopted by City Council to the Saskatoon Accessibility Advisory Committee for their information. Accessibility Ramps 2013 Annual Report; and 2013 Traffic Control, Parking Restrictions and Parking Prohibitions Signage. An overview of these reports was presented to the Committee. The proposed Ramp Program for 2014 includes 46 Priority 1 and 2 ramps to be installed. In 2013, 224 parking restrictions and parking prohibition signs were installed. The next report will be submitted early 2015 providing the numbers of signage installation for 2014.

Plans for 2015

The Saskatoon Accessibility Advisory Committee, in consultation with the Administration, and using the Accessibility Action Plan as a guide, will pursue opportunities to promote universal accessibility and will continue to carry out initiatives to work towards ensuring the City of Saskatoon services, facilities and infrastructure are barrier-free.

Submitted by:


for Robin East, Chair
Saskatoon Accessibility Advisory Committee

Dated: March 11/15

2014 Annual Report.doc



STANDING POLICY COMMITTEE ON FINANCE

SaskPower Land Acquisition – Widening of Valley Road

Recommendation of the Committee

1. That the Real Estate Manager be authorized to purchase a portion of NW 13-36-06-3, Extension 0, comprising approximately 0.738 acres, from Saskatchewan Power Corporation at a purchase price of \$11,000;
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal; and
3. That all costs associated with the land acquisition be charged to the Circle Drive South project.

History

At the April 13, 2015 Standing Policy Committee on Finance meeting, a report of the CFO/General Manager, Asset & Financial Management Department dated April 13, 2015 was considered.

Attachment

April 13, 2015 Report of the CFO/General Manager, Asset & Financial Management.

SaskPower Land Acquisition - Widening of Valley Road

Recommendation

That the Standing Policy Committee on Finance recommend to City Council:

1. That the Real Estate Manager be authorized to purchase a portion of NW 13-36-06-3, Extension 0, comprising approximately 0.738 acres, from Saskatchewan Power Corporation at a purchase price of \$11,000;
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal; and
3. That all costs associated with the land acquisition be charged to the Circle Drive South project.

Topic and Purpose

To receive approval for the purchase of a portion of NW 13-36-06-3, Extension 0, comprising approximately 0.738 acres of vacant land that is required for the widening of Valley Road to provide an access lane to Power Road (access road to the City of Saskatoon's Landfill).

Report Highlights

1. The City of Saskatoon (City) required the lands for the Circle Drive South project.
2. A purchase agreement has been negotiated with Saskatchewan Power Corporation (SaskPower).

Strategic Goal

The Circle Drive South project supports the City's long-term strategy of optimizing the flow of people and goods in and around the city under the Strategic Goal of Moving Around.

Background

At its meeting on May 28, 2007, City Council considered Clause 6, Report No. 9-2007 of the Executive Committee and adopted the following recommendation with respect to the Circle Drive South project:

- “3) that the Administration be authorized to negotiate with all land owners identified for the acquisition of the necessary rights-of-way for the construction of this project.”

Report

Land for Circle Drive South Project

A portion of NW 13-36-06-3, Extension 0, comprising an area of approximately 0.738 acres, was required to widen Valley Road (Attachment 1) to accommodate an eastbound access lane to Power Road, thereby providing access to the City Landfill.

Construction of the road widening was completed approximately three years ago; however, it is only recently that negotiations to conclude the land transaction were finalized.

Terms of the Agreement

Real Estate Services has negotiated a purchase agreement with the property owner, SaskPower. Noteworthy details of the agreement are as follows:

- Purchase Price: \$11,000, with an initial deposit of \$1,000 within 15 days of acceptance, and the balance due on Closing.
- Conditions Precedent: City Council approval by May 25, 2015,
- Additional Costs:
 - The City was responsible for all survey, subdivision, and Information Services Corporation disbursements.
 - Each party was responsible for their own legal costs.

Options to the Recommendation

There are no options as use of the lands is an integral part of the Circle Drive South project.

Public and/or Stakeholder Involvement

The requirement for this land was discussed with the various civic staff involved prior to commencement of construction.

Financial Implications

Costs associated with the acquisition will be charged to the Circle Drive South project which is within budget.

Other Considerations/Implications

There are no policy, environmental, privacy, or CPTED implications or considerations, and a communication plan is not required.

Due Date for Follow-up and/or Project Completion

The project has been completed and no follow-up is required.

Public Notice

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

Attachment

1. Drawing Indicating Land for Acquisition

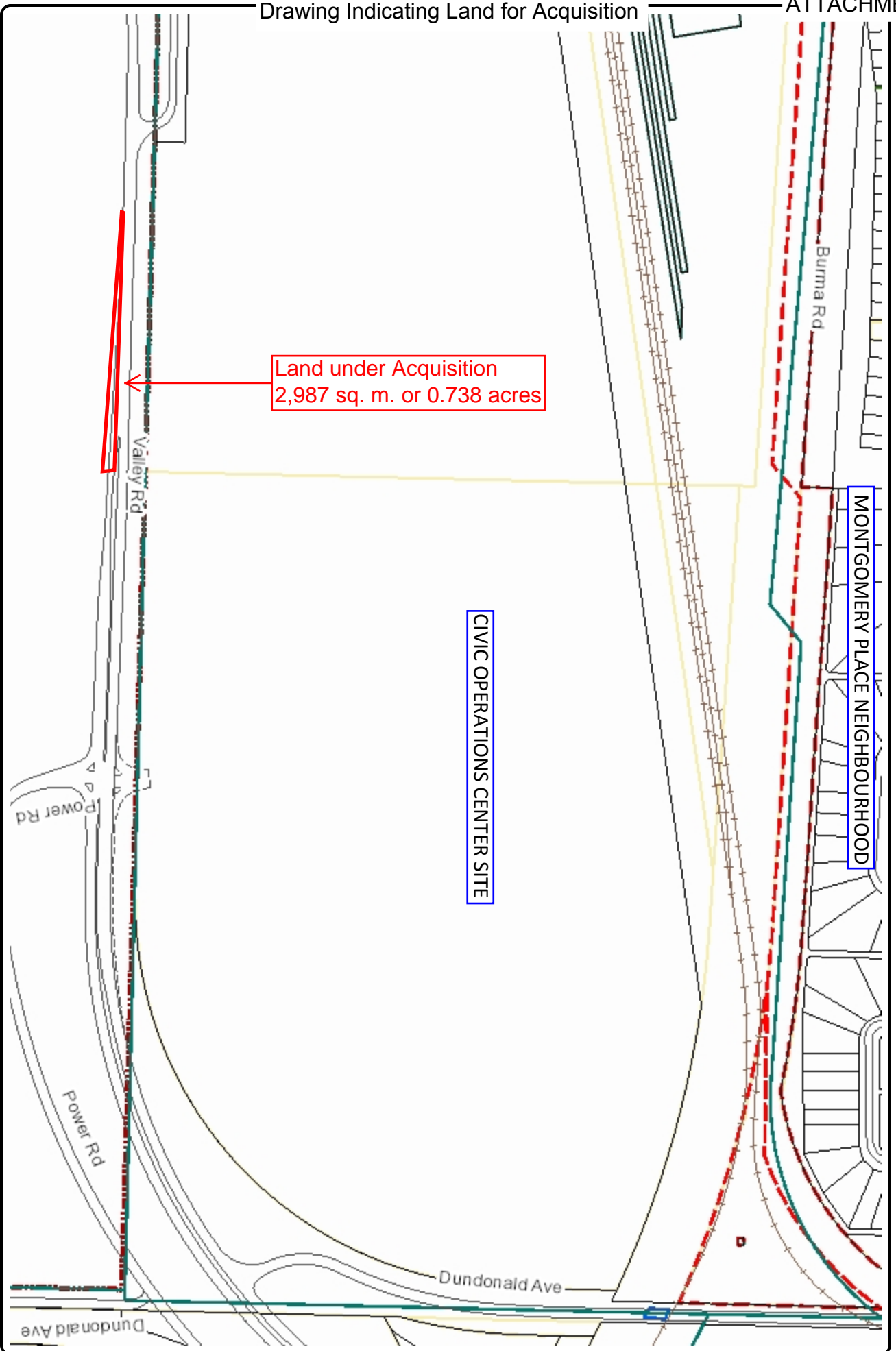
Report Approval

Written by: Jeremy Sibley, Property Coordinator, Real Estate Services

Reviewed by: Keith Pfeil, Manager, Real Estate Services
Frank Long, Director of Saskatoon Land

Approved by: Kerry Tarasoff, CFO/General Manager, Asset & Financial Management Department

Drawing Indicating Land for Acquisition



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STANDING POLICY COMMITTEE ON FINANCE

Request to Cost Share Kensington Decorative Back-of-lot Fencing

Recommendation of the Committee

1. That the Administration be authorized to proceed with the cost sharing of decorative aluminum fence installations along the rear of lots 1 to 11, Block 224, Plan 102171732 in the Kensington Neighbourhood with DREAM Development; and
2. That the estimated quote of \$107,323 plus GST for the City of Saskatoon's share of the fence installations be approved and DREAM Development be authorized to proceed with the construction on behalf of the City of Saskatoon .

History

At the April 13, 2015 Standing Policy Committee on Finance meeting, a report of the CFO/General Manager, Asset & Financial Management Department dated April 13, 2015 was considered.

Attachment

April 13, 2015 Report of the CFO/General Manager, Asset & Financial Management.

Request to Cost Share Kensington Decorative Back-of-lot Fencing

Recommendation

That the Standing Policy Committee on Finance recommend to City Council:

1. That the Administration be authorized to proceed with the cost sharing of decorative aluminum fence installations along the rear of lots 1 to 11, Block 224, Plan 102171732 in the Kensington Neighbourhood with DREAM Development.
2. That the estimated quote of \$107,323 plus GST for the City of Saskatoon's share of the fence installations be approved and DREAM Development be authorized to proceed with the construction on behalf of the City of Saskatoon.

Topic and Purpose

The purpose of this report is to obtain City Council's approval to proceed with the construction of 195 linear metres of decorative aluminum fencing along the rear of 11 lots which back onto the south pond in the Kensington neighbourhood.

Construction management of the proposed fencing project would be undertaken by Stantec Consulting under the direction of DREAM Development (DREAM). DREAM would construct the fencing as part of its own fencing project in the same wet pond parcel area, and be reimbursed for the cost of fence construction for those lots located within Saskatoon Land's development area.

Report Highlights

1. Saskatoon Land is requesting approval to construct 195 metres of decorative aluminum fencing for its lots backing the south wet storm pond in the Kensington neighbourhood.
2. Cost sharing the fence installations with DREAM will allow this section of fence to be constructed during the 2015 construction season, which is a more suitable timeline as the affected lots are currently offered for sale, and also result in matching the fence design used by DREAM for its lots in this area.
3. The cost to complete this work is estimated at \$107,323 plus GST, which is comparable to other fencing projects Saskatoon Land has recently tendered.

Strategic Goal

This report supports the four-year priority to direct expenditures toward amenities in neighbourhoods to enhance and protect property values and encourage private investment under the Strategic Goal of Quality of Life.

Background

In 2014, Saskatoon Land approved a consulting contract with Allnorth Engineering to produce tender drawings and undertake construction management for decorative

Request to Cost Share Kensington Decorative Back-of-lot Fencing

aluminum fence construction on Saskatoon Land's lots backing the Kensington core park area, and central and south wet pond areas.

Since approving this project, Saskatoon Land has delayed the sale of lots located north of Diefenbaker Drive and east of the central pond (those backing the central pond area and core park). As a result, the construction of fencing for these lots is not planned to take place until 2016.

On June 23, 2014, City Council endorsed the Kensington Cost Sharing Agreement. The agreement formalized the equitable sharing of costs related to neighbourhood improvements borne by the various ownership groups involved in the development of Kensington.

Saskatoon Land's lots backing the south wet pond are currently for sale. The majority of the lots backing this pond area are within DREAM's area. DREAM plans to construct the decorative aluminum fencing for lots within its development area this summer. Under the spirit and intent of the cost sharing agreement, each owner is responsible for installation costs of decorative aluminum fencing that is installed at the boundary of benefitting lots.

Report

Request to Cost Share Fencing Construction

Saskatoon Land is requesting approval to have DREAM construct 195 metres of decorative aluminum fencing for its lots backing the south wet storm pond in the Kensington neighbourhood (Attachment 1).

Reasons for Project Cost Sharing with DREAM

Cost sharing this project would allow this section of fence to be constructed during the 2015 construction season, which is a more suitable timeline as the lots to be fenced are currently for sale.

Extending DREAM's project to include the construction of this fence would achieve economic efficiencies due to economies of scale, and reduced contractor mobilization and consultant administration costs. Furthermore, having DREAM construct the fence would in all likelihood be more expedient than tendering this section of fence as a separate project. For these reasons, Saskatoon Land believes it would be in the City's interest to proceed with having DREAM construct this section of fencing.

Project Cost

The cost to complete this work is estimated at \$107,323 plus GST (Attachment 2). The cost per linear metre is comparable to other fencing projects Saskatoon Land has recently tendered.

Options to the Recommendation

One option would be to not proceed with the fence cost sharing arrangement with DREAM and procure the fence installation through a public tender process.

Policy Implications

The proposed project is consistent with Council Policy C02-030 (4.3c) which permits sole sourcing where the extension of work with the contractors/supplies on an existing project site where it is considered to be more economical, efficient and expedient than soliciting competitive tenders.

Financial Implications

The cost to construct this fencing is comparable on a per metre basis with recently tendered fencing projects.

Adequate funding for this project is available within Capital Project 1407-2, Neighbourhood Land Development Program Capital.

Other Considerations/Implications

There are no environmental, privacy, or CPTED implications or considerations, and neither public and/or stakeholder involvement or a communication plan is required.

Due Date for Follow-up and/or Project Completion

There is no follow-up required at this time.

Public Notice

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

Attachments

1. Location of Proposed Fencing Project
2. Fence Construction Quote by Stantec Consulting on behalf of DREAM Development

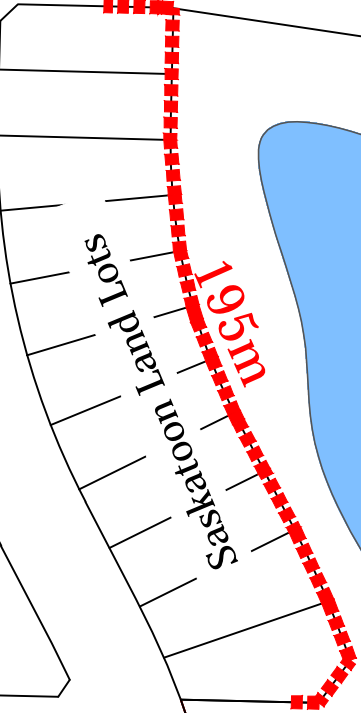
Report Approval

Written by: Brad Murray, Land Development Project Manager
Reviewed by: Frank Long, Director of Saskatoon Land
Approved by: Kerry Tarasoff, CFO/General Manager, Asset & Financial Management Department
Murray Totland, City Manager

Location of Proposed Fencing Project



Proposed Aluminum Fencing Construction
by DREAM Development)



Fence Construction Quote by Stantec Consulting on Behalf of DREAM Development

KENSINGTON Pond 4 - CofS Land

195 Lin.M.

C-1 BACK OF LOT FENCING

<u>Item</u>	<u>Description</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
C-1.1	350mm dia. Conc. Pile/rebars/ 6x6 Posts:	<u>10</u>	each	\$ <u>585.00</u>	= \$ <u>5,850.00</u>
C-1.2	250mm dia. Conc. Pile/rebars/ 4x4 Posts:	<u>89</u>	each	\$ <u>435.00</u>	= \$ <u>38,715.00</u>
C-1.3	Fence Panels: Full, including some cuts	<u>61</u>	each	\$ <u>630.00</u>	= \$ <u>38,430.00</u>
C-1.4	Fence Panels: Half	<u>24</u>	each	\$ <u>390.00</u>	= \$ <u>9,360.00</u>
C-1.5	Gates: incl. j-bolts, washers, nuts - latches by Luna	<u>11</u>	each	\$ <u>440.00</u>	= \$ <u>4,840.00</u>
TOTAL	Supply and Install				\$ <u><u>97,195.00</u></u>

OPTIONAL ITEMS

<u>Item</u>	<u>Description</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
C-1.6	Silt Fence	<u>180</u>	lin.m.	\$ <u>18.00</u>	= \$ <u>3,240.00</u>

(Standard 900mm height w/ wood stakes at 3.0M o.c., c/w additional 15M rebar, 900mm long, install 450mm into subgrade every 3rd wood stake).

SUMMARY

Subtotal of estimated costs	\$	100,435.00
Contingency	\$	3,000.00
Total Estimate of Construction	\$	<u><u>103,435.00</u></u>

Stantec Fees (Project Management)	\$	3,600.00
Fixed Rate Disbursements (f.r.d.)	8% \$	<u>288.00</u>
Total Consulting Fees	\$	3,888.00

TOTAL	Construction and Consulting Fees	\$	<u><u>107,323.00</u></u>
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STANDING POLICY COMMITTEE ON FINANCE

Report on Write-downs of Surplus Inventory - 2014

Recommendation of the Committee

That the report of the CFO/General Manager, Asset and Financial Management Department, dated April 13, 2015, be received as information.

History

At the April 13, 2015 Standing Policy Committee on Finance meeting, a report of the CFO/General Manager, Asset & Financial Management Department dated April 13, 2015 was considered.

Attachment

April 13, 2015 Report of the CFO/General Manager, Asset & Financial Management.

Report on Write-downs of Surplus Inventory - 2014

Recommendation

That the report of the CFO/General Manager, Asset and Financial Management Department, dated April 13, 2015, be forwarded to City Council for information.

Report Highlights

1. For the year 2014, the write-downs of surplus/obsolete inventory by Saskatoon Light & Power and Central Stores totaled \$27,324.13.

Strategic Goal

The review of inventory levels supports the Strategic Goal of Asset and Financial Sustainability by optimizing the use of financial resources. This ensures that civic funds are used wisely and contributes to the City's AAA credit rating.

Report

In accordance with Administrative Policy No. A02-020, Stores - Operations and Utilization, the Administration is required to report once a year on inventory write-downs.

For the year 2014, the write-downs of surplus/obsolete inventory were as follows:

	Write-down	% of Inventory
Saskatoon Light & Power (Transportation and Utilities)	\$ 26,857.48	1.2%
Central Stores (Asset and Financial Management)	<u>466.65</u>	<u>1.0%</u>
Total	\$ 27,324.13	2.2%

Attachment 1 is a detailed list of the inventory write-downs for 2014. There were no write-downs for the Electronic Stores or Public Works Stores (Transportation and Utilities).

Financial Implications

The total write-downs of \$27,324.13 have been expensed to the appropriate operating programs in 2014.

Other Considerations/Implications

There are no policy, environmental, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

This is an annual report; therefore, no further follow-up is required.

Public Notice

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

Attachment

1. Inventory Write-downs for January 1 to December 31, 2014

Report Approval

Written by: Keith Beck, Inventory & Asset Recovery

Reviewed by: Linda Rauckman, Manager, Materials Management

Approved by: Kerry Tarasoff, CFO/General Manager, Asset & Financial Management
Department

Inventory Write-downs 2014.docx

Inventory and Asset Recovery Services
Inventory Write-downs for January 1 to December 31, 2014
Saskatoon Light & Power

Corporate No.	Description	Quantity	Average Cost	Total
6-55-11	sw cub 25kv df fused 4way 200a c/w interrupter 200a	1	\$ 16,833.08	\$ 16,833.08
4-73-90	fixture floodlight hps 1000w 120/240w	5	\$ 832.10	\$ 4,160.50
2-88-22	cable control 300v 12 pair #20	150	\$ 8.39	\$ 1,258.19
1-75-06	bracket ground wire a1s-134	52	\$ 19.06	\$ 991.35
6-74-33	feed-thru 3 pos 600a 15/25kv	3	\$ 290.89	\$ 872.67
2-88-07	cable control 600v 7c #12	110	\$ 6.36	\$ 699.91
2-75-15	cable cu 15kv 750mcm conc neut 33%*	8	\$ 56.37	\$ 450.93
4-10-32	pole steel st lt 30' davit - grey	1	\$ 424.20	\$ 424.20
9-14-08	coupling corrugated pipe 2"	19	\$ 18.80	\$ 357.11
4-11-75	arm steel st lt 10' on steel pole - galvanized	2	\$ 164.77	\$ 329.53
2-88-16	cable control 300v 6 pair #20	44	\$ 5.30	\$ 233.29
1-75-06	bracket ground wire a1s-134	7	\$ 19.06	\$ 133.45
7-53-68	fuse mini one time 600v fixtures 6a	66	\$ 0.79	\$ 51.98
7-53-70	fuse mini one time 600v fixtures 10a	28	\$ 0.91	\$ 25.58
7-53-76	fuse mini one time 600v fixtures 30a	13	\$ 1.88	\$ 24.43
7-53-74	fuse mini one time 600v fixtures 20a	6	\$ 1.88	\$ 11.28
	Total Write-downs SL&P			\$ 26,857.48
	Central Stores			
Corporate No.	Description	Quantity	Average Cost	Total
2205505	form-partial receiving report	17	\$ 27.45	\$ 466.65
	Total Write-downs Central Stores			\$ 466.65



STANDING POLICY COMMITTEE ON FINANCE

Major Projects Report – Updated 2014

Recommendation of the Committee

1. That the report of the CFO/General Manager, Asset and Financial Management Department, dated April 13, 2015, be forwarded to City Council for information; and
2. That the Administration report on the projected operational impact of current debt levels and with respect to the debt retirement plan.

History

At the April 13, 2015 Standing Policy Committee on Finance meeting, a report of the CFO/General Manager, Asset & Financial Management Department dated April 13, 2015 was considered.

The Committee is also recommending further reporting on impact of current debt levels and regarding the debt retirement plan, with reporting back to the Committee on a timely basis.

Attachment

April 13, 2015 Report of the CFO/General Manager, Asset & Financial Management.

Major Projects Report – Updated 2014

Recommendation

That the report of the CFO/General Manager, Asset and Financial Management Department, dated April 13, 2015, be forwarded to City Council for information.

Topic and Purpose

The purpose of this report is to provide the Standing Policy Committee on Finance and City Council with an update on the major civic projects including cost, funding arrangements and borrowing requirements.

Report Highlights

1. Over \$1.36 billion in major capital projects have either been completed in the past eight years or are in progress, as well as those planned to be completed in the next five years.
2. External funding comprises approximately one half of the entire project costs, or nearly \$690 million.
3. Outstanding debt at the end of 2014 was \$238.1 million of which 55.6% of the debt servicing costs is funded by the mill rate; 14.8% by the Federal Gas Tax; and the remaining 29.6% through utility rates.

Strategic Goal

The attached report supports the Strategic Goal of Asset and Financial Sustainability through open, accountable, and transparent reporting of the City of Saskatoon's (City) resource allocation.

Background

In 2011, a report was developed by Corporate Finance to summarize all major projects during the past number of years that would provide details on selected major projects related to costs, funding and borrowing. While all of the information contained in the Major Projects Report has been previously made public, the document makes it easier for interested citizens to become informed.

To keep the public and members of City Council informed on these types of projects, an annual update to this report has been prepared and is being tabled with the Standing Policy Committee on Finance and City Council as information.

Report

Status of Major Capital Projects

The attached report, "Major Projects Report – 2006 and Beyond" has been updated as of December 2014. The report summarizes the significant capital projects undertaken in the past eight years, as well as major projects in progress. The report focuses on the total budgeted costs, funding sources and borrowing plans, where required, including the terms and interest rates for these loans.

The attached report also discusses the City's major infrastructure reserves that have been identified as insufficient in meeting the funding needs of future capital work.

Funding

It is important to note that 50.52% of the funding for \$1.365 billion in project costs have been provided by Federal and Provincial Governments and other external sources (\$689.7 million). If the Police Headquarters project was taken out of the mix, due to the full City funding of the project which does not qualify for senior government funding, then 55.5% of the remaining projects are funded by external sources.

Many of the projects listed in the report received Federal and Provincial program funds under the Building Canada Fund and Infrastructure Stimulus Fund. In addition, Federal Gas Tax funds have been used either as cash or leveraged as debt repayment.

Outstanding Debt

The debt balance of \$238.1 million as of December 31, 2014, is at 42.7% of the City's approved debt limit of \$558 million, and as projected over the next ten years, will reach a peak at about \$495 million in 2021 and then decline based on the current capital plan. Of the \$238.1 million in debt, 55.6% is mill rate supported debt, while 14.8% is supported by Federal Gas Tax, and the remaining 29.6% is supported by utilities.

In 2014, one loan of \$25 million was added for water and wastewater projects.

While all of the information contained in the Major Projects Report has been previously made public, the document makes it easier for interested citizens to become informed.

Communication Plan

The attached report will be posted on the City's website and social media tools will also provide links to the online report. Hard copies of the report will be made available at all branches of the Saskatoon Library.

Other Considerations/Implications

There are no policy, financial, environmental, privacy, or CPTED implications or considerations, and public and/or stakeholder involvement is not required.

Due Date for Follow-up and/or Project Completion

An updated report for 2015 will be prepared and tabled with City Council for the 2016 Business Plan and Budget review meetings in December 2015.

Public Notice

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

Attachment

1. City of Saskatoon Major Projects Report, 2006 and Beyond – Updated December 2014

Report Approval

Written and

Approved by: Kerry Tarasoff, CFO/ General Manager, Asset & Financial
Management Department

MajorProjectsReport_2014.docx

December
2014

City of Saskatoon

Major Projects Report

2006 and Beyond – UPDATE 2014

The following report summarizes:

- Major construction projects undertaken by the City of Saskatoon from 2006 to 2014
- Major projects currently under construction or in the planning stages
- Funding sources for these projects
- Borrowing details related to these projects
- Strategies To Address Major Reserve Deficiencies
- UPDATED to December 2014



1. Introduction

Over the past eight years the City of Saskatoon (City) has undertaken a host of major projects to address a number of issues including growth and the maintenance of existing infrastructure. With the assistance of federal and provincial government programs, funds have been leveraged along with City reserve funds and in some cases, planned borrowing strategies, to make significant headway in the City's capital program.

In addition, major projects that are in the planning stages or currently under construction are also moving forward as result of these funds.

This report includes a summary of these major projects. It is not a comprehensive review of all capital projects undertaken during the period but rather a look at the more significant projects, not only in terms of cost, but in terms of impact to the city. It will focus on the:

- total budgeted project costs;
- funding sources; and
- borrowing plans (including terms and rates).

This report also discusses the City's major infrastructure reserves that have been identified as insufficient in meeting the funding needs of future capital work.

This is the fourth edition of the Major Projects Report following the initial release in November 2011. This edition is to serve as an update to that document with revised information and the addition of any other major projects planned since that time. Until a ten-year history is contained in this report, the older completed projects will continue to be included.

2. Update Report

City of Saskatoon Working to Complete Major Projects Leveraging Funding Programs

The list of major capital projects included in this report is not a full capital budget listing, but only those projects deemed "significant" in terms of budget costs and impact of the project. This project list (Table 2) totals \$1.36 billion in total cost over the period from about 2006 to present. Of these projects, \$690 million or 50.5% are funded from federal and provincial government programs and other external sources. The remaining funding of \$675 million or 49.5% is from City reserves and borrowing.

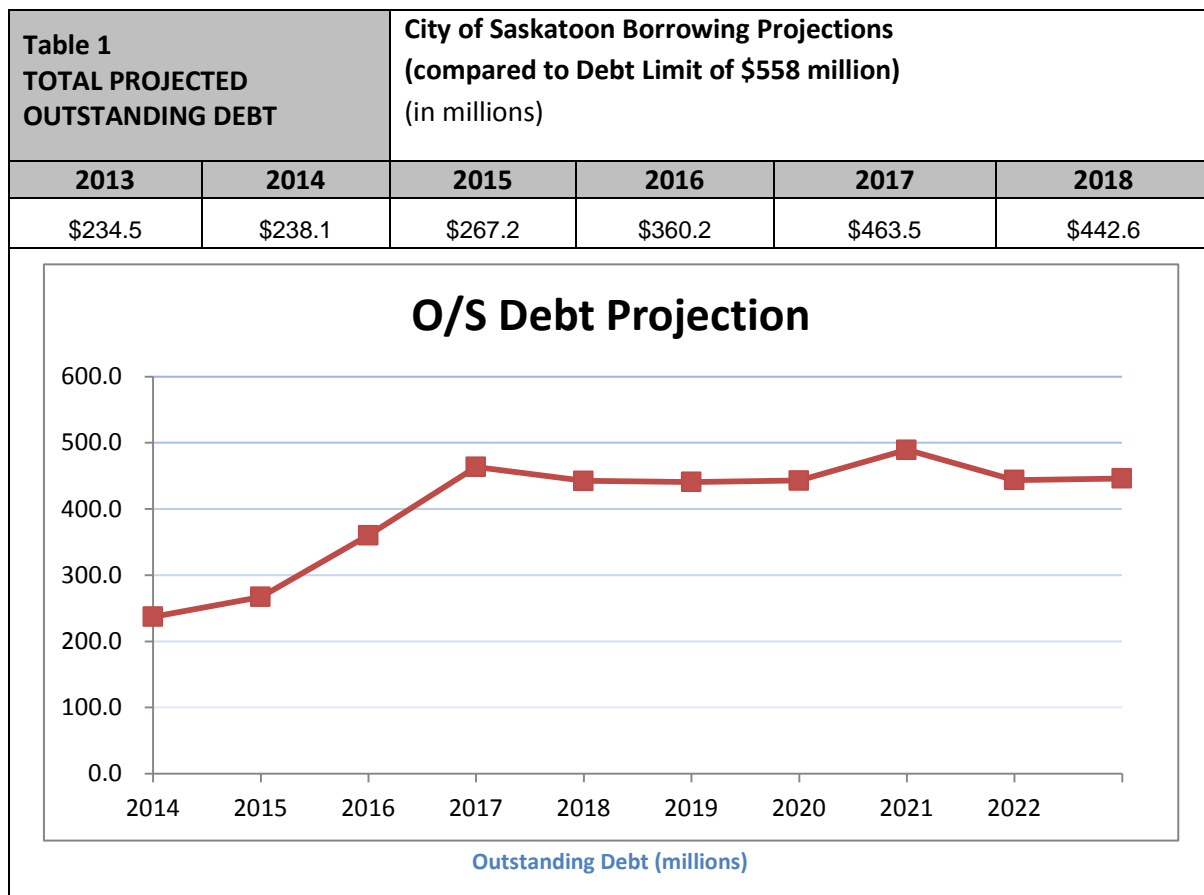


While most projects have a form of external funding as part of the financing plan, there are some major projects like the new Police Headquarters that is funded entirely through mill rate dollars. Due to the nature of this type of project, this is one of the only viable funding options available to the City. **Without this project, 55.5% of the funding for the remaining projects would be funded through external sources and 44.5% directly by City funds.**

Total outstanding debt for the City as of December 31, 2014 was \$238.1 million. This is well below the debt limit for the City of \$558 million. The authorized debt limit by the Saskatchewan Municipal Board was raised in 2014 from \$414 million to \$558 million and will remain at this level until it expires in 2017 and will require another review. The schedules of total outstanding debt listed by project are shown at the back of this document for both 2014 and 2013. Of this outstanding debt, 55.6% is supported through the mill rate. Debt that is being repaid using the federal gas tax is 14.8% of the total while the remaining 29.6% is utility supported debt.

In 2013 a \$45 million sinking fund debenture was issued for the Police Headquarters Project as well as a \$15 million serial debenture for utility projects bringing the outstanding debt to about \$234.5 million to the end of 2013. During 2014 a \$25 million 10 year debenture was issued for Water and Wastewater projects. The outstanding debt balance at the end of 2014 was \$238.1 million.

In projecting the borrowing requirements for the next ten years, the peak of the expected outstanding debt is \$495 million in 2021 and then starts gradually declining. This information reflects the 2015 capital budget and future plan (see Table 1). These figures make an estimate of the debt component of annual payments under a Public Private Partnership (P3) agreement. As per the accounting standards of the Public Sector Accounting Board (PSAB) as well as the decision by the Saskatchewan Municipal Board, the debt portion under the external partner's financing under a P3 model is to be recognized as debt for the City.



The borrowing terms vary with each project as well as repayment financing plans. These are outlined in the project details in this report.

While there have been major federal funding programs such as the Building Canada Fund, Infrastructure Stimulus Fund and Recreational Infrastructure Canada Fund, the provincial government has also participated in the Major Component piece of the Building Canada Fund as well as provided funding through the provincial Municipal Economic Enhancement Program (MEEP). These programs have greatly contributed to the ability of advancing the City's capital program over the years.

The Federal Gas Tax program has also had a significant impact on the City's capital program by using either gas tax cash, or leveraging gas tax funds for debt repayment on capital borrowing.

Without all these programs, the ability of the City to build the required infrastructure for a growing city would be extremely difficult.

The use of a P3 model has been approved for the Civic Operations Centre project with a \$38.9 million contribution coming from the Federal Government's P3 Office for 25% of the eligible project costs.



In order to take advantage of some of the previous funding programs, civic reserve funds had to be advanced to match or top-off federal and/or provincial contributions to fully fund eligible capital projects.

The advancement of the City's capital program did temporarily place some reserves in a deficit position as approved by City Council with a plan that these reserves would be replenished with operating fund contributions in the following years. This has now been completed and in fact, the City's reserve balances at the end of 2012 had increased to \$115.7 million compared to \$52.5 million a year earlier. The 2013 balance was \$105 million.

While previous federal and provincial infrastructure programs have greatly assisted in funding a backlog of capital projects, there is still a shortfall in longer term funds for infrastructure maintenance, replacement and expansion projects. The City has been advocating to both the Government of Canada and the Government of Saskatchewan to renew and develop a long-term infrastructure program so that the City can strategically plan its projects and investments.

The Government of Canada, as part of the Economic Action Plan 2013, permanently renewed the federal Gas Tax Fund (GTF) which provides \$2 billion per year nationally and includes an escalator of 2% per year. The renewed GTF also expanded the list of eligible project categories to which funding can be applied.

The 2012/13 federal budget also announced a renewed Building Canada Fund and a renewed P3 Canada Fund. The new Building Canada Fund will provide \$4 billion in funding over the next ten years under the National Infrastructure Component (NIC) while \$10 billion will be funded through the Provincial-Territorial Infrastructure Component (PTIC). Of this PTIC, \$9 billion is being distributed for National and Regional projects and \$1 billion for smaller communities (under 100,000 people).

Future Plans For Eliminating Reserve Deficiencies

The Transportation Infrastructure Expansion Reserve provides funding for the construction of additions to the City's transportation network including roadways, bridges and overpasses. The demand for funds from this reserve during the current growth of the city is greater than the available funds. This reserve is planned to be in a positive position by the end of 2015 resulting from the inflows of annual operating contributions to the reserve and project expenditure planning.

The Infrastructure Reserve for Water and Wastewater has been in a deficit position for the past few years based on the advancement of flood control projects to alleviate further flooding. The plan to replenish the reserve was through a flood control levy of \$4.50 per water meter placed on utility bills. This reserve is expected to be in a positive position in about 2018.

The Parks Infrastructure Reserve which is used for the infrastructure replacements, repairs and upgrades of existing parks has been under-funded in the past number of years. The Administration is currently reviewing service levels of this program and expected to bring options forward to City Council in 2015. Following the confirmation or adjustment to service levels funding plans can be developed to address the backlog of park upgrades.

Summary of Major Projects

The remainder of this report addresses the City's recent major projects. This report summarizes the significant projects and includes the cost, funding and borrowing details.

Table 2		Major Project Summaries (in millions \$)					
Project	Project Cost	Funding			Borrowing		Project Status
		Federal/ Provincial	City	Other	Planned	Actual	
Circle Drive South	\$295.10	\$194.60	\$100.30	\$0.20	\$62.00	\$62.00	Complete
River Landing (all phases)	\$78.20	\$25.90	\$29.60	\$22.70	\$23.37	\$3.60	In Progress
Remai Modern Art Gallery of Saskatchewan	\$81.83	\$29.76	\$29.97	\$22.10	\$23.97	\$0.00	In Progress
River Landing Parkade	\$19.46	\$0.37	\$19.09	\$0.00	\$12.09	\$0.00	In Progress
Shaw Centre	\$46.50	\$9.50	\$34.50	\$2.50	\$29.30	\$28.10	Complete
Circle Drive Bridge Widening	\$17.70	\$16.20	\$1.50	\$0.00	\$16.10	\$16.10	Complete
College Dr. & Circle Dr. Interchange	\$16.80	\$13.40	\$3.40	\$0.00	\$0.00	\$0.00	Complete
Clarence Av. & Circle Dr. Interchange	\$19.90	\$5.65	\$10.25	\$4.00	\$0.00	\$0.00	Complete
Water Treatment Plant Intake	\$44.90	\$0.00	\$44.90	\$0.00	\$39.00	\$37.70	Complete
Water Reservoirs	\$37.30	\$14.00	\$23.30	\$0.00	\$27.50	\$11.96	In Progress
Fire Hall – Southeast	\$5.87	\$4.80	\$1.07	\$0.00	\$0.00	\$0.00	Complete
Police Headquarters	\$122.90	\$0.00	\$122.90	\$0.00	\$113.10	\$100.00	Complete
Landfill Gas Energy	\$16.08	\$7.06	\$9.02	\$0.00	\$0.00	\$0.00	Complete
Civic Operations Centre 1	\$150.00	\$38.55	\$111.45	\$0.00	\$111.45	\$0.00	In Progress
Gordon Howe Bowl	\$10.05	\$0.00	\$2.65	\$7.40	\$0.00	\$0.00	In Progress
North Parkway Commuter / Traffic Bridge Replace 1	\$252.60	\$121.00	\$131.60	\$0.00	\$0 *	\$0.00	Not Started
Various Interchanges	\$150.00	\$100.00	\$0.00	\$50.00	\$0.00	\$0.00	Not Started
Totals	\$1,365.19	\$580.79	\$675.50	\$108.90	\$457.88	\$259.46	
Percentage	100%	42.54%	49.48%	7.98%			

1. Project is using a combination of cash and payments under a P3 agreement

3. Project Summaries

Circle Drive South

Cost (millions)	Funding			Borrowing	
	Fed/Prov	City	Oth	Plan	Actual
\$295.1	\$194.6	\$100.3	\$0.2	\$62.0	\$62.0
%	65.9%	34.0%	0.1%		

The new South River Crossing was officially opened in July 2013. This project involved the design and construction of the southwest quadrant of Circle Drive, including the south river crossing.



City Council approved the functional plan for this component of Circle Drive in 2007 and subsequently identified this project as the City's highest priority major transportation project.

The Circle Drive South Project provided:

- a new six-lane bridge
- five new interchanges (Idylwyld Drive, Lorne Avenue, Valley Road, 11th Street West, and Preston Avenue South)
- 10 kilometres of freeway/expressway from Clarence Avenue to Clancy Drive
- access requirements of surrounding lands
- three railway grade separations
- sound attenuation walls
- relocation of utilities
- pedestrian and cyclist facilities

Traffic modelling estimated that the new bridge will carry approximately 30,000 vehicles per day when Saskatoon reaches a population of 250,000. One of the primary benefits is the shorter commuting distances for traffic and a 35% reduction in traffic using the Idylwyld Bridge at afternoon rush hour.

The roadway is a four to six lane divided freeway, with provisions for pedestrians and cyclists to cross the river and access the MVA Trails and other recreation trails on both sides of the river.

In March 2010, City Council awarded the design/build contract to Graham Flatiron Joint Venture. The design/build process is where the contractor designs and builds the project. This process establishes costs up front, helps with better scheduling, and shortens the construction period. Construction began in spring 2010 and was officially opened on July 31, 2013.

The total budgeted cost of the project, which incorporated an additional overpass at Preston Avenue and Circle Drive, was \$295.1 million. The federal government has contributed \$95.84 million while the provincial government provided a \$98.75 million contribution, and the RM of Corman Park contributed \$0.2 million for the Valley Road flyover. The remaining \$100.3 million is funded by the City. Of this amount, \$44 million was borrowed through a



CMHC loan borrowed for ten years at 3.29% with annual payments of \$5.2 million (total interest payable is \$8.4 million). Another \$18 million was borrowed in 2012 using the debt retirement from loans for the overpasses at 22nd Street and Circle as well as Attridge Drive and Circle Drive. The \$18 million loan was borrowed in late December 2012 using a 10-year debenture at 2.736% with principal and interest payments of \$2.1 million per year. Total interest to be paid over the life of the loan is \$2.68 million. Another \$24.17 million was provided by the City using federal gas tax funding indirectly through our water utility. The remaining \$14.13 million was funded from prepaid and other civic reserves.



River Landing

Cost (millions)	Funding			Borrowing	
	Fed/Prov	City	Oth	Plan	Actual
\$78.2	\$25.9	\$29.6	\$22.7	\$23.37	\$3.6
%	33.1%	37.9%	29.0%		

River Landing Phase I has reclaimed the riverfront with the development of a new park, the construction of the River Centre (5-storey commercial development), the future River Landing Village, the Remai Modern Art Gallery of Saskatchewan, the Remai Arts Centre, and the “Prairie Wind” landmark.

The River Landing Phase II redevelopment project is designed to enhance the sustainability of downtown by reclaiming and developing the A.L. Cole "brownfield" and surrounding area - literally the front yard of Saskatoon’s downtown. Part of the development is the Saskatoon Farmers’ Market and Ideas Inc.

The total cost for both phases of the project is \$78.2 million for which \$29.5 million is funded through external sources. The remaining \$48.7 million is funding through land sales of \$19.0 million, and \$23.4 million from the City’s Recreation and Cultural financing strategy using assessment growth as cash and/or debt repayment. The remaining amounts are from reserves and Sinking Fund surplus.

To look further by phase, the riverfront within Phase 1 was managed by the Meewasin Valley Authority (MVA) with the majority of funding coming from both the provincial government and the MVA. Of the \$12.7 million component of the Phase 1 project, the provincial government contributed \$4 million while Western Diversification contributed \$3 million. The MVA underwent a significant capital campaign to secure donations as well as sponsorships and contributions from their own capital funding allocations. The MVA contribution was \$2.44 million while the City’s contribution was capped at \$2.76 million. The remaining \$0.5 million was a contribution from the Urban Development Agreement.

The second component of Phase 1 is the development of the east site excluding the riverfront. Of the \$14.3 million cost, all but \$77,500 is funded by the City. The \$77,500 is from the Provincial Community Shares Program. \$0.983 is from civic reserves, while \$3.0 million is from the City’s Sinking Fund surplus. Another \$4.153 million is funded by the City’s Recreation and Cultural financing plan using cash and borrowing while the remaining \$6.039 million is using land sales revenues from land sold within the River Landing Phase 1 area.

Phase 2 of the River Landing project is the section west of Idywyld Drive and includes the riverfront in that area. The total cost of this phase is \$52.153 million. A grant of \$13.7 million from the Federal Strategic Infrastructure Fund, \$5.0 million from the provincial government as well as \$77,500 from the Provincial Community Shares Program make up the federal and provincial share of this funding. \$0.1 million from the Urban Development Agreement and \$0.6 million of sponsorship make up the remaining external funding. The reallocation of annual savings of \$1.078 million resulting from the City qualifying as a GST exempt organization is funding \$16.455 million through cash and/or borrowing while the remaining \$13 million is from future land sales generated by the development in Phase 2.

The borrowing for these three major components to date has been two smaller loans totalling \$3.59 million. The first loan of \$1.3 million was issued in 2008 for 10 years at 3.78% for the Park Phase 1 component. The second loan of \$2.29 million was issued in 2009 for 15 years at 3.98%. Both loans are being repaid under the City's Recreation and Cultural financing plan using incremental assessment growth tax revenue. The annual payments for the first loan are \$154,884 with total interest of \$264,800 to be expensed over the life of the loan. The annual payments for the second loan are \$205,677 with total interest of \$795,200 to be expensed of the life of the loan.

Remai Modern Art Gallery of Saskatchewan

Cost (millions)	Funding			Borrowing	
	Fed/Prov	City	Oth	Plan	Actual
\$81.83	\$29.76	29.97	\$22.1	\$23.97	\$0
%	36.4%	36.6%	27.0%		



This \$82 million project involves the design and construction of the Remai Modern Art Gallery of Saskatchewan (Remai MAGS) as outlined in the functional program plan adopted by City Council in April 2010. Included in the functional program plan is an expansion (shell only) to the existing Remai Arts Centre funded by Persephone Theatre.

Construction began on the project in 2013 with anticipated opening in 2016.

The Art Gallery building is expected to cost \$81.83 million. Under the Building Canada Fund Major Infrastructure Component, it has received funding approval from the Government of Canada of \$13.02 million, and the Government of Saskatchewan of \$12.651 million. Approval has also been received from the Provincial Government to redirect \$4.093 million Building Communities Program approved funding from the expansion of Saskatoon's Mendel Art Gallery Building to the new art gallery building at River Landing. Other funding of \$22.1 million pertains to private fundraising by the Art Gallery of Saskatchewan Inc., which includes a gift of \$15.0 million from the Frank and Ellen Remai Foundation.

Additional funding of \$6 million from the City's Civic Facilities Funding Plan was approved during the 2015 budget review. In addition, borrowing of \$23.5 million will be supported by assessment growth. The plan assumes a borrowing term of 15 years at 4.25%. Based on these terms the annual repayment is estimated at \$2.15 million per year and total interest expensed over the life of the loan would be about \$8.7 million. To support this debt, the Recreation and Cultural funding plan assumes the dedication of \$500,000 of assessment growth for both 2012 and 2013.



River Landing Parkade

Cost (millions)	Funding			Borrowing	
	Fed/Prov	City	Oth	Plan	Actual
\$19.46	\$0.37	\$19.09	\$0	\$12.09	\$0
%	1.9%	98.1%	0%		

This \$19.46 million project is for an underground parking garage. Funding sources include borrowing of \$12.09 million which includes parkade revenue supported debt of \$5.880 million as well as a reallocation of capital funding of \$7.0 million, and \$369,000 from the Building Canada Fund.

Borrowing is planned in two phases. The first is a 25-year loan of about \$6 million using parkade revenues as repayment of principal and interest. The remaining \$6 million is planned for 15 years using incremental assessment growth as a form of repayment.

Once the borrowing using parkade revenues has been repaid, the ongoing revenues will assist in funding the operation and programming for River Landing.



Shaw Centre

Cost (millions)	Funding			Borrowing	
	Fed/Prov	City	Oth	Plan	Actual
\$46.5	\$9.5	\$34.5	\$2.5	\$29.3	\$28.1
%	20.4%	74.2%	5.4%		

The Shaw Centre is a state-of-the-art aquatic and fitness facility offering a new calibre of recreation, health and fitness opportunities to the residents of Saskatoon. The story of the Shaw Centre in the new Blairmore Suburban area is unique as it came to life as part of an integrated partnership between the City of Saskatoon, Saskatoon Public Schools and Greater Saskatoon Catholic Schools.

By developing a collaborative approach to combining their resources (land, building, programs and services), a fully integrated

destination centre (Blairmore Centre) was created that includes the Shaw Centre, Tommy Douglas Collegiate, Bethlehem Catholic High School and Morris T. Cherneskey Multi-District Park.

The fitness and aquatic facility includes a weight room, servery, common area, as well as a competitive/leisure pool, 52 metre competitive pool, bulkheads, six-lane warm up pool, wetslide, springboards, platform tower and other amenities. Also part of the project is the construction of a 34-acre multi-district park.

The vision for the Blairmore Centre came from the community. The vision was to create a destination centre, built on partnerships and community values, offering programs, activities, and services in a diverse and inclusive setting. The facility provides a location for city-wide programs and provincial, national and international competition.



The \$46.5 million project was funded by federal, provincial and City funds. A grant of \$7.3 million from the Federal Building Communities program, as well as \$1.25 million from the Municipal Rural Infrastructure Fund and \$945,000 from the Province's Community Shares Grant provided \$9.5 million in total federal and provincial funding. The two school boards contributed \$720,000 towards the construction of the common area and sponsorship added another \$1.788 million. The remainder or \$34.5 million is funded through a combination of borrowing and civic capital reserves. An estimated \$29.3 million in borrowing is expected in the end. To date, \$28.1 million has been borrowed. \$14.2 million was in the form of an external loan for 10 years at 3.78% with annual repayment of \$1.711 million. On this loan \$2.926 million in total interest will be expensed. The other \$13.9 million was borrowed through two internal loans. One loan of \$10 million is for 15 years at 5.25%. The annual repayment is \$967,400 and total interest expensed over the life of the loan will be \$4.5 million. The other internal loan of \$3.9 million was over 10 years at 4.5% with annual repayment of \$461,500 and total interest expensed over the life of the loan of \$915,000.

These loans are being repaid through a mill rate base of \$1.1 million per year with the remaining portion being financed through the City's Recreation and Cultural financing plan using incremental assessment growth.

Circle Drive Widening

Cost (millions)	Funding			Borrowing	
	Fed/Prov	City	Oth	Plan	Actual
\$17.7	\$16.2	\$1.5	\$0	\$16.1	\$16.1
%	91.5%	8.5%	0%		

This project provided for the widening of Circle Drive from Attridge Drive to Millar Avenue including the modification of the existing structures of Circle Drive Bridge by converting the existing sidewalks to driving surfaces in order to add a third lane in both directions. This project also allowed for the construction of a new pedestrian bridge below and between the existing bridges in order to maintain a pedestrian corridor through this location.



Due to the expansion of the residential properties in the south and east, and the increasing commercial/industrial properties to the north, the demand of vehicular traffic crossing this bridge had been increasing. Morning and afternoon peak periods resulted in extremely congested conditions. The addition of a third lane in both directions has allowed all traffic to/from Attridge Drive to use an independent lane crossing the bridge. This has reduced the congestion resulting from the merging of traffic from three to two lanes on both sides of the bridge.

The total project cost was \$17.71 million of which all but \$1.55 million was funded by borrowing using the federal gas tax funding as repayment. The \$1.55 million was funded from civic reserves. The borrowing of \$16.1 million on this project was done through an external loan for 10 years at 3.78% with annual repayment of \$1.943 million using the gas tax received from the federal government. Total interest expensed on this loan over its life will be \$3.323 million.





College Drive and Circle Drive Interchange

Cost (millions)	Funding			Borrowing	
	Fed/Prov	City	Oth	Plan	Actual
\$16.8	\$13.4	\$3.4	\$0	\$0	\$0
%	79.8%	20.2%	0%		

This project involved the preparation of the detailed design and construction for the grade separation of Circle Drive and College Drive.

This intersection carried approximately 60,000 vehicles on a daily basis and was ranked fifth on the highest volume intersections in the city.

At the time this project was started in 2005, it was ranked as the number one priority for reconstruction to a grade separated intersection in terms of annualized savings.

The work in 2003 involved the detailed roadway geometric design, the detailed design of the overpass bridge structure and placement of embankment fill material for the overpass structure. Construction of the Circle Drive/College Drive interchange began in 2005 with substantial completion in December 2006.

This project qualified for funding under the Gas Tax program. As a result, most of the \$16.8 million cost of the project was funded by using federal gas tax cash received which was \$13.35 million. The remaining \$3.4 million was funded using civic reserves.

Circle Drive and Clarence Avenue Interchange

Cost (millions)	Funding			Borrowing	
	Fed/Prov	City	Oth	Plan	Actual
\$19.9	\$5.65	\$10.25	\$4.0	\$0	\$0
%	28.4%	51.5%	20.1%		



With the build out of the Stonebridge neighbourhood in south Saskatoon and the construction of the big box retail outlets just off of Clarence Avenue South, this overpass became a priority for City Council. In fact, the development of the retail site was contingent on this overpass being constructed.

About half of the funding for the project was from the other sources. \$9.6 million was funded from a combination of developer contributions, the Municipal Rural Infrastructure Fund and the Province of Saskatchewan. About \$4.65 million was funded from civic reserves while the remaining \$5.6 million was funded using incremental property tax revenues from the development within the retail site.



The following is a detailed breakdown of the funding dollars:

Developer Contribution (20%)	\$ 3,976,000
Transportation Infrastructure Expansion Reserve	1,400,000
Funding from incremental municipal property taxes	5,600,000
Funding from the interchange levy	2,954,000
Electrical Distribution Expansion Reserve	300,000
Municipal Rural Infrastructure Reserve	650,000
Province of Saskatchewan	5,000,000
Total	\$19,880,000



Police Headquarters

Cost (millions)	Funding			Borrowing	
	Fed/Prov	City	Oth	Plan	Actual
\$122.9	\$0	\$122.9	\$0	\$113.1	\$100.0
%	0%	100%	0%		

This project involved the planning, design and construction of a new Saskatoon Police Service (SPS) Headquarters Facility at 76 - 25th Street East.

The construction began in 2011 which included underground work associated with the 25th Street Extension project. The project was completed and was in operation in 2014.

The SPS had outgrown its headquarters building located at 130 - 4th Avenue North, which had been the centre of SPS's operations and administration since 1977.

The new headquarters consolidated the SPS into one location and will be able to support its operations with an appropriate long-term, purpose-specific facility.

The primary goals for building a new headquarters facility were to support Police operations with appropriate long-term, purpose-specific facilities and to enlarge the overall space in line with accepted "best practice" in Canada. Other goals related to the new headquarters facility included preserving the high quality image of the SPS and to locate SPS facilities in accordance with strategic location concepts which included community visibility, major arterial access, centrality and community compatibility.

The total cost of the project was \$122.9 million. Due to the nature of the project, it is entirely being funded through the mill rate. A financing plan whereby \$750,000 per year was being set aside for seven years starting in 2007, but then increased to \$850,000 in the 2012 budget to finance future debt payments. Between cash and borrowing for the project it funded the entire amount. A \$55 million loan was taken out February 9, 2012 at 3.08% for a 20-year term. Debt payments will be approximately \$3.67 million per year. Total interest and stamping fees for the Bankers Acceptance Loan/Interest Rate Swap will total \$18.85 million. An additional \$45 million loan was taken out October 2, 2013 at 4.677% for a 30 year term. Debt payments will be \$2.9 million per year.



Water Intake and Water Reservoirs

Cost (millions)	Funding			Borrowing	
	Fed/Prov	City	Oth	Plan	Actual
\$77.73	\$14.0	\$63.73	\$0	\$63.1	\$33.2
%	18.1%	81.9%	0%		



The **Water Intake** project was for the design and construction of a new upstream intake and eastside pumphouse facility. The new intake structure was designed for a flow of 120 MIGD. The pumphouse includes a screen chamber, three screens, wet well, two vertical turbine pumps, and an emergency generator. Also included is a new supply main from the new pumphouse to the existing westside supply main.

The project was completed in March 2012 and was operational shortly after.

In order to meet high demand, it is necessary to use the lowlift pumps located at the Water Treatment Plant in addition to the intake and pumping system located at the Queen Elizabeth Power Station. With the location of several storm water outfalls between these two intakes, the quality of raw water may at times be compromised.

This project ensures that all raw water intake will occur upstream of the City's storm sewer outfall structures. The Water Treatment Plant lowlift pumps are then used as an emergency standby facility only. Also, it ensures that present raw water demands are met and provide future capacity in accordance with the City's future growth study.

Funding for the \$44.8 million new intake facility was from borrowing using a combination of utility revenues and leveraging federal gas tax as repayment. In total, \$44.8 million in gas tax funding will be used for the project. In keeping with the premise that the utility is a rate-funded entity, gas tax funding is applied to utility projects, and in turn, the utility issues disbursements to the general fund by an equivalent amount. An external loan for \$30.9 million over 10 years at 3.39% was made in 2009 through the CMHC lending program. Annual repayment is \$3.694 million with total interest to be expensed over the life of the loan of \$6.1 million. \$2.3 million was borrowed in 2012 for 10 years at 2.736%. Annual payments are \$264,300 per year and total interest paid for the life of the loan is \$343,100.

The **Expansion of Water Reservoirs** project is a \$37.3 million project. This project involves the staged expansion of the overall reservoir capacity throughout the distribution system. It includes work on the entire reservoir capacity design and reconfiguring the distribution system piping to provide transferability among the existing reservoirs.

This project is funded through an approximate three-way split between the City reserves, and federal and provincial funding. Funding from the Major Infrastructure Component of the Building Canada Plan provides \$14.0 of shared funding from the federal and provincial governments while the City's share is \$23.3 million. The funds received are placed in the water capital reserves and a dividend declared to the general fund for reallocation which was done during the 2010 Capital Budget review by City Council.





Fire Hall - Southeast

Cost (millions)	Funding			Borrowing	
	Fed/Prov	City	Oth	Plan	Actual
\$5.87	\$4.8	\$1.07	\$0	\$0	\$0
%	81.8%	18.2%	0%		

The new Fire Hall #8 in the Lakewood Suburban Centre was opened in 2010.

Standard NFPA 1710 establishes benchmark response times of 4 minutes for the "first-in" unit or single-unit response and 8 minutes for all apparatus dispatched to a full first alarm assignment.

This standard specifies safe and effective emergency response standards for all services provided by Saskatoon Fire and Protective Services (SFPS) in the city of Saskatoon. In order to maintain the benchmark, 4 and 8-minute response times for Sutherland (Fire Station No. 5) will remain in its existing location.

The Lakewood Suburban Centre location provides service within the 4-minute first-in response to East College Park, Briarwood, and Lakeridge, in addition to being able to provide the same response into the new growth areas of Rosewood and Brookside. It is also strategically placed to contribute to the 8-minute full first alarm response on the east side of the city in compliance with standards.

The funding for the \$5.87 million fire hall was mostly from the Provincial Municipal Economic Enhancement Program (MEEP) for which the City received \$22 million. \$4.8 million was allocated by City Council for the construction of the fire hall with the remaining \$1.07 million funded through civic reserves.

Future fire halls will be funded from a Civic Facilities Financing Plan using incremental mill rate contributions and where possible, other government funding if available.

Landfill Gas Energy

Cost (millions)	Funding			Borrowing	
	Fed/Prov	City	Oth	Plan	Actual
\$16.1	\$7.1	\$9.0	\$0	\$0	\$0
%	43.9%	56.1%	0%		

The **Landfill Gas Energy** project is to provide facilities at the Saskatoon Waste Management Centre for the capture of landfill gas, condition the gas for utilization, and convert the gas to energy and/or sell the gas to others as a fuel.



Construction of the first phase of the gas collection system was completed in late 2013. When fully completed, the facility will produce about 13 gigawatt-hours of electrical energy each year – enough energy to power about 1,300 homes and reduce annual greenhouse gas emissions by over 45,000 tonnes, which is equivalent to removing over 9,000 vehicles from city roads. The facility will capture landfill gas that is produced by decomposed organic waste, pipe the gas to a generating station and use the gas to produce electrical energy.

This is the first power generation facility built by the City in over 100 years. The power generation facility was completed in early 2014.

The total cost of the project was \$16.08 million. \$7.055 million was funded from the federal Building Canada Fund with the remaining funds from civic reserves.

The electricity produced from the landfill gas project is being sold to SaskPower under their Green Options Partners Program. This program offers a premium rate for “environmentally preferred” electricity and increases at a rate of 2% annually over a 20-year power purchase agreement. This is a lottery program that the landfill gas project was successfully drawn for resulting in a greater certainty of revenue projections. Based on conservative but realistic assumptions regarding energy production and operating costs, a 20-year net profit of \$9.5 million is projected that would result in a payback period of seven years.



North Parkway Commuter Bridge and Traffic Bridge Replacement

Two major projects – the new North Commuter Parkway and a replacement for the currently closed Traffic Bridge – have been bundled together into one project and will be procured by a Public Private Partnership arrangement.

The total project is estimated at \$252.6 million.

The North Parkway Commuter Bridge project includes the property acquisition, environmental clean-up/control, procurement, and construction of a new river crossing complete with major arterial connecting roadways.

The functional planning study for the river crossing and connecting roadways was completed and approved by City Council in May 2013. Key advisory consultants were retained in 2013 to assist in preparation of the procurement packages. Additional advisors were retained in 2014 to assist in project procurement. A Request for Proposal was issued in late 2014 and will close mid-2015. The Procurement of the project is planned to be complete by the end of 2015, with construction commencing in early 2016 and expected completion in 2018.

The funding source for any associated payment stream will be from the federal gas tax receipts and neighbourhood land development surpluses.

The Traffic Bridge, connecting the Nutana neighbourhood to downtown Saskatoon, was built in 1907 for horses and carriages. Until the unexpected closure of the Bridge on August 24, 2010 in the interest of public safety, it was serving approximately 7,000 vehicles per day, and remained an important and well-used pedestrian and cyclist crossing over the South Saskatchewan River.

In May 2010, the City commissioned a consultant to undertake a Traffic Bridge Needs Assessment Study to look at options for the future of the bridge and its potential to accommodate a variety of pedestrian/bicycle, transit, vehicle, and community functions.

After numerous public houses and open debates, City Council, at its meeting on December 6, 2010, approved the recommendation to replace the existing Traffic Bridge with a modern steel truss bridge through a design-build process. As part of the process, efforts will be made to incorporate elements that are sympathetic to the heritage and architecture of the existing bridge. The new bridge will accommodate emergency vehicles and transit. City Council also agreed that the width of the driving lanes on the new modern steel truss bridge be 3.7 meters, and that a multi-use pathway be on both sides of the bridge.

It is estimated that the construction time will be 18 to 24 months, and that the cost to replace the Traffic Bridge with a modern steel truss bridge will be \$35 million.

On June 9, 2014 PPP Canada announced funding for this project in the amount of \$66 million and the Province of Saskatchewan announced a \$50 million contribution to the North Commuter Parkway portion of this project.

Civic Operations Centre

Cost (millions)	Funding			Borrowing	
	Fed/Prov	City	Oth	Plan	Actual
\$150.0	\$38.55	\$111.45	\$0	\$115.5	\$0
%	25.7%	74.3%	0%		

In October 2014, City Council approved the award of the Request for Proposal for the Civic Operations Centre to Integrated Team Solutions (ITS). The new Civic Operations Centre will be located on 180 acres of land between the CN Railway tracks and Valley Road, just west of Dundonald Road, and includes the relocation of the Transit operations and in the future, the relocation of the City Yards.



It will also be the site of a snow storage facility. This facility replaces the one previously operated on Malouf Road, which was discontinued in 2009 due to construction of the Circle Drive South Project.

The site could also be home to materials handling, the impound lot, and other civic uses. The relocation is part of the City's long-term plan to move the Transit operations and City Yards from downtown. The site provides an opportunity to consolidate operations for many City functions, which will increase efficiency. As well, the site will be near the finished Circle Drive South interchanges, providing easier access for City equipment to reach other parts of the city.

A 27-year Project Agreement was entered into between ITS and the City in December 2014 that covers a 2-year construction period and a 25-year operating and maintenance period.

The Civic Operations Centre project forms part of the Civic Facilities Funding plan which encompasses not only the Civic Operations Centre, but also the Police facility and the trunked radio infrastructure replacement, future west and south fire halls and future civic office space renovation/expansion. This plan has been approved in principle which includes incremental tax provisions of \$850,000 per year until 2015 with additional annual tax increments of \$350,000. Funding also includes incremental provincial revenue sharing as



well as \$500,000 of annual incremental assessment growth revenue beginning in 2015. The relocation of Transit along with the Snow Facility portion of the project has been approved for funding from P3 Canada (up to \$42.9 million based on 25% of eligible costs).

Gordon Howe Bowl Upgrades

Cost (millions)	Funding			Borrowing	
	Fed/Prov	City	Oth	Plan	Actual
\$10.05	\$0	\$2.65	\$7.40	\$0	\$0
%	0%	26.4%	73.6%		



This project involves upgrading Gordon Howe Bowl to address the programming needs of the community by installing an artificial turf field and upgrading the service building.

Sport organizations within the community expressed the need to upgrade Gordon Howe Bowl as it was considered an important community facility.

Significant deterioration to the natural turf field prevented groups such as Ultimate Frisbee, soccer, and minor football from utilizing the facility.

The Friends of the Bowl Foundation was established to actively fundraise for construction at Gordon Howe Bowl. The City's contribution to this project is for planning and design, underground utilities, and the demolition of the existing building and field, so that the funds raised by the Foundation go directly to improvements at Gordon Howe Bowl.

Construction is to be implemented in two phases.

The first phase of the project included the installation of artificial turf field, score clock and sound system, and outdoor field lighting. This phase was completed in the fall of 2014 and opened with the first Saskatoon Hilltops Football game in September.

The second phase includes a stand-alone service building including change rooms, public washrooms and concession. The timing of the completion of the construction for this phase is dependent on securing funding sources although work was started in late 2014.

Total cost of the project is estimated at \$10.05 million. The City approved \$2.65 million to the project while the remaining \$7.4 million is to come from the fundraising efforts of the Foundation.





Various New Interchanges

New interchanges are being planned to provide increased safety and to help relieve traffic congestion at four major intersections:

- Boychuk Drive and Highway 16;
- McOrmond Avenue and Highway 5;
- Marquis Drive and Highway 16; and
- Marquis Drive and Highways 11/12.

The estimated start date for two of the four interchanges is 2015 subject to confirmation of funding from the New Building Canada Fund.

It is expected that the four interchanges will cost approximately \$150 million with one-third paid by each of the Federal and Provincial governments from the Building Canada Fund. The remaining funds will come from developers and the Interchange Levy Reserve.

SCHEDULE OF OUTSTANDING DEBT, December 31, 2014

Tax Supported Debt as of Dec 31, 2014						
Project Description	Actual Borrowing	Borrowing Date	Term	Int Rate	Maturity Year	Dec 31/14 Outstanding Debt
Transportation Projects						
Hybrid Buses - FCM loan	1,127,181	2009/10/01	10	1.81%	2019	563,591
Circle Drive South (Land)	18,000,000	2012/12/18	10	2.74%	2022	14,679,257
Total Transportation	19,127,181					15,242,848
Recreation and Culture Projects						
River Landing Park Phase 1	1,300,000	2008/10/22	10	3.78%	2018	582,165
River Landing - CMHC Loan	2,290,000	2009/08/01	15	3.98%	2024	1,669,888
Soccer Centre 1	12,391,000	2005/06/27	15	4.34%	2020	5,822,000
Shaw Centre Pool	14,200,000	2008/10/22	10	3.78%	2018	6,359,034
TCU Place Expansion 1	9,645,000	2007/02/14	15	4.67%	2022	5,905,000
Total Recreation and Culture	39,826,000					20,338,087
Other						
New Police Headquarters	55,000,000	2012/02/09	20	3.08%	2032	49,246,000
New Police Headquarters	45,000,000	2013/10/02	30	4.68%	2043	45,000,000
Truck Radio System	3,100,000	2012/12/18	10	2.74%	2022	2,528,094
Total Other	103,100,000					96,774,094
Total Tax Supported Debt	162,053,181				55.59%	132,355,030
Gas Tax Supported Debt as of Dec 31, 2014						
Project Description	Actual Borrowing	Borrowing Date	Term	Int Rate	Maturity Year	Dec 31/14 Outstanding Debt
Transportation Projects						
Circle Drive South - CMHC Loan 2	44,000,000	2010/06/01	10	3.29%	2020	28,087,197
Circle Drive Bridge Widening	16,100,000	2008/10/22	10	3.78%	2018	7,209,891
Total Transportation Projects	60,100,000					35,297,088
Total Gas Tax Supported Debt	60,100,000				14.82%	35,297,088
Utility Supported Debt as of Dec 31, 2014						
Project Description	Actual Borrowing	Borrowing Date	Term	Int Rate	Maturity Year	Dec 31/14 Outstanding Debt
Water & Wastewater Projects						
Sludge Recovery	7,880,000	2005/02/16	10	4.29%	2015	935,356
Sludge Recovery	300,000	2012/12/18	10	2.74%	2022	244,654
New Water Intake 3	4,524,000	2005/02/16	10	4.29%	2015	536,999
New Water Intake	2,300,000	2012/12/18	10	2.74%	2022	1,875,683
New Water Intake - CMHC Loan	30,900,000	2009/07/01	10	3.39%	2019	16,734,709
UV Disinfection System	6,400,000	2012/12/18	10	2.74%	2022	5,219,291
Sludge Pipeline to Sludge Disposal Facility	2,993,000	2005/02/16	10	4.29%	2015	355,269
Grit and Screen Handling	4,603,000	2005/02/16	10	4.29%	2015	546,376
Grit and Screen Handling	4,000,000	2012/12/18	10	2.74%	2022	3,262,057
Sludge Reclamation - FCM Loan	2,303,000	2009/11/16	10	1.97%	2019	1,151,500
42nd Street Reservoir Roof Upgrade	500,000	2008/10/22	10	3.78%	2018	223,910
Standby Generation - Wastewater	900,000	2012/12/18	10	2.74%	2022	733,963
Standby Generation - Wastewater	760,000	2013/11/27	10	3.13%	2023	690,688
Reservoir Capacity - Water	11,460,000	2013/11/27	10	3.13%	2023	10,414,848

Reservoir Capacity - Water	10,000,000	2014/12/03	10	2.68%	2024	10,000,000	
Reservoir Capacity - Expansion	10,000,000	2014/12/03	10	2.68%	2024	10,000,000	
Wastewater Digester 1 and 2	2,780,000	2013/11/27	10	3.13%	2023	2,526,464	
Wastewater Facilities Upgrade	5,000,000		10	2.68%	2024	5,000,000	
Total Water & Wastewater	107,603,000					70,451,767	
Total Utility Supported Debt	107,603,000				29.59%	70,451,767	
GRAND TOTAL DEBT OUTSTANDING						100.00%	238,103,885

* Note 1: Debt is recognized as mill rate debt however actual debt costs on these projects are offset by payments received from Soccer Centre and TCU Place

* Note 2: Gas tax funding is applied to utility projects and in turn the utility issues disbursements to the general fund in the same amount to cover loan payments

* Note 3: Funds redistributed to other water utility borrowing to maximize savings available by using CMHC loans

SCHEDULE OF OUTSTANDING DEBT, December 31, 2013

Tax Supported Debt as of Dec 31, 2013							Dec 31/13
Project Description	Actual Borrowing	Borrowing Date	Term	Int Rate	Maturity Year	Outstanding Debt	
<u>Transportation Projects</u>							
Hybrid Buses - FCM loan	1,127,181	2009/10/01	10	1.81%	2019	676,309	
Circle Drive South (Land)	18,000,000	2012/12/18	10	2.74%	2022	16,351,200	
Total Transportation	19,127,181					17,027,509	
<u>Recreation and Culture Projects</u>							
River Landing Park Phase 1	1,300,000	2008/10/22	10	3.78%	2018	713,907	
River Landing - CMHC Loan	2,290,000	2009/08/01	15	3.98%	2024	1,803,775	
Soccer Centre 1	12,391,000	2005/06/27	15	4.34%	2020	6,659,000	
Shaw Centre Pool	14,200,000	2008/10/22	10	3.78%	2018	7,798,056	
TCU Place Expansion 1	9,645,000	2007/02/14	15	4.67%	2022	6,508,000	
Total Recreation and Culture	39,826,000					23,482,738	
<u>Other</u>							
New Police Headquarters	55,000,000	2012/02/09	20	3.08%	2032	51,393,000	
New Police Headquarters	45,000,000	2013/10/02	30	4.68%	2043	45,000,000	
Truck Radio System	3,100,000	2012/12/18	10	2.74%	2022	2,816,040	
Total Other	103,100,000					99,209,040	
Total Tax Supported Debt	162,053,181				59.58%	139,719,287	
Gas Tax Supported Debt as of Dec 31, 2013							
Project Description	Actual Borrowing	Borrowing Date	Term	Int Rate	Maturity Year	Dec 31/13 Outstanding Debt	
<u>Transportation Projects</u>							
Circle Drive South - CMHC Loan 2	44,000,000	2010/06/01	10	3.29%	2020	32,260,594	
Circle Drive Bridge Widening	16,100,000	2008/10/22	10	3.78%	2018	8,841,458	
Total Transportation Projects	60,100,000					41,102,052	
Total Gas Tax Supported Debt	60,100,000				17.53%	41,102,052	
Utility Supported Debt as of Dec 31, 2013							
Project Description	Actual Borrowing	Borrowing Date	Term	Int Rate	Maturity Year	Dec 31/13 Outstanding Debt	
<u>Water & Wastewater Projects</u>							
Sludge Recovery	7,880,000	2005/02/16	10	4.29%	2015	1,830,130	
Sludge Recovery	300,000	2012/12/18	10	2.74%	2022	272,520	
New Water Intake 3	4,524,000	2005/02/16	10	4.29%	2015	1,050,699	
New Water Intake	2,300,000	2012/12/18	10	2.74%	2022	2,089,320	
New Water Intake - CMHC Loan	30,900,000	2009/07/01	10	3.39%	2019	19,759,741	
UV Disinfection System	6,400,000	2012/12/18	10	2.74%	2022	5,813,760	
Sludge Pipeline to Sludge Disposal Facility	2,993,000	2005/02/16	10	4.29%	2015	695,124	
Grit and Screen Handling	4,603,000	2005/02/16	10	4.29%	2015	1,069,047	
Grit and Screen Handling	4,000,000	2012/12/18	10	2.74%	2022	3,633,600	
Sludge Reclamation - FCM Loan	2,303,000	2009/11/16	10	1.97%	2019	1,381,800	
42nd Street Reservoir Roof Upgrade	500,000	2008/10/22	10	3.78%	2018	274,579	
Standby Generation - Wastewater	900,000	2012/12/18	10	2.74%	2022	817,560	
Standby Generation - Wastewater	760,000	2013/11/27	10	3.13%	2023	760,000	
Reservoir Capacity - Water	11,460,000	2013/11/27	10	3.13%	2023	11,460,000	

Wastewater Digester 1 and 2	2,780,000	2013/11/27	10	3.13%	2023	2,780,000	
Total Water & Wastewater	82,603,000					53,687,880	
Total Utility Supported Debt	82,603,000				22.89%	53,687,880	
GRAND TOTAL DEBT OUTSTANDING						100.00%	234,509,219

* Note 1: Debt is recognized as mill rate debt however actual debt costs on these projects are offset by payments received from Soccer Centre and TCU Place

* Note 2: Gas tax funding is applied to utility projects and in turn the utility issues disbursements to the general fund in the same amount to cover loan payments

* Note 3: Funds redistributed to other water utility borrowing to maximize savings available by using CMHC loans



STANDING POLICY COMMITTEE ON FINANCE

Acquisition of Lands for School Sites in the Neighbourhoods of Hampton Village, Stonebridge, and Rosewood

Recommendation of the Committee

1. That the Real Estate Manager be authorized to purchase the following lands:
 - a) Parcel B, Plan No. 102063462, Ext. 0, comprised of approximately 6.98 acres from Saskatoon Land Devco Ltd. at a purchase price of \$5,339,700 (Hampton Village);
 - b) Parcel YY, on the Proposed Plan of Subdivision, comprised of approximately 7.14 acres from 630276 Saskatchewan Ltd. and Dream Asset Management Corporation at a purchase price of \$5,704,800 (Stonebridge); and
 - c) Parcel A, on the Proposed Plan of Subdivision, comprised of approximately 7.185 acres from Boychuk Investments Ltd. at a purchase price of \$5,740,815 (Rosewood).
2. That \$6,392,000 be transferred to the Evergreen Land Development Fund to compensate for the City-owned Evergreen school site;
3. That \$475,850 be transferred to the Dedicated Lands Account to compensate for Municipal Reserve land required to provide a larger site for the Hampton Village school;
4. That up to \$300,000 be allocated to fund miscellaneous site preparation costs incurred to provide a larger site for the Hampton Village school;
5. That all costs associated with recommendations 1 through 4 be funded by the Community Centre Levy Reserve and the proceeds from the Contribution Agreement with the Province of Saskatchewan; and,
6. That the City Solicitor be requested to prepare the appropriate agreements and that His Worship the Mayor and the City Clerk be authorized to execute the agreements under the Corporate Seal.

History

At the April 13, 2015 Standing Policy Committee on Finance meeting, a report of the General Manager, Community Services Department dated April 13, 2015 was considered.

Attachment

April 13, 2015 Report of the General Manager, Community Services.

Acquisition of Lands for School Sites in the Neighbourhoods of Hampton Village, Stonebridge, and Rosewood

Recommendation

That the Standing Policy Committee on Finance recommend to City Council:

1. That the Real Estate Manager be authorized to purchase the following lands:
 - a) Parcel B, Plan No. 102063462, Ext. 0, comprised of approximately 6.98 acres from Saskatoon Land Devco Ltd. at a purchase price of \$5,339,700 (Hampton Village);
 - b) Parcel YY, on the Proposed Plan of Subdivision, comprised of approximately 7.14 acres from 630276 Saskatchewan Ltd. and Dream Asset Management Corporation at a purchase price of \$5,704,800 (Stonebridge); and
 - c) Parcel A, on the Proposed Plan of Subdivision, comprised of approximately 7.185 acres from Boychuk Investments Ltd. at a purchase price of \$5,740,815 (Rosewood).
2. That \$6,392,000 be transferred to the Evergreen Land Development Fund to compensate for the City-owned Evergreen school site;
3. That \$475,850 be transferred to the Dedicated Lands Account to compensate for Municipal Reserve land required to provide a larger site for the Hampton Village school;
4. That up to \$300,000 be allocated to fund miscellaneous site preparation costs incurred to provide a larger site for the Hampton Village school;
5. That all costs associated with recommendations 1 through 4 be funded by the Community Centre Levy Reserve and the proceeds from the Contribution Agreement with the Province of Saskatchewan; and,
6. That the City Solicitor be requested to prepare the appropriate agreements and that His Worship the Mayor and the City Clerk be authorized to execute the agreements under the Corporate Seal.

Topic and Purpose

The purpose of this report is to receive approval for the acquisition of school sites in the neighbourhoods of Hampton Village, Stonebridge, and Rosewood at a combined purchase price of \$16,785,315, which will be funded by the Community Centre Levy Reserve and the Contribution Agreement with the Province of Saskatchewan (Province).

Acquisition of Lands for School Sites in the Neighbourhoods of Hampton Village, Stonebridge, and Rosewood

Report Highlights

1. The Provincial Ministry of Education (Ministry) requests the City of Saskatoon (City) to acquire the land for the school sites.
2. The school sites are to be fully serviced upon acquisition, which the sellers will be responsible for.
3. The terms of the agreements will allow the City to be beneficial owner of the sites by May 29, 2015, to accommodate the construction schedule for the new schools.

Strategic Goal

Facilitating development of schools in developing neighbourhoods supports the Strategic Goal of Quality of Life by helping to establish primary services (education and recreation) that are of high importance to citizens, supporting community building through direct investment, and supporting volunteers and community associations by providing good access to flexible community space in neighbourhoods.

Background

The Ministry intends to build four new pairs of elementary schools in Saskatoon in the neighbourhoods of Hampton Village, Stonebridge, Evergreen, and Rosewood. Attachments 1, 2, 3, and 4 show the proposed school sites for each of the respective neighbourhoods.

At the request of the Ministry, the City is expected to prepare and acquire the sites and lease them to the local school boards. The new schools will be constructed as part of a bundled Public-Private Partnership (P3) Project and may open as early as the fall of 2017.

During its March 23, 2015 meeting, City Council considered a report of the General Manager, Community Services Department, concerning the Contribution Agreement with the Ministry and the Provision of Sites for New Schools, and resolved:

“That the proposed Contribution Agreement with the Provincial Ministry of Education, as outlined in this report, be approved.”

A copy of that report is contained in Attachment 5.

Report

Acquisition of Land for School Sites

This report addresses the acquisition of the school sites in Hampton Village, Stonebridge, and Rosewood. The fourth school site is in the City-developed Evergreen neighbourhood and is already owned by the City.

Acquisition of Lands for School Sites in the Neighbourhoods of Hampton Village, Stonebridge, and Rosewood

Site Servicing the Responsibility of the Sellers

The City intends to be beneficial owner of the sites by May 29, 2015, to accommodate the construction schedule for the schools. There is some servicing work still required by the sellers and it is projected that this work will be completed by August 15, 2015, at the latest. The full-site servicing responsibility of the sellers entails providing power, telecommunications, cable television, and gas to the sites, along with water main, storm main, sanitary main, general site grading and adjacent roadways. The City-owned Evergreen School site is already fully serviced.

Terms of the Agreements

Noteworthy details of the Offer to Purchase Agreements are as follows:

Purchase Price

- Hampton Village – \$5,339,700 with an initial deposit of \$275,000;
- Stonebridge – \$5,704,800 with an initial deposit of \$285,000; and
- Rosewood – \$5,740,815 with an initial deposit of \$290,000.

The purchase price for each of the three school sites will be paid out on or before May 29, 2015, with the exception of an appropriate holdback amount until site servicing has been completed.

Conditions Precedent

- City Council approval by April 30, 2015;
- completion of site servicing by the sellers and satisfactory review by the City on or before the following dates: June 15, 2015 for Hampton Village; August 1, 2015 for Stonebridge; and August 15, 2015 for Rosewood.

Other Terms and Conditions of the Agreement

- closing date of the transactions would be upon subdivision approval;
- adjustments of all taxes against the lands shall be as of the possession date;
- the sellers, at their cost, will be responsible for the site servicing of the land; and
- the sellers, at their cost, will undertake any necessary survey and subdivision of the land.

Options to the Recommendation

There are no options to the recommendation as these school sites are needed in Saskatoon's growing new neighbourhoods.

Public and/or Stakeholder Involvement

Public Notice was advertised prior to City Council considering the Contribution Agreement at its meeting held on March 23, 2015.

Acquisition of Lands for School Sites in the Neighbourhoods of Hampton Village, Stonebridge, and Rosewood

Communication Plan

A joint communication plan is being arranged between the City, the Ministry, and the local school boards with regard to the new schools.

Financial Implications

The total cost of the land acquisition for these three school sites is \$17,261,165. The main funding source for the land acquisition will be the Community Centre Levy Reserve (up to \$20 million), along with a Ministry contribution of \$8.06 million to provide some support for land acquisition and site preparation. An additional \$6,392,000 will be transferred from this funding source to the Evergreen Land Development Fund to compensate for the City-owned Evergreen school site.

In order to meet the site terms of the Ministry, the Hampton Village school site must be enlarged by using some of the adjacent Municipal Reserve land. To compensate for 0.77 acres of Municipal Reserve land to enlarge the site, \$475,850 will be transferred from the Community Centre Levy Reserve, and the contribution from the Ministry, to the Dedicated Lands Account. An additional \$300,000 will be further allocated from this funding source for miscellaneous site preparation costs incurred to provide the larger site.

Other Considerations/Implications

There are no policy, environmental, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

The Administration will report further to Committee and City Council, on an as required basis, as the procurement and development process for the new schools advances.

Public Notice

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

Attachments

1. Drawing Indicating Land for Acquisition in Hampton Village
2. Drawing Indicating Land for Acquisition in Stonebridge
3. Drawing Indicating Land for Acquisition in Rosewood
4. Drawing Indicating City-Owned Land in Evergreen
5. Report of the General Manager, Community Services Department, dated March 23, 2015

Report Approval

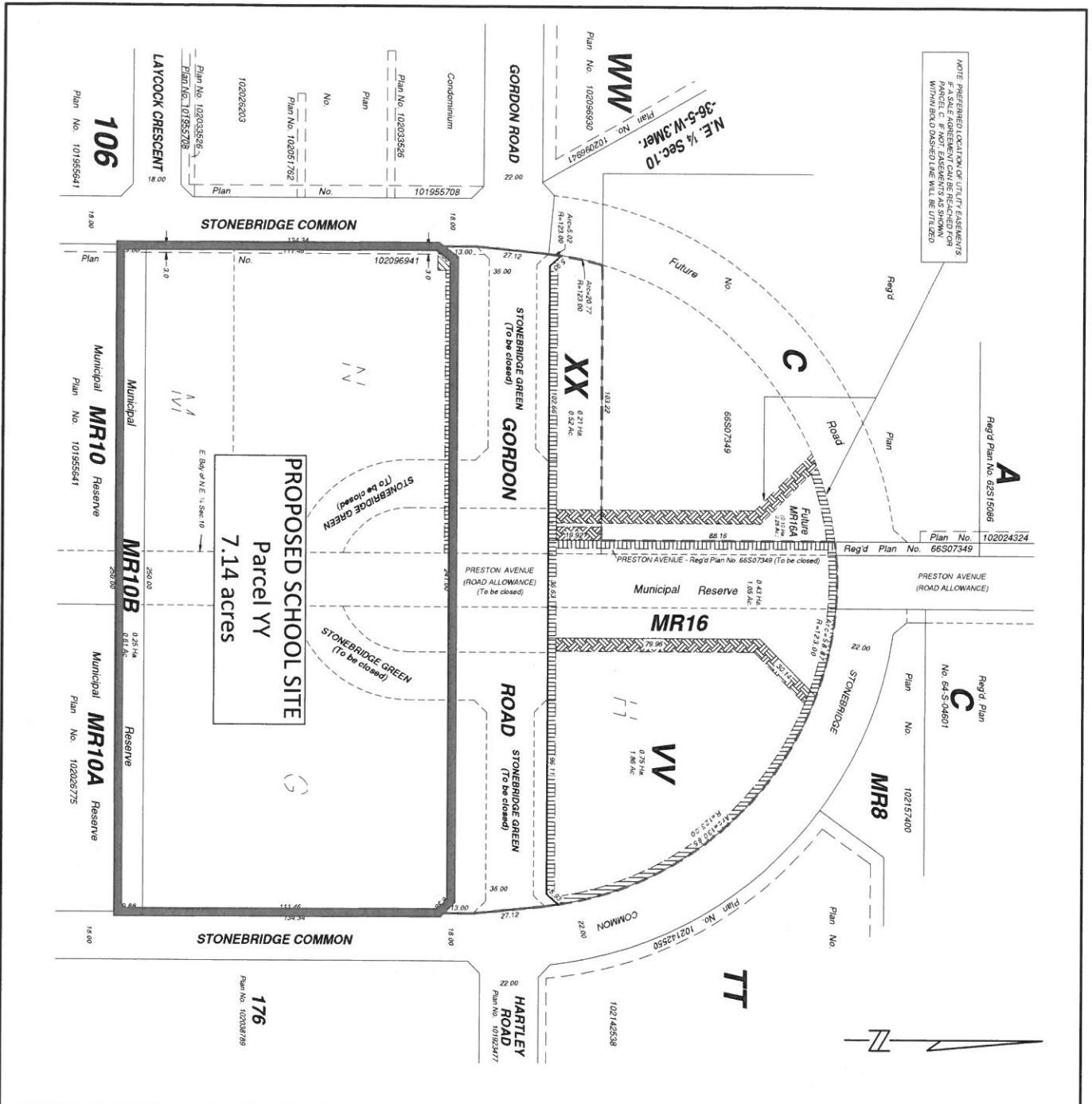
Written by: Linda Lei, Property Agent, Real Estate Services
Dwayne Whiteside, Senior Planner, Planning and Development
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services
Approved by: Murray Totland, City Manager

S:\Reports\DS\2015\FINANCE – Acquisition of Lands for School Sites in the Neighbourhoods of Hampton Village, Stonebridge, and Rosewood\kt



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NOTE: REFERRED LOCATION OF UTILITY EASEMENTS IF A SALE AGREEMENT CAN BE REACHED FOR PARCELS C & F NOT EASEMENTS AS SHOWN WITHIN THIS DIBSED LINE WILL BE UTILISED

PROPOSED SCHOOL SITE
Parcel YY
7.14 acres

EASEMENTS

- Easements shown are 6.0 metres in width for part use of SaskaPower, Sask Tel, Saskatchewan, and Sino Cable
- Easements shown are 3.0 metres in width for part use of SaskaPower, Sask Tel, and Sino Cable
- 6.0 metre x 6.0 metre Easement shown for a Switching Cabinet

EXAMINED: CITY OF SASKATOON
Approved under the provisions of Bylaw No. 6637 of the City of Saskatoon.

General Manager of the Community Services Department:
Date: _____ A.D. 2014

By: *[Signature]*
SASKATCHEWAN LAND SURVEYOR

NOTES

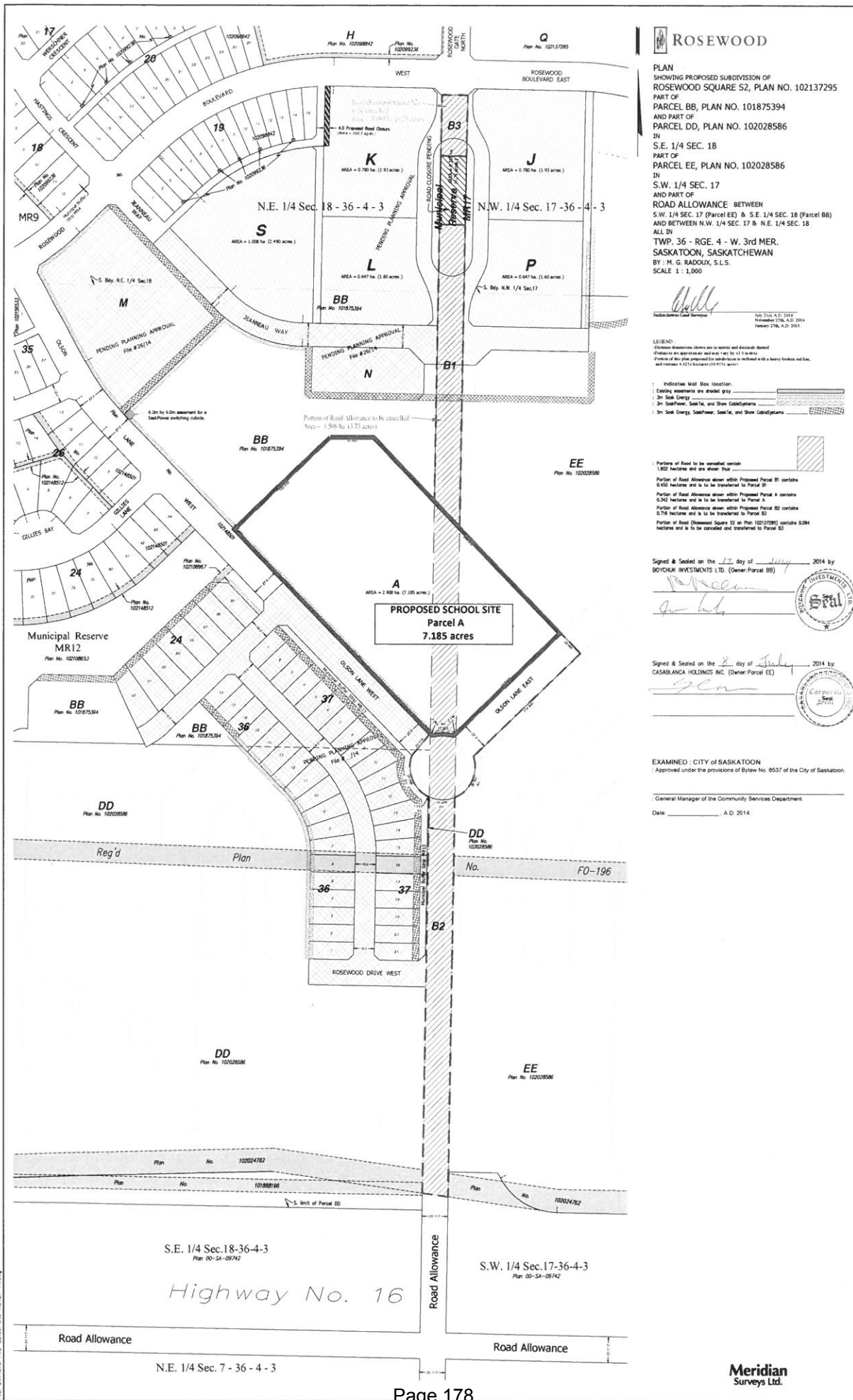
- Property to be surveyed is bounded by a railway corridor line and contains
- Easements shown are in metres and decimals thereof.
- Measurements are in metres and decimals thereof.
- Distances given are approximate and may vary by 25.5 metres.

Examined and Approved:
[Signature]
DREAM ASSET MANAGEMENT CORPORATION
Saskatoon, Saskatchewan
Saskatchewan Land Surveyor
Saskatchewan Land Surveyor
Saskatchewan Land Surveyor

PLAN OF PROPOSED SUBDIVISION
Showing subdivision of all of
PARCELS G & STONEBRIDGE GREEN
and part of PARCEL H
PLAN No. 101923477
In the N.W. ¼ Sec. 11 - Twp. 36-Rge. 5-W3Mer.;
all of
PARCELS M & N - PLAN No. 101955641
STONEBRIDGE GREEN - PLAN No. 101934446
and part of
PRESTON AVENUE
REG'D PLAN No. 66507349
In the N.E. ¼ Sec. 10 - Twp. 36-Rge. 5-W3Mer.;
part of
N.E. ¼ Sec. 10 - Twp. 36-Rge. 5-W3Mer.;
and part of the Adjoining Road Allowance
SASKATCHEWAN
SASKATCHEWAN
Scale: 1 : 1000

No.	CDM	Author	Rev.	Date
1	101923477	101923477	1	10/11/2014
2	101923477	101923477	2	10/11/2014
3	101923477	101923477	3	10/11/2014
4	101923477	101923477	4	10/11/2014

Company Name: Meridian Surveys Ltd.





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Contribution Agreement with the Ministry of Education and the Provision of Sites for New Schools

Recommendation

1. That the proposed Contribution Agreement with the Province of Saskatchewan, represented by the Ministry of Education, as outlined in this report, be approved;
2. That the proposed Lease Agreements with the Greater Saskatoon Catholic School Board and the Saskatoon Public School Board, as outlined in this report, be approved, subject to concluding a memorandum of agreement for the use of the community centre and joint use space to be located in the schools;
3. That His Worship the Mayor and the City Clerk be authorized to execute the agreements under the Corporate Seal; and
4. That up to \$950,000 be allocated from the Community Centre Levy Reserve to fund down payments for the acquisition of the school sites and miscellaneous costs incurred to prepare the school sites for lease.

Topic and Purpose

This report recommends the approval of a Contribution Agreement with the Province of Saskatchewan, through the Ministry of Education, related to the acquisition of school sites in the Hampton Village, Stonebridge, Evergreen, and Rosewood neighbourhoods. The report also recommends the subsequent lease of those sites to the local Public and Catholic School Boards for the construction and operation of elementary schools and related activities.

Report Highlights

1. The Ministry of Education (Ministry) intends to build four new pairs of elementary schools in Saskatoon in the neighbourhoods of Hampton Village, Stonebridge, Evergreen, and Rosewood. The new schools will be constructed as part of a bundled P3 project and may be open as early as the fall of 2017.
2. The City of Saskatoon (City) is expected to prepare and acquire the sites and lease them to the local school boards. The main funding source will be the Community Centre Levy Reserve (approximately \$20M), along with a Ministry contribution of \$8.06M. A Contribution Agreement between the City and the Ministry is required to secure this funding. Lease Agreements between the City and the School Boards are also required.
3. Terms of the proposed Contribution Agreement include lease of the school sites for one dollar per year, which is below market value. Reconfiguration of the Hampton Village school site involves using existing Municipal Reserve Land, resulting in the need to lease Municipal Reserve land. Both of these issues require public notice prior to being considered by City Council.

Strategic Goal

This report supports the Strategic Goal of Quality of Life by helping to establish primary services (education) that are of high importance to citizens and supports community building through direct investment and support to volunteers and community associations by providing good access to flexible community space in neighbourhoods.

Background

During its meeting held on October 27, 2014, City Council considered a report of the General Manager of Community Services concerning the Community Centre Levy and New Schools, and resolved:

“That the Administration be instructed to negotiate contribution and lease agreements that substantively reflect the terms described in this report.”

A copy of that report is contained in Attachment 1.

Report

Ministry Announces New School Development

The Ministry announced in the fall of 2013 the intention to build four new pairs of elementary schools in Saskatoon in the neighbourhoods of Hampton Village, Stonebridge, Evergreen, and Rosewood. It is envisaged that the new schools will be constructed as part of a bundled P3 project and may open as early as the fall of 2017.

Ministry Requests Local Municipalities to Provide Land

Ministry funding for the school projects does not include the cost of land acquisition, estimated to be about \$24M for the four sites, plus site reconfiguration and infrastructure costs. At the request of the Ministry, the City is expected to prepare and acquire the sites and lease them to the local school boards. The main funding source will be the Community Centre Levy Reserve (approximately \$20M), along with a Ministry contribution of \$8.06M to provide support for land acquisition and site preparation.

A Contribution Agreement with the Ministry is required to secure this funding. The terms of the proposed agreement are outlined in Attachment 2.

Lease Agreements are also required with the two local school boards. The terms of the proposed agreements are outlined in Attachment 3.

Municipal Reserve to be included in Hampton village School Site

Reconfiguration of the Hampton Village school site will require 0.77 acres (0.31 hectares) of the adjacent Municipal Reserve land be incorporated into the school site. To accommodate this process, the reconfigured school site will be designated as Municipal Reserve. The Stonebridge, Evergreen, and Rosewood school sites will not be designated as Municipal Reserve land at this time and will be held as titled properties by the City.

Options to the Recommendation

City Council may choose to alter the terms of the proposed Contribution Agreement and Lease Agreements, in which case further direction would be required.

There is no practical option to the overall arrangement as the proposed plan will see the construction and operation of needed schools in four of Saskatoon's growing new neighbourhoods.

Public and/or Stakeholder Involvement

The development industry has been kept up to date and is currently working with the Administration to reconfigure the sites. Discussions have also taken place with the affected developers as to the proposed site acquisition terms.

Communication Plan

A joint communication plan is being arranged between the City, the Ministry, and the local school boards, as the planning and development process for the new schools continues to unfold.

Financial Implications

In addition to the land acquisition costs, there are reconfiguration and infrastructure costs which have yet to be fully quantified and will vary by site. The Provincial funds made available through the Contribution Agreement will enable this work to continue.

The estimated current balance in the Community Centre Levy Reserve is approximately \$16.3M for all four neighbourhoods combined. At full build-out of the four neighbourhoods in approximately four years, the total amount collected from the levy will be just over \$20M. It is expected that any shortfall due to the timing of the expenditures and the collection of the levies will be cash-flowed and interest charged at internal investment rates on the outstanding balance. Together with the \$8.06M from the Ministry as part of the Contribution Agreement, and appropriate cash flow management, there is very little financial risk associated with this project in the short term, and a small surplus (for contingencies) expected over the medium term.

Other Considerations/Implications

There are no policy, environmental, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

The Administration will report further to Committee and City Council in 2015 on the acquisition of the schools sites.

Public Notice

Public Notice is required for the consideration of the Lease Agreements as the land will be leased for less than market value, pursuant to i) of Section 3 of Public Notice Policy No. C01-021. Public Notice is also required for the lease of Municipal Reserve Land for the Hampton Village school site, pursuant to j) of Section 3 of Public Notice Policy No. C01-021.

Attachments

1. Report of the General Manager of Community Services, dated October 27, 2014
2. Proposed terms of the Contribution Agreement
3. Proposed Terms of the Lease Agreements
4. Site Plan for the Hampton Village school site
5. Site Plan for the Stonebridge school site
6. Site Plan for the Evergreen school site
7. Site Plan for the Rosewood school site

Report Approval

Written and Approved by: Randy Grauer, General Manager, Community Services Department
Approved by: Jeff Jorgenson, Acting City Manager

S/Reports/GM/2015/Council – Contribution Agreement for New Schools March 23, 2015.docx/dh

A handwritten signature in black ink, appearing to be 'Randy Grauer', is located on the right side of the page.

Community Centre Levy and New Schools

Recommendation

That the Administration be instructed to negotiate contribution and lease agreements for the proposed new school sites that substantively reflect the terms described in this report.

Topic and Purpose

This report relates to the acquisition of school sites in the Hampton Village, Stonebridge, Evergreen, and Rosewood neighbourhoods, and the subsequent lease of those sites to the local Public and Catholic School Boards for the construction and operation of elementary schools and related activities, subject to the provision of appropriate community space in each school.

Report Highlights

1. The Provincial Ministry of Education (Ministry) announced in the fall of 2013 the intention to build four new pairs of elementary schools in Saskatoon in the Neighbourhoods of Hampton Village, Stonebridge, Evergreen and Rosewood. Ministry funding for the school projects does not include the cost of land acquisition, estimated to be about \$24 million for the four sites, plus site reconfiguration and infrastructure costs.
2. The City of Saskatoon (City) is expected to prepare and acquire the sites and lease them to the local school boards. The main funding source will be the Community Centre Levy Reserve (up to \$20M), along with a Ministry contribution of \$8.06M to provide some support for land acquisition and infrastructure improvements. A contribution agreement with the Ministry is required to secure this funding.
3. It is estimated that the site work will be completed in June of 2015, by which time the City would acquire title to all four school sites.
4. The four school sites would then be leased to the local school boards for the construction and operation of the schools and related facilities, subject to lease agreements specifying the amount, configuration and access to the community spaces. These agreements are currently being negotiated.

Strategic Goal

This report supports the Strategic Goal of Quality of Life by helping to establish primary services (education and recreation) that are of high importance to citizens and supports community building through direct investment and support to volunteers and community associations by providing good access to flexible community space in neighbourhoods.

Background

During its regular meeting on December 2, 2002, City Council adopted the concept of a Community Centre Levy. The levy was in response to decisions by the school boards and the Province not to provide elementary schools in two new neighbourhoods. This left residents with no community hub for the neighbourhood, and no site for the community association or other service providers from public, non-profit, and private organizations to provide community programs.

During its regular meeting on August 15, 2012, City Council further resolved that the Community Centre Levy be based on the year to year costs of acquiring 8.0 acres of potential school site property in each developing neighbourhood. This policy facilitates the acquisition of land for school sites, and that the land may be leased to the Ministry for one dollar, subject to the provision of appropriate community access space in the new buildings.

It has become apparent that the Ministry intends to release the P3 RFP as soon as October 30, 2014, and that the RFP design objectives for the community space are ambiguous at this point. Therefore, it is important that City Council provide the necessary direction to Administration to ensure the intent of the Community Centre Levy Reserve is upheld in the contribution and lease agreements.

Report

Ministry Announces New School Development

The Ministry announced in the fall of 2013 the intention to build four new pairs of elementary schools in Saskatoon in the neighbourhoods of Hampton Village, Stonebridge, Evergreen, and Rosewood. It is envisaged that the new schools will be constructed as part of a bundled P3 project and may open as early as the fall of 2017.

The Ministry retained a design consultant to prepare conceptual building plans, with the input of students, community members, local school boards, and civic staff. A five-day concept design process was held with key stakeholders in March of this year, and a public information meeting showcasing the new design concept was held in April.

As the draft designs progressed, the proposed Saskatoon school concept plans contained a flexibly designed core community area with:

- central community entry point;
- community lobby and commons space;
- 90 space day care centre;
- two joint-use gymnasiums of over 500m² each;
- numerous joint-use multi-purpose rooms totalling about 800m²; and
- a specific community resource centre space containing a multi-purpose room, meeting room, office and storage area, of about 150m² in total.

Community Centre Levy and New Schools

In the view of the City Administration, with a suitable joint use agreement, this arrangement of flexible and programmable space provides a very reasonable community centre area within each school.

Ministry Requests Local Municipalities to Provide Land

Ministry funding for the school projects does not include the cost of land acquisition, estimated to be about \$24M for the four sites, plus site reconfiguration and infrastructure costs. At the request of the Ministry, the City is expected to prepare and acquire the sites and lease them to the local school boards. The main funding source will be the Community Centre Levy Reserve (up to \$20M), along with a Ministry contribution of \$8.06M to provide support for land acquisition and site preparation. A contribution agreement with the Ministry is required to secure this funding.

School Sites to be Reconfigured to Accommodate the New Schools

There is considerable subdivision and infrastructure work to be done to reconfigure the four existing schools sites to accommodate the proposed new school footprint. It is estimated that the site work will be completed in June of 2015, by which time the City would proceed to acquire title to all four school sites.

School Sites to be Leased to the Local School Boards

Once acquired by the City, the four school sites would be leased to the local school boards for the construction and operation of the schools and related facilities.

In order for City Council to approve the use of the Community Centre Levy Reserve for the acquisition of school sites, City Council must be satisfied that there is a sufficient community use component in the schools.

In the view of the Administration, the following building space outline meets the community use expectations of the Community Centre Levy Reserve, and should be substantively reflected in the contribution and lease agreements:

- central community entry point;
- community lobby and commons space;
- 90 space day care centre;
- two joint-use gymnasiums of about 500m² each;
- numerous joint-use multi-purpose rooms totalling about 800m²,
- a specific community resource centre space containing a multi-purpose room, meeting room, office and storage area, of about 150m² in total, and
- the leases would be subject to a joint-use agreement providing appropriate community access to the above-noted spaces, and other typical joint-use provisions.

Options to the Recommendation

City Council may choose to alter the recommended terms of the proposed contribution agreement or lease agreement, in which case further direction would be required.

Community Centre Levy and New Schools

There is no viable option to the overall arrangement as the proposed plan will see the construction and operation of needed schools in four of Saskatoon's growing new neighbourhoods. Again, further direction would be required.

Public and/or Stakeholder Involvement

The Ministry retained a design consultant to prepare conceptual building plans with the input of students, community members, local school boards, and civic staff.

Communication Plan

A communication plan is being arranged between the City and the Ministry and will be refined as the overall plans move forward.

Financial Implications

The total cost of land acquisition and site preparation may be up to \$28 million. The main funding source for land acquisition will be the Community Centre Levy Reserve (up to \$20M), along with a Ministry contribution of \$8.06M to provide support for land acquisition and site preparation.

Other Considerations/Implications

There are no policy, environmental, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

As the proposed agreements progress, the Administration expects to report further to Committee and City Council in the near future.

Public Notice

Public Notice will be required for final consideration of this matter, pursuant to i) and j) of Section 3 of Public Notice Policy No. C01-021.

Report Approval

Written and Approved by: Randy Grauer, General Manager, Community Services Department
Approved by: Murray Totland, City Manager

S/Reports/GM/2014/Council - Community Centre Levy Oct 23.docx/dh

Proposed School Site Contribution Agreement City of Saskatoon and Province of Saskatchewan

The following is a summary of the main provisions of the proposed Contribution Agreement between the City of Saskatoon and the Province wherein the Province agrees to contribute to the cost of acquiring and servicing sites for four schools in Saskatoon to be built under a Provincial P3 Project.

City's Obligations

- The City agrees that not later than May 29, 2015 it will hold title to, or be the beneficial owner of four school sites in the Hampton Village, Evergreen, Stonebridge and Rosewood neighbourhoods. [The City is currently the owner of the Evergreen site and beneficial joint owner with the neighbourhood developer of the Hampton Village site. The Stonebridge and Rosewood sites are owned by neighbourhood developers. All sites must be purchased by the City for the project.]
- The sites may, at the option of the City, be designated as Municipal Reserve.
- The City will dedicate the sites to the Minister of Education and the Saskatoon Public and Greater Saskatoon Catholic School Boards for use as a school, child care, community centre, recreational sites, and ancillary uses.
- It is anticipated that each facility will include approximately 2,400m² of building area including all of the following: a community usage entry point; a day care centre, two gymnasiums, multi-purpose rooms, a storage room, a community resource centre containing a multi-purpose room, a meeting room, and an office.
- Use and access by the community will be determined by joint use agreements entered into between the School Boards and the City.
- Final design and configuration of the schools is to be determined through the P3 procurement process.
- The City will grant a license to the successful P3 Proponent to enter on the lands to develop the schools.
- The sites are to be leased to the School Boards pursuant to leases to be entered into by the City with each of the Public and Greater Saskatoon Catholic School Boards. The term of the lease with renewals may extend to 80 years. The annual rent is to be \$1.00. A form of Lease (subject to finalization) is to be an Appendix to the Agreement.

- If further land is required for school expansion, it will be provided on the same terms as contained in the Contribution Agreement. The Minister acknowledges that the size of the sites is sufficient for the current anticipated peak enrollments.
- The sites are to be provided in a fully serviced condition according to Site Requirements, as specified by the Province, which will be appended to the Contribution Agreement.

Minister's Obligations

- The Minister will pay to the City the sum of \$8,060,000.00 toward defraying the land acquisition and servicing costs as follows:
 - \$1,015,000.00 per site upon execution of this Agreement
 - \$1,000,000.00 per site upon completion of the Site Requirements for each site

Other Terms

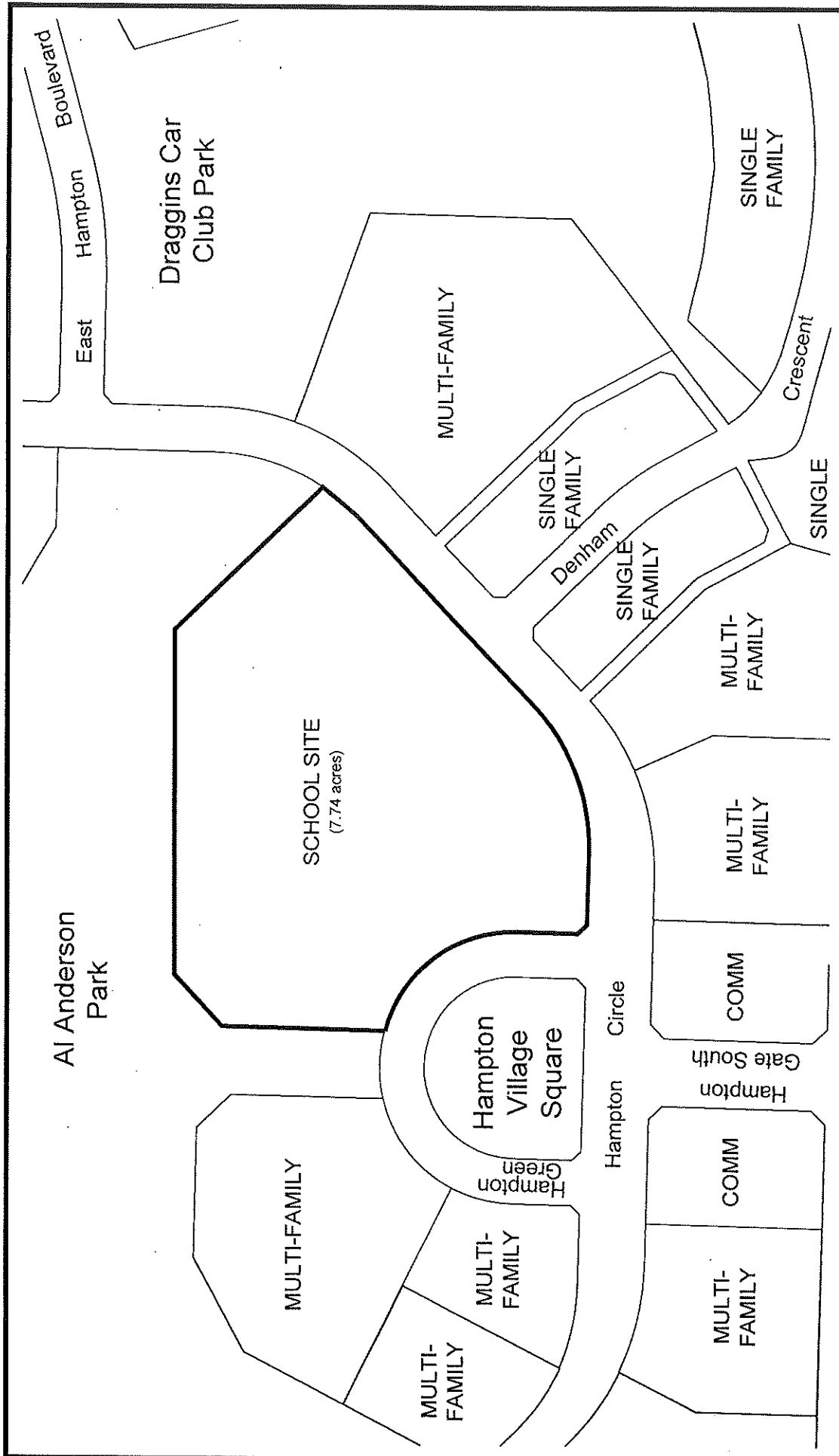
- The Minister may withhold payment or require re-payment if the Minister determines the City is not in compliance with the Agreement.
- The Minister releases and discharges the City from any claims, including economic loss, arising from delay or the inability of the City to provide the sites or service the sites as stipulated in the Agreement. This release also applies to any claims made by the School Boards against the City through the Minister.

Summary of Proposed Lease Agreement P3 School Sites

The following is a summary of the terms of the proposed Lease Agreement for the P3 School Sites. The Contribution Agreement provides that a lease substantially in accordance with the lease appended to the Agreement is to be entered into by the municipality and the school boards. The Lease Agreement is to be generally applicable to all P3 School Sites in the Province. Under the terms of the Contribution Agreement, the City is required to enter into a lease with the School Boards substantially in compliance with the terms outlined below:

- Term – initial term is 40 years with a series of renewals which could amount to a further 40 years for a total of 80 years.
- Annual Rent - \$1.00.
- Tenant may vacate on 1 year's notice.
- City to install and provide services typically provided for all serviced development parcels throughout term.
- Tenant to construct and maintain improvements [construction to be done by successful P3 proponent].
- Use of premises is restricted to school, daycare or nursery school, community centre and facilities, recreational facilities, joint uses contemplated under Joint Use Agreement to be negotiated and appended to Lease. In addition, other uses approved by the City [If the land is designated as Municipal Reserve, uses will be limited to those allowed under *The Planning and Development Act, 2007* and *The Dedicated Land Regulations*].
- Removal of buildings – at the end of the term where the Tenant discontinues use of premises, the Tenant may remove the building and return the land to its original state, including environmental remediation. If the Tenant leaves the building intact, it becomes the property of the City.
- If the building is damaged or destroyed, it is the Tenant's option to rebuild or terminate the lease and return the land to its original state.
- Tenant to insure. City not to be liable for any injury, death or loss on premises, except where caused by City negligence.
- Tenant may sub-lease if for a permitted use and where sub-tenant agrees to terms and conditions of lease.
- Joint Use Agreement is to be entered into and appended to lease governing the use of the City's adjacent recreational facilities and the Tenant's facilities in the leased premises.

HAMPTON VILLAGE SCHOOL SITE

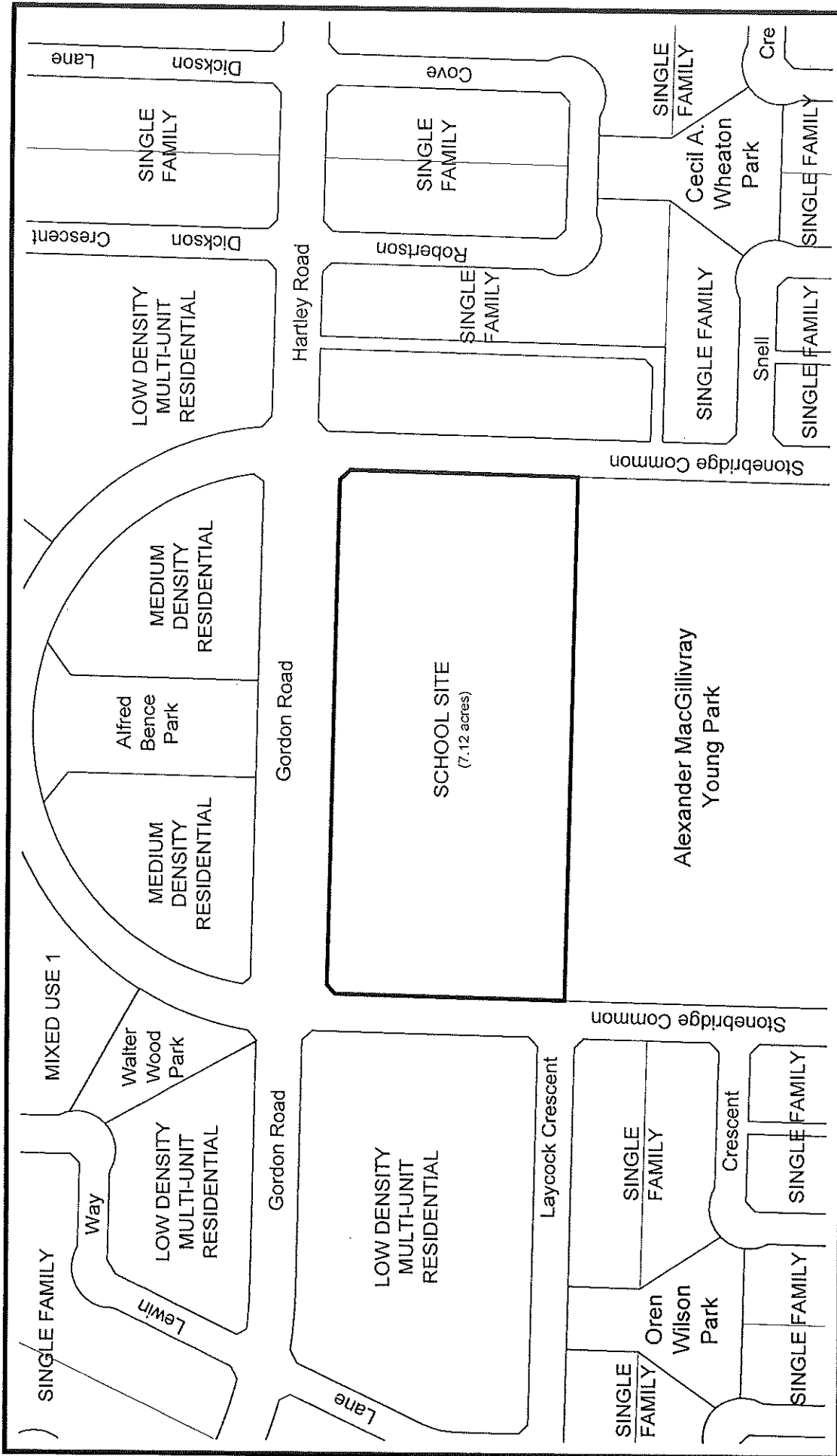


Legal Description: Parcel B, Plan 102063462 & Part of MR3A, Plan 1020623462, identified as Parcel MR3S on Subdivision Application No. 09/15.

— SCHOOL SITE (7.74 acres)



STONEBRIDGE SCHOOL SITE

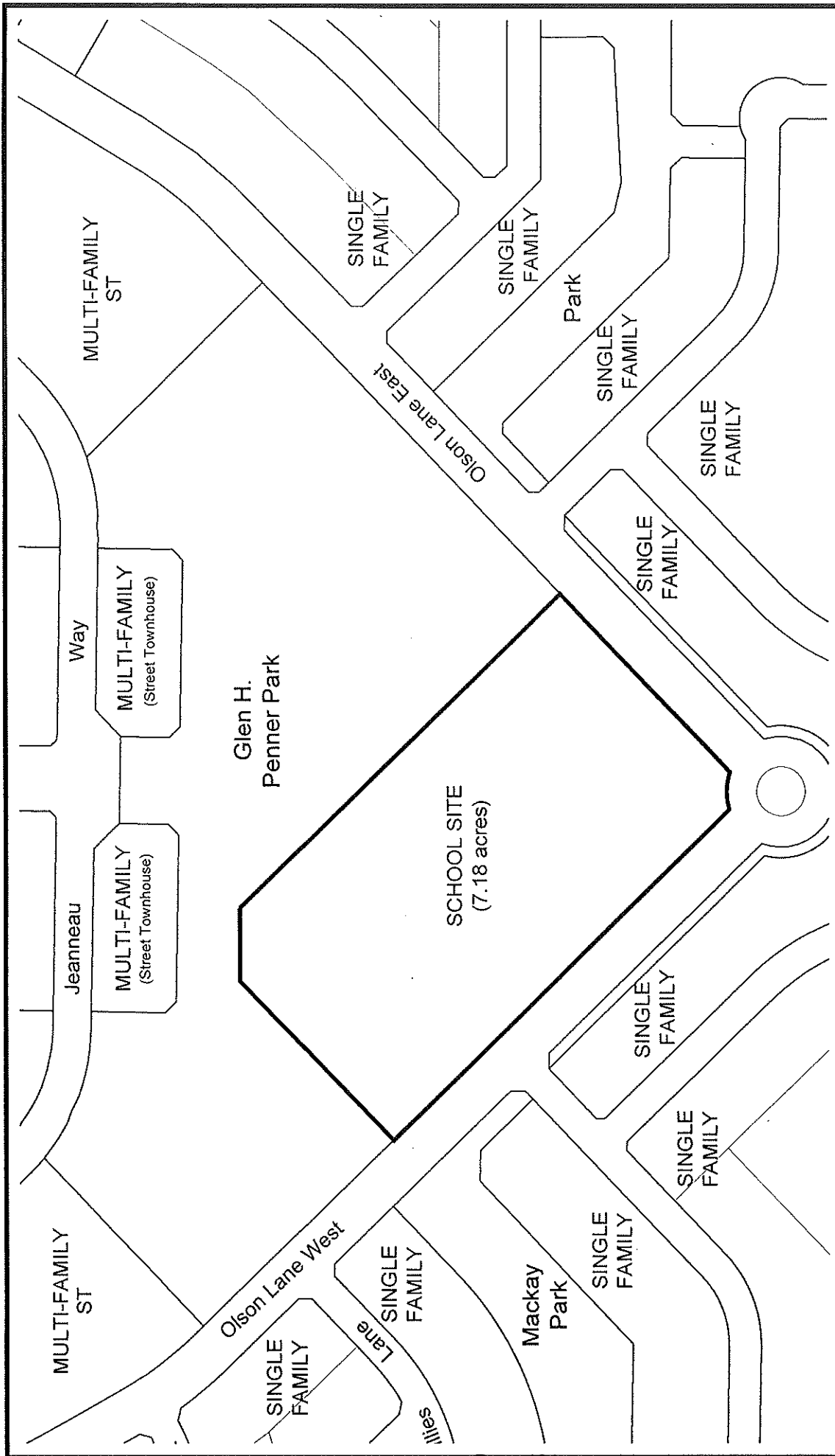


— SCHOOL SITE
(7.12 acres)

Legal Description: Parcel G, Plan 101923477 & Parcel M & Parcel N, Plan 101955641 & Part of the NE 10-36-05 W3 & Part of Parcel H, Plan 101923477 & Part of the Street Closing as approved under Bylaw No. 9243, identified as Parcel YY on Subdivision Application No. 64/14



ROSEWOOD SCHOOL SITE



Legal description: Part of Parcel BB, Plan 101875394 & Part of Parcel EE, Plan 102028586 & Part of the Street Closing as approved under Bylaw No. 9244, identified as Parcel A on Subdivision Application No. 66/14

— SCHOOL SITE
(7.18 acres)





STANDING POLICY COMMITTEE ON TRANSPORTATION

2002 New Flyer Articulating Bus Refurbishment - Request for Proposal Award

Recommendation of the Committee

1. That the proposal submitted by MTB Transit Solutions for the refurbishment of five, 2002 New Flyer articulating buses for a total of \$666,365.33 including taxes be accepted; and
2. That Purchasing Services be authorized to issue the necessary Purchase Order.

History

At the April 14, 2015 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation & Utilities Department dated April 14, 2015 was considered.

Attachment

1. April 14, 2015 Report of the General Manager, Transportation & Utilities

2002 New Flyer Articulating Bus Refurbishment – Request for Proposal Award

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:

1. That the proposal submitted by MTB Transit Solutions for the refurbishment of five, 2002 New Flyer articulating buses for a total of \$666,365.33 including taxes be accepted; and
2. That Purchasing Services be authorized to issue the necessary Purchase Order.

Topic and Purpose

The purpose of this report is to request City Council's approval for the proposal submitted by MTB Transit Solutions to proceed with the refurbishment of five, 2002 New Flyer articulating buses.

Report Highlights

1. Saskatoon Transit's articulating fleet consists of 11 buses, five of which are 2002 New Flyers which require refurbishment, including the articulating joint.
2. A Request for Proposal (RFP) for refurbishment was issued on January 19, 2015. Two proposals were received. The highest scoring proposal was submitted by MTB Transit Solutions.

Strategic Goal

The recommendations in this report support the long-term strategy to maximize the useful life of City assets and maintain City infrastructure.

Background

Throughout the life span of a transit bus, there is a requirement for a refurbishment, be it structural and/or mechanical. The structural refurbishment occurs around year 8 of the life of the bus, then disposal or further refurbishment in approximately year 12, depending on factors such as the residual condition of the bus and the municipality's funding availability and fleet strategy.

Annually, Saskatoon Transit's fleet is required to successfully pass a mechanical and body integrity inspection that is completed by City staff. At the end of 2014, five of Saskatoon Transit's 11 articulating buses failed that inspection due to corrosion.

In 2014, City Council approved and funded the purchase of ten new buses. These buses were ordered immediately after funding approval, and are expected to be delivered to Transit within the next six weeks. By June, the Administration will be bringing a further report outlining a longer term fleet strategy and funding options for the purchase of additional new buses.

Report

Saskatoon Transit's Articulating Fleet

Saskatoon Transit has an articulating fleet consisting of 11 buses, both manufactured by New Flyer and by Nova Bus. The New Flyer fleet consists entirely of 2002 models that were purchased from Ottawa in 2011. These buses serviced Saskatoon until their annual inspections came due at the end of 2014, where none of them passed due to corrosion. Investigating the most cost effective means to get this portion of the fleet back on the road, refurbishment is recommended.

Replacement versus Refurbishment Cost Comparison

Current wait times for new buses from order placement to receiving of the actual bus can be 14 to 16 months and the cost is approximately \$750,000 per bus. With refurbishment, the City can expect a turn-around of approximately six weeks and \$127,000 per bus. This means of repair is expected to result in an additional 4 to 5 years of service from these buses and makes it the more attractive and cost effective option. At the end of this 4 to 5 year period, replacement with new buses is recommended.

RFP for Refurbishment

An RFP for the structural refurbishment of the remaining five, 2002 New Flyer articulating buses was issued on January 19, 2015, with a closing date of February 18, 2015.

The Administration received two responses to the RFP from the following companies:

- BRC Group (Calgary, AB)
- MTB Transit Solutions (Milton, ON)

Proposals were evaluated individually by a team of three maintenance personnel, two mechanical supervisors and the maintenance manager. The highest scoring proposal was submitted by MTB Transit Solutions and includes rebuilding the center joint.

SGI Audit and Inspection

The need for significant work on Saskatoon Transit buses was amplified by a recent audit conducted by SGI. For years, Saskatoon Transit and SGI have worked cooperatively together as a part of SGI's regular and ongoing inspection procedures to ensure Saskatoon Transit's fleet of buses meet established mechanical and structural guidelines. In July 2014 and again in January 2015, SGI's Vehicle Standards Branch undertook inspections of a random sampling of the fleet. Each inspection consisted of 30 buses pulled in from returning runs. These inspections focus on both mechanical and structural integrity.

During both inspection periods, it was determined that significant work was required on several buses to bring them to the necessary standard. This can be attributed to the age of the fleet and the sheer volume of work required to maintain a fleet of this age in a useful condition. One result of these inspections was the requirement to increase the inspection rate from 12 months to 6 months. In order to achieve this volume of work,

Saskatoon Transit has currently procured an independent shop to assist with inspections and repairs. This particular shop is accredited by SGI to perform work on transit buses. The other result is the need to refurbish a number of buses where it still makes financial sense to do so.

While this refurbishment process will help Saskatoon Transit improve the condition of the fleet, the need for new replacement buses still exists and will be addressed in another report coming forth shortly.

Options to the Recommendation

New articulating buses cost approximately \$750,000. The refurbishment cost of these buses is approximately \$127,000 or 17% of the replacement cost.

An option to the recommendation would be to purchase five new units at an estimated total cost of approximately \$3.75 million.

Policy Implications

The recommendation being presented is in accordance with City Council Policy C02-030 – Purchase of Goods, Services and Work and specifically under 5.4 “in the case of requests for proposals, the City shall accept the proposal which, in the opinion of the City, best meets the requirements of the City, unless the proposal documents set out additional and/or other acceptance criteria”.

Financial Implications

2015 Capital Project #0583 - Transit - Replace/Refurb-buses, has sufficient funding for this project.

Other Considerations/Implications

There are no public and/or stakeholder involvement, environmental, privacy or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

The expected completion of the project is August 2015.

Public Notice

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

Report Approval

Written by: Paul Bracken, Maintenance Manager, Saskatoon Transit
Reviewed by: Trevor Bell, Acting Director of Saskatoon Transit
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities Department



STANDING POLICY COMMITTEE ON TRANSPORTATION

2015 Overpass Testing and Inspection Program - Award of Engineering Services

Recommendation of the Committee

1. That the engineering services proposal submitted by Stantec Consulting Ltd., for completion of the 2015 Overpass Testing and Inspection Program, at a total estimated cost, on a lump sum basis, to an upset limit of \$97,730 (including GST and PST); and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

History

At the April 14, 2015 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation & Utilities Department dated April 14, 2015 was considered.

Attachment

1. April 14, 2015 Report of the General Manager, Transportation & Utilities

2015 Overpass Testing and Inspection Program - Award of Engineering Services

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:

1. That the engineering services proposal submitted by Stantec Consulting Ltd., for completion of the 2015 Overpass Testing and Inspection Program, at a total estimated cost, on a lump sum basis, to an upset limit of \$97,730 (including GST and PST); and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

Topic and Purpose

This report is to obtain City Council's approval to award an engineering services agreement for necessary testing and inspection activities on the overpass structures located throughout the city, to Stantec Consulting Ltd.

Report Highlights

1. Testing and structural inspection of the City's bridge and overpass inventory is conducted on a regular cycle.
2. This information is used to determine the economically optimum timing of major and minor rehabilitation work.
3. The Administration is recommending that the engineering services agreement for the 2015 testing and inspection program be awarded to Stantec Consulting Ltd.

Strategic Goal

The recommendations in this report support the Strategic Goal of Asset and Financial Sustainability as the project is a key component in the Administration's efforts to develop and optimize short and long-term preservation programs.

Background

Major Projects, Asset Management Section conducts testing on each of the City's concrete bridge and overpass structures on a six-year cycle. This information is used to predict the future trend of condition versus time. In addition to annual safety and maintenance inspections by City personnel, each of the City's bridge and overpass structures are subject to a thorough structural inspection by a structural engineer on a three-year cycle. This information is used to determine the economically optimum timing of major and minor rehabilitation work.

In 2015, 4 structures are to be tested and 14 structures are to be inspected.

Report

A Request for Proposal for engineering services for the 2015 Overpass Testing and Inspection Program closed on March 26, 2015. Four proposals were received.

After a comprehensive review, the proposal from Stantec Consulting Ltd. was determined to be the highest scoring proposal, at a total estimated cost, on a lump sum basis, to an upset limit of \$97,730 (including GST and PST).

Options to the Recommendation

No other options were considered.

Communication Plan

The testing and inspection program of bridge and overpass inventory will be considered as a topic in coordination with the Building Better Roads communication plan. Should traffic be affected from the inspection program, drivers and residents will be notified through multiple channels including the news media, social media, service alerts, the City's website and Star Phoenix City Pages.

Financial Implications

The estimated net cost to the City for the engineering services as submitted by Stantec Consulting Ltd. is as follows:

Base Fees	\$93,076
GST	<u>4,654</u>
Sub-Total	\$97,730
GST Rebate	<u>(4,654)</u>
Net Cost to the City	<u>\$93,076</u>

There is sufficient funding available within the 2015 Bridges Operating Budget to complete this work.

Environmental Implications

The activities relating to the overpass testing and inspection program are associated with consumption of resources (fuel use) and greenhouse gas emissions. The overall impact on greenhouse gas emissions has not been quantified at this time.

Other Considerations/Implications

There are no public and/or stakeholder involvement, policy, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

A follow-up report is not required.

Public Notice

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

Report Approval

Written by: Todd Grabowski, Manager, Asset Preservation for Bridges
Reviewed by: Rob Frank, Manager, Asset Management Section
Reviewed by: Mike Gutek, Director of Major Projects
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities Department

TRANS TG – 2015 Overpass Testing and Inspection Program.docx



STANDING POLICY COMMITTEE ON TRANSPORTATION

City Park Neighbourhood Traffic Review

Recommendation of the Committee

That the Neighbourhood Traffic Review for the City Park neighbourhood be adopted as the framework for future traffic improvements in the area, to be undertaken as funding is made available through the annual budget process.

History

At the April 14, 2015 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation & Utilities Department dated April 14, 2015 was considered.

Attachment

1. April 14, 2015 Report of the General Manager, Transportation & Utilities

City Park Neighbourhood Traffic Review

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:
That the Neighbourhood Traffic Review for the City Park neighbourhood be adopted as the framework for future traffic improvements in the area, to be undertaken as funding is made available through the annual budget process.

Topic and Purpose

The purpose of this report is to provide information on the Neighbourhood Traffic Review for the City Park neighbourhood.

Report Highlights

A traffic plan for the City Park neighbourhood was developed, in consultation with the community, in response to concerns such as speeding, traffic shortcutting, and pedestrian safety. The plan will be implemented over time as funding for the improvements is available.

Strategic Goal

This report supports the Strategic Goal of Moving Around by providing a plan to guide the installation of traffic calming devices and pedestrian safety enhancements to improve the safety of pedestrians, motorists, and cyclists.

Background

A public meeting was held in April 2014 to identify traffic concerns and potential solutions within the City Park neighbourhood. Representatives from the Saskatoon Police Service were in attendance to address traffic enforcement issues. Based on the residents' input provided at the initial public meeting and the analysis of the traffic data collected, a Traffic Management Plan was developed and presented to the community at a second public meeting held in December 2014.

Report

The development and implementation of the Traffic Management Plan includes four stages:

1. Identify existing problems, concerns and possible solutions through the initial neighbourhood consultation and the Shaping Saskatoon.ca website;
2. Develop a draft traffic plan based on residents' input and traffic assessments;
3. Present the draft traffic plan to the neighbourhood at a follow-up meeting; circulate the plan to other civic divisions for feedback; make adjustments as needed and present the plan to City Council for adoption; and
4. Implement the proposed measures in a specific time frame, short-term (1 to 2 years), medium-term (3 to 5 years), or long-term (more than 5 years).

City Park Neighbourhood Traffic Review

The majority of concerns received during the consultation included: shortcutting, speeding, pedestrian safety, and parking.

The Administration is recommending the following modifications to improve safety in the City Park neighbourhood:

- Two traffic calming locations
- Four pedestrian crossing enhancements
- Four parking restrictions
- One advanced four-way stop sign
- Two pedestrian accessibility ramps
- One temporary speed display board

The installation of each proposed improvement will be implemented in three specific time frames as follows:

Short-term (1 to 2 years)	Temporary traffic calming measures, signage, pavement markings, accessible pedestrian ramps
Medium-term (3 to 5 years)	Permanent traffic calming devices, roadway realignment, sidewalks (in some cases), major intersection reviews
Long-term (5 years plus)	Permanent traffic calming devices, roadway realignment, sidewalks

The City Park Neighbourhood Traffic Review is included in Attachment 1.

Public and/or Stakeholder Involvement

In April 2014, a public meeting was held to discuss traffic concerns and identify potential solutions. The feedback was used to develop the neighbourhood traffic plan which was presented at a follow up public meeting in December 2014. Additional feedback received at the follow-up public meeting was also incorporated into the Neighbourhood Traffic Review.

Feedback was provided by internal civic stakeholders of various divisions and departments: Public Works, Saskatoon Transit, Saskatoon Police Service, and the Saskatoon Fire Department on the proposed improvements, which was incorporated into the proposed Traffic Management Plan.

Communication Plan

The final neighbourhood traffic plan will be shared with the residents of the impacted neighbourhood using several methods: City website, the Community Association communication forums (i.e. website, newsletter), and by a direct mail-out.

Environmental Implications

The overall impact of the recommendations on traffic characteristics including the impacts on greenhouse gas emissions has not been quantified at this time.

Financial Implications

The implementation of the neighbourhood traffic plan will have significant financial implications. The costs are summarized in the following table:

Item	2015	Beyond 2015
Traffic Calming	\$1,500	\$90,000
Marked Pedestrian Crosswalks	3,050	-
Miscellaneous Signs	4,000	-
Pedestrian Accessibility Ramps	-	6,400
TOTAL	\$8,550	\$96,400

There is sufficient funding within Capital Project #1512 - Neighbourhood Traffic Management to undertake the work in 2015.

The remainder of the work, beyond 2015, will be considered alongside all other improvements identified through the Neighbourhood Traffic Management Program. The Administration's annual budget submission package will include the list of projects recommended to be funded, and the rationale used to prioritize the projects.

Other Considerations/Implications

There are no options, policy, privacy or CPTED considerations or implications.

Due Date for Follow-up and/or Project Completion

If adopted by City Council, temporary traffic calming devices and signage will be implemented during the 2015 construction season.

Public Notice

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

Attachment

1. City Park Neighbourhood Traffic Review, March 13, 2015

Report Approval

Written by: Justine Nyen, Traffic Safety Engineer, Transportation
Reviewed by: Jay Magus, Engineering Manager, Transportation
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities Department

TRANS JN – City Park Neighbourhood Traffic Review

City of Saskatoon

City Park Neighbourhood Traffic Review



March 13, 2014

Transportation & Utilities Department

Acknowledgements

The completion of this review would not be possible without the contribution of the following organizations and individuals:

- City Park residents
- City Park Community Association
- Saskatoon Police Services
- Saskatoon Light & Power
- Saskatoon Fire Department
- City of Saskatoon Environmental Services
- City of Saskatoon Transit
- City of Saskatoon Transportation
- Great Works Consulting
- Councillor Darren Hill

Executive Summary

The objective of the Neighbourhood Traffic Management Program is to address traffic concerns within neighbourhoods such as speeding, shortcutting, and pedestrian safety. The program was revised in August 2013 to address traffic concerns on a neighbourhood-wide basis. The revised program involves additional community and stakeholder consultation that provides the environment for neighbourhood residents and City staff to work together in developing solutions that address traffic concerns. The process is outlined in the *Traffic Calming Guidelines and Tools*, City of Saskatoon, 2013.

A public meeting was held in April of 2014 to identify traffic concerns and potential solutions within the City Park neighbourhood. As a result of the meeting a number of traffic assessments were completed to confirm and quantify the concerns raised by the residents. Based on the residents input and the completed traffic assessments, a Traffic Management Plan was developed and presented to the community at a follow-up meeting held in December 2014.

A summary of recommended improvements for the City Park neighbourhood are included in **Table ES-1**. The summary identifies the locations, the recommended improvement, and a schedule for implementation. The schedule to implement the Traffic Management Plan can vary depending on the complexity of the proposed improvement. According to the *Traffic Calming Guidelines and Tools* document, the time frame may range from short-term (1 to 2 year); medium-term (3 to 5 years) and long-term (5 years plus). Accordingly, the specific time frame to implement the improvements for these neighbourhoods ranges from 1 to 5 years.

The resulting proposed City Park Traffic Management Plan is illustrated in **Exhibit ES-1**.

Table ES-1: City Park Neighbourhood Recommended Improvements

Location	Recommended Improvement	Time Frame
7 th Avenue & 33 rd Street	Install advanced 4-way stop sign; install zebra pavement markings in all crosswalks	1 to 2 years
Spadina Crescent between Queen Street & Duke Street	Install speed display board in summer	
1 st Avenue & 26 th Street	Remove parking on west side; enhance pedestrian signs; install zebra pavement markings	
26 th Street between 2 nd Avenue & 5 th Avenue	Install "no parking" signs near back lanes	
Bottom of University Bridge	Move advanced pedestrian sign; add tab "watch for pedestrians"	
7 th Avenue & Princess Street	Install "no parking" signs on northwest corner	
1 st Avenue & Queen Street	Install zebra crosswalk	3 to 5 years
7 th Avenue & Duchess Street	Install curb extensions & "no parking" signs	
7 th Avenue & Duke Street	Install curb extension	
1 st Avenue & 26 th Street	Install pedestrian accessibility ramps	

CITY PARK TRAFFIC PLAN

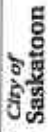


EXHIBIT E6-1

NO.	LOCATION	PROPOSED MEASURES	TIME FRAME
1	7th Ave & 2nd Street	Install advanced stop line, advance stop line, and zone	1 to 2 years
2	Specimen Chase between Corner S. Elm & S.	Install advanced stop line in all corners	1 to 2 years
3	4th Ave & 8th Street	Install speed display board in arrow	1 to 2 years
4	20th St. between 20th Ave & 18th Ave	Remove parking on west side, remove parking on east side, remove markings, install pedestrian accessibility ramps	1 to 2 years
5	20th St. between 20th Ave & 18th Ave	Install "no parking" signs near back lanes	1 to 2 years
6	Levee St. Bridge	Move sidewalk, reconstruct sign, add tab "watch for oncoming" "watch for oncoming"	1 to 2 years
7	7th Ave & 1st Avenue St.	Install "no parking" signs on east and west corners	1 to 2 years
8	7th Ave & 2nd Street	Install "no parking" signs, install corner	1 to 2 years
9	7th Ave & 3rd Street	Install "no parking" signs, "no parking" sign	1 to 5 years
10	7th Ave & 4th Street	Install "no parking" signs	1 to 5 years

LEGEND

- STOP SIGN
- ▲ YIELD SIGN
- BUS ROUTE
- TRAFFIC SIGNAL LOCATION
- PEDESTRIAN CORRIDOR LOCATION
- ACTIVE PEDESTRIAN CORRIDOR LOCATION
- ELIGIBLE ACTIVATED SIGNAL LOCATION



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1. Introduction

The purpose of this project was to develop a Traffic Management Plan for the City Park neighbourhood following the implementation procedure outlined in the *City of Saskatoon Traffic Calming Guidelines and Tools* adopted by City Council in August 2013.

The City Park neighbourhood is located on the west side of the South Saskatchewan River and is bound by the South Saskatchewan River to the east, 25th Street to the south, 1st Avenue to the west, and 33rd Street to the north. The area is mixed residential and commercial, with most of the residential area bound by Queen Street, Spadina Crescent, Duke Street, and 3rd Avenue. The neighbourhood has one school (City Park Collegiate on 9th Avenue), the Kinsmen Park, Wilson Park, Mendel Art Gallery, and one of Saskatoon's largest hospitals (Saskatoon City Hospital). The Meewasin Trail along the river also invites a lot of pedestrian and cycling traffic to the area.

The development and implementation of the traffic management plan includes four stages:

- **Stage 1** - Identify existing problems, concerns and possible solutions through the initial neighbourhood consultation and the Shaping Saskatoon Website.
- **Stage 2** - Develop a draft traffic plan based on resident's input and traffic assessments.
- **Stage 3** - Present the draft traffic plan to the neighbourhood at a follow-up meeting; circulate the plan to other civic divisions for feedback; make adjustments as needed; and present the plan to City Council for approval.
- **Stage 4** - Implement the proposed measures in specific time frame, short-term (1 to 2 years), medium-term (3 to 5 years) or long-term (5 years plus).

2. Identifying Issues, Concerns, & Possible Solutions

A public meeting was held in April of 2014 to identify traffic concerns within the neighbourhood. At the meeting, residents were given the opportunity to express their concerns and suggest possible solutions.

The following pages summarize the concerns and suggested solutions identified during the initial consultation with the neighbourhood residents.

CONCERN 1 – SPEEDING AND SHORTCUTTING

Shortcutting occurs when non-local traffic passes through the neighbourhood on local streets to a destination outside of the neighbourhood. These streets are designed and intended for low traffic volumes. In the case of City Park, the bordering arterial streets (33rd Street, Spadina Crescent, 25th Street, and 2nd Avenue) are designated to accommodate larger traffic volumes.

As speeding often accompanies shortcutting, these concerns have been grouped into one category.

Neighbourhood concerns for speeding and shortcutting included:

- 7th Avenue between Queen Street & 33rd Street
- Back lane along Queen Street between Spadina Crescent & 9th Avenue
- Queen Street & 1st Avenue
- Queen Street between 5th Avenue & 7th Avenue
- Spadina Crescent between Queen Street & 33rd Street – excessive speeding; vehicle noise
- Princess Street between 2nd Avenue & 7th Avenue
- Back lane along 9th Avenue 600 block (connects to Queen Street & King Crescent) – speeding & shortcutting causing noise & dust

Proposed solutions identified by residents:

- 7th Avenue between Queen Street & 33rd Street – install traffic calming to discourage traffic
- Back lane along Queen Street between Spadina Crescent & 9th Avenue – implement one-way street
- Queen Street & 1st Avenue – install traffic signal, roundabout, or traffic calming
- Spadina Crescent between Queen Street & 33rd Street - implement seasonal reduced speeds
- Back lane along 9th Avenue 600 block – implement one-way so northbound cannot enter or install “no through road” at entrance

CONCERN 2 - PEDESTRIAN SAFETY

Pedestrian crosswalks need to adhere to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, November 15, 2004 which states the following:

“The installation of appropriate traffic controls at pedestrian crossings shall be based on warrants listed in the document entitled “Traffic Control at Pedestrian Crossings – 2004” approved by City Council in 2004.”

Neighbourhood concerns regarding pedestrian safety included:

- 7th Avenue & Duchess Street – bus stop on the west side requires better marking; white crossing lines are faded; northbound drivers rarely slow down for pedestrians because they likely see the 4-way stop at 33rd Street and aren't paying attention
- 7th Avenue & Duke Street
- 7th Avenue & Princess Street – drivers don't stop for pedestrians
- 33rd Street – unsafe especially for children
- Spadina Crescent between Queen Street & 33rd Street - many pedestrians crossing to use bridge stairs at west side
- 33rd St - crossing isn't clear; traffic backs up at this intersection; solution – build roundabout
- 25th Street – pedestrian traffic signal light times are too short
- 26th Street & 1st Avenue
- 2nd Avenue
- Princess Street & 2nd Avenue – unsafe to cross; drivers yell at pedestrians
- Bottom of University bridge - pedestrian crossing is dangerous; drivers speeding down bridge may cause a rear end for driver in front who stops for pedestrians;
- Shortcutting through neighbourhood due to trains (7th Avenue, Princess Street, Duke Street, etc.)

Proposed solutions identified by residents:

- 7th Avenue & Duchess Street – install curb extensions or pedestrian activated light
- 7th Avenue & Duke Street – install curb extensions or pedestrian activated light
- Spadina Crescent between Queen Street & 33rd Street - improve bridge stairs to increase usage; implement more signage; improve sidewalk angle for drivers to yield; turn roadway into a park
- Spadina Crescent south of 33rd Street – pedestrian light needed where road splits
- 26th Street & 1st Avenue – improve pavement markings; install pedestrian-activated signals
- Princess Street & 2nd Avenue - install pedestrian-activated
- Education across the city about the rights of pedestrians and the obligations of drivers (regardless if they are driving a car, motorcycle, truck, or bike) with regards to stopping for pedestrians at any intersection.
- Bottom of University Bridge - move crosswalk farther down Spadina Crescent to give motorists time to react and improve visibility of pedestrians; install warning sign in advance of crosswalk
- Implement one-way streets in core of neighbourhood; streets are not wide enough to drive safely when meeting vehicles

CONCERN 3 - TRAFFIC CONTROL

Traffic control signs are used in order to assign the right-of-way and must meet guidelines in City of Saskatoon Council Policy C07-007 *Traffic Control – Use of Stop and Yield Signs*, January 26, 2009 which states that stop and yield signs are not to be used as speed control devices, to stop priority traffic over minor traffic, on the same approach to an intersection where traffic signals are operational, or as a pedestrian crossing device.

An all-way stop must meet the conditions for traffic volume, collision history, and must have a balanced volume from each leg to operate sufficiently.

Neighbourhood concerns regarding traffic controls included:

- Spadina Crescent & 33rd Street – crossing isn't clear; traffic backs up
- Spadina Crescent north of University Bridge (across from Kinsmen Park) – confusing sign “right turn on red allowed”
- Bottom of University Bridge – missing sign to tell drivers where to go; missing sign to direct drivers to Kinsmen Park
- 25th Street & University Bridge (northbound) – traffic doesn't merge during off-peak hours

Proposed solutions identified by residents:

- 7th Avenue & Princess Street – install 4-way stop

CONCERN 4 – PARKING

Parking is allowed on all city streets unless signage is posted. According to City of Saskatoon Bylaw 7200, *The Traffic Bylaw*, December 16, 2013, vehicles are restricted from parking within 10 metres of an intersection and one metre of a driveway crossing.

Neighbourhood concerns regarding parking included:

- Parking within restricted zones / vehicles obstructing sight lines:
 - 26th Street near back lanes
 - 7th Avenue & Duchess Street (on east side of 7th Avenue)
 - 7th Avenue & Duke Street
 - 7th Avenue & Princess Street
 - Queen Street & 5th Avenue
- Residential Parking Permit Program (RPP):
 - Instead of Hospital employees parking 7am-4pm, they park and move vehicles all day resulting in circulating traffic, parking close to driveways, U-turns in midblock, noise
 - RPP zone doesn't work for blocks located within 3 blocks of hospital; made situation worse due to high parking turnover
 - Residents abuse parking passes (i.e. selling)
 - 4th Avenue 900 block - one of the few blocks not part of RPP is full of parked cars; very dangerous getting onto Duke Street because parked cars are obstructing view
 - Visitor parking permits are either being sold, leased, or given to people working at the hospital so they can park all day while they are working
 - Every morning there are cars racing down residential streets rushing to park on the blocks that do not have the 2-hr parking restrictions
 - The streets surrounding parks (i.e. King Crescent and Princess Street) are not included in the residential zone
 - There are now hospital workers walking as far as the 700 block on 9th Avenue to move their cars around every 2 hours
- Duchess Street – parking only on north side; widen road to provide parking on south side
- Duke Street between 3rd & 4th Avenues is bumper to bumper parking; road is too narrow

Proposed solutions identified by residents:

- Expand one-way streets on 4th & 5th Avenues to Duke Street, add one-way on 6th Avenue, increase setback of parking at intersections
- City Hospital consider a shuttle service to a remote parking lot
- Change parking restriction in RPP zone from 2-hour to 1-hour
- Duke Street between 3rd & 4th Avenues - restrict parking on one side (2 hour limit)
- Parking enforcement
- Paint curbs to indicate restrictions
- Increase parking restrictions (more than 10m) on main thoroughfares
- Update parking bylaw to address selling of parking residential parking passes - result in suspension of the visitor pass or at least a ticket to the permit holder
- Implement parking restrictions on all residential streets in City Park

CONCERN 5 – CYCLING

Cycling is a practical mode of transportation in City Park, as the neighbourhood is in close proximity to the downtown and other nearby amenities.

Neighbourhood concerns regarding cycling included:

- Bike lanes (Spadina Crescent / 33rd Street) don't work

Proposed solutions identified by residents:

- Extend proposed protected bike lanes to 4th Avenue in City Park neighbourhood
- Bike lanes (Spadina / 33rd Street) – dedicated bike paths either on road or beside the trail; connect bike route from King Street where City of Saskatoon yards currently are
- Consider / encourage alternate modes of transportation to improve traffic congestion in area
- City should give consideration to impact on cyclists when proposing traffic calming devices
- Implement cycling connections off Princess Street (to connect Spadina Crescent & Blairmore Bikeway)

CONCERN 6 – DETOURS

A number of roadway improvements and new construction is currently taking place in City Park. As a result, detours were implemented throughout the neighbourhood.

Neighbourhood concerns regarding detours included:

- Better detours during construction on 7th Avenue (33rd Street); avoid shortcutting onto 9th Avenue & King Street; don't create detours on narrow streets such as 6th Avenue
- Whenever Spadina Crescent is blocked off going south think about where traffic is being diverted. It's always blocked off after 33rd Street, either at Duchess Street or Duke Street and this is pushing all that traffic down King Crescent and 9th Avenue.
- 8th Avenue – construction causing traffic delays; resident suggested to restrict access to hospital; also near 3rd Avenue

Proposed solutions identified by residents:

- Block Spadina Crescent at 33rd Street so traffic is diverted down 33rd Street to 7th Avenue or 2nd Avenue not down the residential streets.
- 8th Avenue – restrict access to hospital during construction
- 3rd Avenue – restrict access to hospital during construction

CONCERN 7 - MAINTENANCE

A majority of the residents were concerned about the condition of the streets in City Park (i.e. snow clearing, potholes, tree trimming, and temporary traffic calming devices).

Neighbourhood concerns regarding maintenance included:

- Trees need trimming along 25th Street and Spadina Crescent
- Enforce bylaw for snow shovelling on sidewalks in front of private properties

3. Assessment

Stage 2 of the plan development included developing a draft traffic management plan. This was completed by the following actions:

- Create a detailed list of all the issues provided by the residents.
- Collect historical traffic data and information the City has on file for the neighbourhood.
- Prepare a data collection program that will provide the appropriate information needed to undertake the assessments.
- Complete the data collection, which may include:
 - Intersection turning moving counts
 - Pedestrian counts
 - Daily and weekly traffic counts
 - Average speed measurements
- Assess the issues by using the information in reference with City policies, bylaws, and guidelines, transportation engineering design guidelines and technical documents, and professional engineering judgement.

The following sections provide details on the data collected for traffic volumes (peak hours, daily, and weekly), travel speed, and pedestrian movements.

1. Traffic Volumes and Travel Speeds

Traffic volumes and travel speeds were measured to assist in determining the need for traffic calming devices. In Saskatoon the neighbourhood streets are classified typically as either local or collector streets. Traffic volumes (referred to as Average Daily Traffic) on these streets should meet the City of Saskatoon guidelines shown in **Table 3-1**.

Table 3-1: City of Saskatoon Street Classifications and Characteristics

Characteristics	Classifications					
	Back Lanes		Locals		Collectors	
	Residential	Commercial	Residential	Commercial	Residential	Commercial
Traffic function	Access function only (traffic movement not a consideration)		Access primary function (traffic movement secondary consideration)		Traffic movement and land access of equal importance	
Average Daily Traffic (vehicles per day)	<500	<1,000	<1,000	<5,000	<5,000	8,000-10,000
Typical Speed Limits (kph)	20		50		50	
Transit Service	Not permitted		Generally avoided		Permitted	
Cyclist	No restrictions or special facilities		No restrictions or special facilities		No restrictions or special facilities	
Pedestrians	Permitted, no special facilities		Sidewalks on one or both sides	Sidewalks provided where required	Typically sidewalks provided both sides	Sidewalks provided where required
Parking	Some restrictions		No restrictions or restriction on one side only		Few restrictions other than peak hour	

Travel speeds were measured to determine the 85th percentile speed, which is the speed at which 85% of vehicles are travelling at or below. The speed limit in the City Park area is 50kph, except for school zones where the speed limit is 30kph from September and June, 8:00 a.m. to 5:00 p.m., excluding weekends.

The speed studies and Average Daily Traffic (ADT) on streets where speeding was identified as an issue are summarized in **Table 3-2**.

Table 3-2: Speed Studies and Average Daily Traffic Counts (2014)

Location	Between	Class	Average Daily Traffic (vpd)	Speed (kph)
Back Lane - 9 th Avenue 600 block	Queen Street & King Crescent	lane	>50	NA
Princess Street	4 th Avenue & 5 th Avenue	local	502	44.3
7 th Avenue	Duke Street & Princess Street	major collector	2530	49.5
Queen Street	5 th Avenue & 6 th Avenue		6981	NA
7 th Avenue	Duke Street & Duchess Street		1886	51
Spadina Crescent	Duke Street & Duchess Street	arterial	5704	NA

2. Turning Movement Counts

Turning movement counts were completed to determine the need for an all-way (i.e. three-way or four-way) stop control. All-way stop controls need to meet City of Saskatoon Council Policy C07-007 *Traffic Control – Use of Stop and Yield Signs*, January 26, 2009. Criteria outlined in the policy that may warrant an all-way stop include a peak hour count greater than 600 vehicles or an ADT greater than 6,000 vehicles per day. Further conditions that must be met for an all-way stop to be warranted are:

1. Traffic entering the intersection from the minor street must be at least 35% for a 4-way stop and 25% for a 3-way stop.
2. No other all-way stop or traffic signals within 200m.

Results of the studies are shown in **Table 3-3**.

Table 3-3: All-Way Stop Assessments

Location	Peak Hour Traffic Count	Average Daily Traffic (vpd)	% of Traffic from minor street (%)	Traffic Signals or all-way stop within 200m	Results
1 st Avenue & Queen Street	955	10,430	18%	yes (100m from traffic signals at 2 nd Avenue)	All-way stop not warranted
7 th Avenue & Duke Street	646	6,590	14%	no	
7 th Avenue & Duchess Street	820	8,690	12%	yes (135m from 4-way stop at 33 rd Street)	
1 st Avenue & 26 th Street	999	11,200	4%	yes (190m from traffic signals at 25 th Street)	
2 nd Avenue & Princess Street	2,206	22,410	2%	no	
Spadina Crescent & Duchess Street	1,076	11,370	1%	yes (190m from 3-way stop at 33 rd Street)	
3 rd Avenue & King Street	177	1,850	40%	no	
7 th Avenue & Princess Street	570	5,700	13%	no	

As a result of the assessment there are no all-way stop controls recommended. Details of the all-way stop assessments are provided in **Appendix A**.

3. Pedestrian Assessments

Pedestrian assessments are conducted to determine the need for pedestrian actuated signalized crosswalks which, in adherence to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, November 15, 2004, are typically active pedestrian corridor (flashing yellow lights) or pedestrian-actuated signals. A 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 number of pedestrian and vehicles at the location.

Pedestrian and traffic data is collected during the five peak hours of: 8:00 am-9:00 am, 11:30 am-1:30 pm, and 3:00 pm-5:00 pm.

In addition, if a pedestrian actuated crosswalk is not warranted, a standard marked pedestrian crosswalk, or a zebra crosswalk (i.e. striped) may be considered. A summary of the pedestrian studies are provided in **Table 3-4**.

Table 3-4: Pedestrian Assessment

Location	Number of Pedestrians Crossing	Results
1 st Avenue & 26 th Street	45	Pedestrian Devices Not Warranted
1 st Avenue & Queen Street	45	
7 th Avenue & Duke Street	50	
7 th Avenue & Duchess Street	60	
2 nd Avenue & Princess Street	8	
Spadina Crescent & Duchess Street	40	
7 th Avenue & Princess Street	130	
3 rd Avenue & King Street	38	

As a result of the assessment, no pedestrian devices are recommended. Details of the pedestrian device assessments are provided in **Appendix B**.

4. Plan Development

Stage 3 of the project included finalizing the recommended plan. This was achieved by completing the following steps:

- Based on the assessments, prepare a plan that illustrates the appropriate recommended improvement
- Present the draft plan to the residents at a follow-up public meeting
- Circulate the draft plan to the Civic Divisions for comment
- Revise the draft plan based on feedback from the stakeholders
- Prepare a technical document summarizing the recommended plan and project process

The tables in the following sections provide the details of the recommended traffic management plan, including the location, recommended improvement, and the justification of the recommended improvement.

1. Speeding / Shortcutting

The recommended improvements and justification to address speeding and shortcutting are detailed in **Table 4-1**.

Table 4-1: Recommended Improvements to Reduce Speeding and Shortcutting

Location	Recommended Improvement	Justification
Spadina Crescent between Queen Street & Duke Street	Temporary speed display board during summer	Reduce speed in high pedestrian area
7 th Avenue & Duchess Street	Curb extensions	Reduce speed & improve pedestrian safety (transit route)
7th Avenue & Duke Street	Curb extension	Reduce speed & improve pedestrian safety (transit route)

¹ For details on these devices refer to the *City of Saskatoon Traffic Calming Guidelines and Tools*

2. Pedestrian Safety

The safety of the pedestrian environment is important to encourage people to walk to school, work, and nearby amenities as opposed to driving. Accordingly, the recommended improvements to increase pedestrian safety are detailed in Table 4-2.

Table 4-2: Recommended Pedestrian Safety Improvements

Location	Recommended Improvement	Justification
7 th Avenue & 33 rd Street	Zebra crosswalks (all legs); advanced 4-way stop sign (northbound)	Enhance visibility of crosswalk; improve pedestrian safety (connects to multi-use path)
1 st Avenue & 26 th Street	<ul style="list-style-type: none"> • Enhance pedestrian signs • zebra pavement markings • relocate crosswalk so pole isn't obstructing • pedestrian accessibility ramps 	Enhance visibility; improve pedestrian safety
Bottom of University Bridge	Move advanced pedestrian sign; add tab "watch for pedestrians"	Provide more reaction time to slow / stop for pedestrians (southbound on University Bridge)
1 st Avenue & Queen Street	Zebra crosswalk	Enhance visibility; improve pedestrian safety

3. Parking Improvements

The recommended improvements to parking that will improve the level of safety at specific intersections are detailed in **Table 4-3**.

Table 4-3: Recommended Parking Improvements

Location	Recommended Improvement	Justification
1 st Avenue & 26 th Street	Remove parking on west side	Enhance visibility of pedestrian crosswalk (according to Traffic Bylaw 7200 parking within intersections is restricted)
26 th Street between 2 nd Avenue & 5 th Avenue	"No parking" signs near back lanes	Enhance visibility
7 th Avenue & Princess Street	"No parking" sign (northwest corner)	Enhance visibility of pedestrian crosswalk
7 th Avenue & Duchess Street	"No parking" sign (southeast corner)	Enhance visibility of pedestrian crosswalk

Follow up Consultation – Presentation of Traffic Management Plan

The initial recommended improvements were presented at a follow-up public meeting in December 2014. Recommended improvements that were not supported by the residents were eliminated or altered accordingly. A decision matrix detailing the list of recommended improvements presented at the follow-up meeting, as well as additional comments received, are included in **Appendix B**.

The recommendations were circulated to the Civic Divisions (including Saskatoon Police Service, Saskatoon Light & Power, Saskatoon Fire Department, Environmental Services, and Transit) to gather comments and concerns. General support was received.

5. Recommended Plan and Cost Estimates

Stage 4, the last stage of the process, is to install the recommended improvements for the City Park neighbourhood within the specified timeframe. The timeframe depends upon the complexity and cost of the solution. A short-term time frame is defined by implementing the improvements within 1 to 2 years; medium-term is 3 to 5 years; and long-term is 5 years plus.

The placement of pedestrian and traffic control signage will be completed short-term (1 to 2 years).

All traffic calming measures will be installed temporarily using rubber curbing until proven effective, and will be implemented short-term (1 to 2 years).

Permanent traffic calming often includes removing the temporary barriers and reconstructing with concrete. The timeline for permanent traffic calming may depend on the complexity of the device and the availability of funding; therefore the timeline is medium-term (3 to 5 years).

The estimated costs of the improvements included in the Neighbourhood Traffic Management Plan are outlined in the following tables:

- **Table 5-1:** Traffic Calming Cost Estimate
- **Table 5-2:** Pedestrian Crosswalks Cost Estimate
- **Table 5-3:** Miscellaneous Signage Cost Estimate
- **Table 5-4:** Pedestrian Accessibility Cost Estimate
- **Table 5-5:** Total Cost Estimate

Table 5-1: Traffic Calming Cost Estimate

Location	Device (s)	Cost Estimate		Time Frame
		Temporary	Permanent	
7 th Avenue & Duchess Street	2 curb extensions	\$1,000	\$60,000	3 to 5 years
7 th Avenue & Duke Street	1 curb extension	\$500	\$30,000	
Total		\$1,500	\$90,000	

Temporary traffic calming will be installed in 2015 and will be monitored to determine its effectiveness. If proven effective, the devices will be made permanent. Until they are made permanent, the devices will remain temporary and maintained on a yearly basis. An estimated cost for maintenance is about \$5,000 dollars per year. The maintenance typically involves the replacement of damage curbs as result of the winter- snow season removal, causing damage from vehicle impact, etc.

Table 5-2: Pedestrian Crosswalks Cost Estimate

Location	Device (s)	Cost Estimate	Time Frame
7 th Avenue & 33 rd Street	Zebra crosswalks (add to existing standard crosswalk on all legs)	\$400	1 to 2 years
1 st Avenue & 26 th Street	4 pedestrian signs; zebra pavement markings	\$1,200	
Bottom of University Bridge	Move advanced pedestrian sign; add tab "watch for pedestrians"	\$250	
1 st Avenue & Queen Street	4 pedestrian signs & zebra markings	\$1,200	
Total		\$3,050	

The operating impact on an annual basis to maintain a painted crosswalk is approximately \$60 each.

Table 5-3: Miscellaneous Signage Cost Estimate

Location	Device (s)	Number of Signs	Cost Estimate	Time Frame
1 st Avenue & 26 th Street	"No parking" sign	2	\$500	1 to 2 years
26 th Street between 2 nd Avenue & 5 th Avenue	"No parking" sign	12	\$3,000	
7 th Avenue & Princess Street	"No parking" sign	1	\$250	
7 th Avenue & Duchess Street	"No parking" sign	1	\$250	
Spadina Crescent between Queen Street & Duke Street	Temporary speed display board during summer	1	(Funded through Speed Management Program)	
Total			\$4,000	

Table 5-4: Pedestrian Accessibility Cost Estimate

Location	Device (s)	Cost Estimate	Time Frame
1 st Avenue & 26 th Street	2 pedestrian accessibility ramps	\$6,400	1 to 5 years
Total		\$6,400	

Table 5-5: Total Cost Estimate

Category	Signage, Temporary Traffic Calming, & Accessibility Ramps	Permanent
Traffic Calming	\$1,500	\$90,000
Pedestrian Crosswalks	\$3,050	NA
Miscellaneous Signage	\$4,000	NA
Pedestrian Accessibility Ramps	NA	\$6,400
Total	\$8,550	\$96,400

The total cost estimate for signage, pavement markings, and temporary traffic calming devices to be installed in 2015 is **\$8,550**. The total cost estimate for the installation of the permanent traffic calming devices and pedestrian accessibility ramps is **\$96,400**.

Resulting from the plan development process, the recommended improvements, including the location, type of improvement, and schedule for implementation are summarized in **Table 5-6**. The resulting recommended City Park Neighbourhood Traffic Management Plan is illustrated in **Exhibit 5-1**.

Table 5-6: City Park Neighbourhood Recommended Improvements

Location	Proposed Measure	Time Frame
7 th Avenue & 33 rd Street	Install advanced 4-way stop sign; install zebra pavement markings in all crosswalks	1 to 2 years
Spadina Crescent between Queen Street & Duke Street	Install speed display board in summer	
1 st Avenue & 26 th Street	Remove parking on west side; enhance pedestrian signs; install zebra pavement markings	
26 th Street between 2 nd Avenue & 5 th Avenue	Install "no parking" signs near back lanes	
Bottom of University Bridge	Move advanced pedestrian sign; add tab "watch for pedestrians"	
7 th Avenue & Princess Street	Install "no parking" signs on northwest corner	
1 st Avenue & Queen Street	Install zebra crosswalk	
7 th Avenue & Duchess Street	Install curb extensions & "no parking" signs	3 to 5 years
7 th Avenue & Duke Street	Install curb extension	
1 st Avenue & 26 th Street	Install pedestrian accessibility ramps	

CITY PARK TRAFFIC PLAN



Exhibit 5-1

ITEM	DESCRIPTION	TIME FRAME
1	7th Ave S. Interchange Install advanced lane stop sign, raised crosswalk pavement markings in all crosswalks	1 to 2 years
2	Speedway Overpass Cover S.L. Drive S1	1 to 2 years
3	14th Ave S. 20th Street Remove parking on west side, entrance markings and all pedestrian accessibility ramps	1 to 2 years
4	20th St. Interchange 20th Ave S. 10th Ave Install 'no parking' signs west side block to west side of 20th Ave S. 10th Ave Install 'no parking' signs east side block to east side of 20th Ave S. 10th Ave	1 to 2 years
5	17th Ave S. 10th Ave Install 'no parking' signs on northbound centre	1 to 2 years
6	7th Ave S. 10th Ave Install north entrance 'no parking' signs	1 to 2 years
7	7th Ave S. 10th Ave Install north entrance 'no parking' signs	1 to 2 years
8	7th Ave S. 10th Ave Install curb extension	1 to 2 years

- STOP SIGN
- ▲ YIELD SIGN
- BUS ROUTE
- TRAFFIC SIGNAL LOCATION
- PEDESTRIAN CORRIDOR LOCATION
- ACTIVE PEDESTRIAN CORRIDOR LOCATION
- PEDESTRIAN ACTIVATED SIGNAL LOCATION



Appendix A
Pedestrian Device Assessments

Pedestrian device assessment (Traffic Controls at Pedestrian Crossing, 2004)

2nd Avenue & Princess Street:

1. Lanes Priority Points:

$L = 4$ lanes = number of lanes.

$LANF = 7.2$ points = $(L-2) \times 3.6$ to a max of 15 points, urban x-section only.

2. Median Priority Points:

$MEDF = 6.0$ points = indicating there is no physical median here.

3. Speed Priority Points:

$S = 50$ kph = speed limit or 85th percentile speed.

$SPDF = 6.7$ points = $(S-30) / 3$ to a maximum of 10 points.

4. Pedestrian Protection Location:

$D = 325$ m = distance from study location to nearest protected crosswalk.

$LOCF = 9.4$ points = $(D-200) / 13.3$ to a maximum of 15 points.

5. Pedestrian/Vehicle Volume Priority Points:

$H = 5.0$ = (hours) duration of counting period.

$P_s = 8.0$ = total number of children, teenagers, seniors and/or impaired counted.

$P_a = 0.0$ = total number of adults counted.

$P_w = 12.0$ = weighted average of pedestrians crossing the main street.

$P_{cm} = 2.4$ = weighted average hourly pedestrian volume crossing the main street.

$V = 9226.0$ = volume of traffic passing through the crossing(s).

$V_{am} = 1845.2$ = average hourly volume of traffic passing through the crossing(s).

$VOLF = 8.9$ points = $V_{am} \times P_{cm} / 500$

6. Satisfaction of Installation Criteria:

$SUMF = (LANF + MEDF + SPDF + LOCF + VOLF)$

$SUMF = 38$ points

(P.A. Signal Warrant Points)

The total of the warrant points is less than 100 indicating that a pedestrian actuated signal is NOT warranted.

Pedestrian device assessment (Traffic Controls at Pedestrian Crossing, 2004)

3rd Avenue & King Crescent:

1. Lanes Priority Points:

$L = 2$ lanes = number of lanes.

$LANF = 0.0$ points = $(L-2) \times 3.6$ to a max of 15 points, urban x-section only.

2. Median Priority Points:

$MEDF = 6.0$ points = indicating there is no physical median here.

3. Speed Priority Points:

$S = 50$ kph = speed limit or 85th percentile speed.

$SPDF = 6.7$ points = $(S-30) / 3$ to a maximum of 10 points.

4. Pedestrian Protection Location:

$D = 125$ m = distance from study location to nearest protected crosswalk.

$LOCF = 0.0$ points = $(D-200) / 13.3$ to a maximum of 15 points.

5. Pedestrian/Vehicle Volume Priority Points:

$H = 5.0$ = (hours) duration of counting period.

$P_s = 38.0$ = total number of children, teenagers, seniors and/or impaired counted.

$P_a = 0.0$ = total number of adults counted.

$P_w = 57.0$ = weighted average of pedestrians crossing the main street.

$P_{cm} = 11.4$ = weighted average hourly pedestrian volume crossing the main street.

$V = 652.0$ = volume of traffic passing through the crossing(s).

$V_{am} = 130.4$ = average hourly volume of traffic passing through the crossing(s).

$VOLF = 3.0$ points = $V_{am} \times P_{cm} / 500$

6. Satisfaction of Installation Criteria:

$SUMF = (LANF + MEDF + SPDF + LOCF + VOLF)$

$SUMF = 16$ points

(P.A. Signal Warrant Points)

The total of the warrant points is less than 100 indicating that a pedestrian actuated signal is NOT warranted.

Pedestrian device assessment (Traffic Controls at Pedestrian Crossing, 2004)

7th Avenue & Duke Street:

1. Lanes Priority Points:

L = 2 lanes = number of lanes.

LANF = 0.0 points = $(L-2) \times 3.6$ to a max of 15 points, urban x-section only.

2. Median Priority Points:

MEDF = 6.0 points = indicating there is no physical median here.

3. Speed Priority Points:

S = 50 kph = speed limit or 85th percentile speed.

SPDF = 6.7 points = $(S-30) / 3$ to a maximum of 10 points.

4. Pedestrian Protection Location:

D = 1,000 m = distance from study location to nearest protected crosswalk.

LOCF = 15.0 points = $(D-200) / 13.3$ to a maximum of 15 points.

Actual value = 60.15038 points.

5. Pedestrian/Vehicle Volume Priority Points:

H = 5.0 = (hours) duration of counting period.

Ps = 50.0 = total number of children, teenagers, seniors and/or impaired counted.

Pa = 0.0 = total number of adults counted.

Pw = 75.0 = weighted average of pedestrians crossing the main street.

Pcm = 15.0 = weighted average hourly pedestrian volume crossing the main street.

V = 2489.0 = volume of traffic passing through the crossing(s).

Vam = 497.8 = average hourly volume of traffic passing through the crossing(s).

VOLF = 14.9 points = $Vam \times Pcm / 500$

6. Satisfaction of Installation Criteria:

SUMF = (LANF + MEDF + SPDF + LOCF + VOLF)

SUMF = 43 points

(P.A. Signal Warrant Points)

The total of the warrant points is less than 100 indicating that a pedestrian actuated signal is NOT warranted.

Pedestrian device assessment (Traffic Controls at Pedestrian Crossing, 2004)

7th Avenue & Princess Street:

1. Lanes Priority Points:

L = 2 lanes = number of lanes.
LANF = 0.0 points = $(L-2) \times 3.6$ to a max of 15 points, urban x-section only.

2. Median Priority Points:

MEDF = 6.0 points = indicating there is no physical median here.

3. Speed Priority Points:

S = 50 kph = speed limit or 85th percentile speed.
SPDF = 6.7 points = $(S-30) / 3$ to a maximum of 10 points.

4. Pedestrian Protection Location:

D = 300 m = distance from study location to nearest protected crosswalk.
LOCF = 7.5 points = $(D-200) / 13.3$ to a maximum of 15 points.

5. Pedestrian/Vehicle Volume Priority Points:

H = 5.0 = (hours) duration of counting period.
Ps = 130.0 = total number of children, teenagers, seniors and/or impaired counted.
Pa = 0.0 = total number of adults counted.
Pw = 195.0 = weighted average of pedestrians crossing the main street.
Pcm = 39.0 = weighted average hourly pedestrian volume crossing the main street.
V = 2155.0 = volume of traffic passing through the crossing(s).
Vam = 431.0 = average hourly volume of traffic passing through the crossing(s).
VOLF = 33.6 points = $Vam \times Pcm / 500$

6. Satisfaction of Installation Criteria:

SUMF = (LANF + MEDF + SPDF + LOCF + VOLF)

SUMF = 54 points

(P.A. Signal Warrant Points)

The total of the warrant points is less than 100 indicating that a pedestrian actuated signal is NOT warranted.

Pedestrian device assessment (Traffic Controls at Pedestrian Crossing, 2004)

7th Avenue & Duchess Street:

1. Lanes Priority Points:

$L = 2$ lanes = number of lanes.

$LANF = 0.0$ points = $(L-2) \times 3.6$ to a max of 15 points, urban x-section only.

2. Median Priority Points:

$MEDF = 6.0$ points = indicating there is no physical median here.

3. Speed Priority Points:

$S = 50$ kph = speed limit or 85th percentile speed.

$SPDF = 6.7$ points = $(S-30) / 3$ to a maximum of 10 points.

4. Pedestrian Protection Location:

$D = 325$ m = distance from study location to nearest protected crosswalk.

$LOCF = 9.4$ points = $(D-200) / 13.3$ to a maximum of 15 points.

5. Pedestrian/Vehicle Volume Priority Points:

$H = 5.0$ = (hours) duration of counting period.

$Ps = 60.0$ = total number of children, teenagers, seniors and/or impaired counted.

$Pa = 0.0$ = total number of adults counted.

$Pw = 90.0$ = weighted average of pedestrians crossing the main street.

$Pcm = 18.0$ = weighted average hourly pedestrian volume crossing the main street.

$V = 2923.0$ = volume of traffic passing through the crossing(s).

$Vam = 584.6$ = average hourly volume of traffic passing through the crossing(s).

$VOLF = 21.0$ points = $Vam \times Pcm / 500$

6. Satisfaction of Installation Criteria:

$SUMF = (LANF + MEDF + SPDF + LOCF + VOLF)$

$SUMF = 43$ points

(P.A. Signal Warrant Points)

The total of the warrant points is less than 100 indicating that a pedestrian actuated signal is NOT warranted.

Pedestrian device assessment (Traffic Controls at Pedestrian Crossing, 2004)

1st Avenue & 26th Street:

1. Lanes Priority Points:

$L = 4$ lanes = number of lanes.

$LANF = 7.2$ points = $(L-2) \times 3.6$ to a max of 15 points, urban x-section only.

2. Median Priority Points:

$MEDF = 6.0$ points = indicating there is no physical median here.

3. Speed Priority Points:

$S = 50$ kph = speed limit or 85th percentile speed.

$SPDF = 6.7$ points = $(S-30) / 3$ to a maximum of 10 points.

4. Pedestrian Protection Location:

$D = 201$ m = distance from study location to nearest protected crosswalk.

$LOCF = 0.1$ points = $(D-200) / 13.3$ to a maximum of 15 points.

5. Pedestrian/Vehicle Volume Priority Points:

$H = 5.0$ = (hours) duration of counting period.

$Ps = 45.0$ = total number of children, teenagers, seniors and/or impaired counted.

$Pa = 0.0$ = total number of adults counted.

$Pw = 67.5$ = weighted average of pedestrians crossing the main street.

$Pcm = 13.5$ = weighted average hourly pedestrian volume crossing the main street.

$V = 4608.0$ = volume of traffic passing through the crossing(s).

$Vam = 921.6$ = average hourly volume of traffic passing through the crossing(s).

$VOLF = 24.9$ points = $Vam \times Pcm / 500$

6. Satisfaction of Installation

Criteria:

$SUMF = (LANF + MEDF + SPDF + LOCF + VOLF)$

$SUMF = 45$ points

(P.A. Signal Warrant Points)

The total of the warrant points is less than 100 indicating that a pedestrian actuated signal is NOT warranted.

Pedestrian device assessment (Traffic Controls at Pedestrian Crossing, 2004)

1st Avenue & Queen Street:

1. Lanes Priority Points:

$L = 2$ lanes = number of lanes.
 $LANF = 0.0$ points = $(L-2) \times 3.6$ to a max of 15 points, urban x-section only.

2. Median Priority Points:

$MEDF = 6.0$ points = indicating there is no physical median here.

3. Speed Priority Points:

$S = 50$ kph = speed limit or 85th percentile speed.
 $SPDF = 6.7$ points = $(S-30) / 3$ to a maximum of 10 points.

4. Pedestrian Protection Location:

$D = 310$ m = distance from study location to nearest protected crosswalk.
 $LOCF = 8.3$ points = $(D-200) / 13.3$ to a maximum of 15 points.

5. Pedestrian/Vehicle Volume Priority Points:

$H = 5.0$ = (hours) duration of counting period.
 $Ps = 45.0$ = total number of children, teenagers, seniors and/or impaired counted.
 $Pa = 0.0$ = total number of adults counted.
 $Pw = 67.5$ = weighted average of pedestrians crossing the main street.
 $Pcm = 13.5$ = weighted average hourly pedestrian volume crossing the main street.
 $V = 4242.0$ = volume of traffic passing through the crossing(s).
 $Vam = 848.4$ = average hourly volume of traffic passing through the crossing(s).
 $VOLF = 22.9$ points = $Vam \times Pcm / 500$

6. Satisfaction of Installation Criteria:

$SUMF = (LANF + MEDF + SPDF + LOCF + VOLF)$

$SUMF = 44$ points

(P.A. Signal Warrant Points)

The total of the warrant points is less than 100 indicating that a pedestrian actuated signal is NOT warranted.

Pedestrian device assessment (Traffic Controls at Pedestrian Crossing, 2004)

Spadina Crescent & Duchess Street:

1. Lanes Priority Points:

$L = 2$ lanes = number of lanes.

$LANF = 0.0$ points = $(L-2) \times 3.6$ to a max of 15 points, urban x-section only.

2. Median Priority Points:

$MEDF = 6.0$ points = indicating there is no physical median here.

3. Speed Priority Points:

$S = 50$ kph = speed limit or 85th percentile speed.

$SPDF = 6.7$ points = $(S-30) / 3$ to a maximum of 10 points.

4. Pedestrian Protection Location:

$D = 201$ m = distance from study location to nearest protected crosswalk.

$LOCF = 0.1$ points = $(D-200) / 13.3$ to a maximum of 15 points.

5. Pedestrian/Vehicle Volume Priority Points:

$H = 5.0$ = (hours) duration of counting period.

$P_s = 40.0$ = total number of children, teenagers, seniors and/or impaired counted.

$P_a = 0.0$ = total number of adults counted.

$P_w = 60.0$ = weighted average of pedestrians crossing the main street.

$P_{cm} = 12.0$ = weighted average hourly pedestrian volume crossing the main street.

$V = 4139.0$ = volume of traffic passing through the crossing(s).

$V_{am} = 827.8$ = average hourly volume of traffic passing through the crossing(s).

$VOLF = 19.9$ points = $V_{am} \times P_{cm} / 500$

6. Satisfaction of Installation Criteria:

$SUMF = (LANF + MEDF + SPDF + LOCF + VOLF)$

$SUMF = 33$ points

(P.A. Signal Warrant Points)

The total of the warrant points is less than 100 indicating that a pedestrian actuated signal is NOT warranted.

Appendix B

Recommendation Review Matrix

Decision Matrix – Recommendations proposed at initial meeting

Item	Location	Recommendation	Group 1	Group 2	Group 3	Group 4	Decision
1	7 th Avenue & Duchess Street	Install "no parking" signs on southeast corner 10m from intersection; install curb extension (southeast corner) & raised median island (south leg) on 7 th Avenue	in favour but leave space in curb extension for cyclist; concerns about snow plows; make sure with snow it doesn't make road too narrow	In favour but remove median islands	in favour but install curb extension on west side too; snow removal may be an issue	curb extensions difficult for cyclists; consider opening for cyclist in curb	Raised median islands not recommended on 7 th Avenue due to high volumes and transit. Remove raised median island. Install additional curb extension on northwest corner. Gap for cyclists in curb extension not necessary on 7 th Avenue due to parking lane.
2	7 th Avenue & 33 rd Street	Install advanced 4-way stop sign northbound (at underpass); install zebra pavement markings in all crosswalks; install median islands with additional 4-way stop signs	in favour but consider traffic signals or 4-way stop	median island makes it tougher for trucks & transit; drivers are compliant; obstructions may create more hazards; no pedestrian issues noted	in favour of curb extensions; median island may not work with bus route	road seems to narrow for median islands; consider chances to widen intersection	Removed. Raised median islands will restrict right turns eastbound and northbound.
3	Spedina Crescent between Queen Street & Duke Street	Install speed display board	Install in both northbound & southbound direction	reduce speed limit on Spedina; trees may obstruct solar-powered board	not in favour; reduce speed with other measures	consider location / positioning of board so homeowners view isn't ruined	Carried. Install during summer in both northbound and southbound directions.
4	1 st Avenue & 26 th Street	Remove parking on west side (according to Traffic Bylaw 7200 parking within intersections is restricted); enhance pedestrian signs; relocate crosswalk so pole isn't obstructing; install pedestrian ramps	review how many parking spaces will be removed; consider parallel parking instead				Carried. Add zebra markings. Approximately 5-6 parking stalls will be removed. Letter will be sent to affected property owners.
5	26 th Street between 2 nd Avenue & 5 th Avenue	Review signage to indicate restricted parking areas near back lanes	review all of City Park		low compliance with signs; physical restrictions suggested		Carried.
6	7 th Avenue & Duke Street	Install raised median islands on 7 th Avenue		not in favour of median islands on 7 th Avenue (too narrow, snow removal issues); install active pedestrian corridor	no parking on Duke Street on north side; install curb extensions instead of median island	road seems to narrow for median islands; consider pedestrian activated light	Change to curb extension on northwest corner (existing pedestrian corridor on north side).

Decision Matrix – Additional comments

Item	Location	Concern	Decision
1	Various	parking survey to residents to change from 2-hr to 1-hr; adding weekends/holidays	Parking Service will follow up with request.
2	Various	parking survey to residents in non-RPP zone asking if they want to join	Parking Service will follow up with request.
3	Various	Any changes to parking near City Hospital, contact site leader (Karan Newman) to discuss first	Noted. Information forwarded to Parking Services.
4	Various	education about rights of pedestrians and obligations of drivers with regards to stopping for pedestrians at any intersection; drivers yell at pedestrians for having "the nerve" to make them slow down; drivers feel that pedestrians are an impediment and this discourages people from walking	Add information to website to educate citizens on pedestrian safety and driver education.
5	Bottom of University of bridge	Needs to have safer crossing or earlier warning for pedestrian crossing; drivers coming down bridge (westbound)-first person stop for pedestrian to cross and would get rear-ended by driver's coming too fast behind; better better warning to insure drivers will stop is needed (site check confirmed there is already additional flashing light facing bridge to alert drivers, no additional recommendations)	Move advanced pedestrian sign on University bridge to increase stopping distance. Add tab "watch for pedestrians".
6	7 th Avenue & Princess Street	Install 4-way stop; visibility issues; dangerous to cross; remove parking on northwest corner (1 to 2 car lengths) to improve	4-way stop not warranted. Add parking restrictions as requested to improve visibility.
7	1 st Avenue & Queen Street	Pedestrian safety issues; consider 3-way stop; make similar recommendations to improve crossing as proposed at 28th St; improve sightlines/stoplines; move stop sign ahead (PAS= 44, 45peda (30 on the south), no crosswalk; missing sidewalks; "no parking" begins at intersection->move back 10m to improve visibility; 120m from standard crosswalk at 26 th Street)	Install zebra crosswalk on south side
8	Detours	when Spadina Crescent if closed first place drivers go is King Crescent; route drivers to 33 rd Street; Spadina Crescent- divert SB traffic onto 33 rd Street so they don't turn onto Duke Street	Noted. Information forwarded to detours group.
9	Spadina Crescent / 33 rd Street	Sidewalk missing (southbound).	Roundabout proposed as part of 33 rd Street Master Plan. Temporary sidewalk/interim measures not feasible.
10	1 st Avenue	speeding	1 st Avenue is commercial with high volumes of truck traffic; traffic calming not recommended. Speed study will be conducted in spring 2015 to determine if speeding is an issue. Information will be forwarded to police enforcement.
11	Back lane east of 2 nd Avenue - between Queen Street & King Crescent	shortcutting/speeding (waiting on count)	Traffic count indicated traffic volumes within acceptable range.
12	Queen Street & Spadina Crescent	concern about trailing protected left turn signal; pedestrian concern because southbound vehicles are stopped at red light but northbound vehicles have through green light as pedestrians start to cross	Comments will be forwarded for further consideration.
13	3 rd Avenue - all unsignalized intersections	difficult to turn left	Comments will be forwarded for further consideration.
14	Queen Street & 3 rd Avenue	difficult to cross; install 4-way stop (currently temporary with construction)	Traffic count will be conducted to determine if 4-way stop is warranted.
15	26 th Street & 2 nd Avenue	Review pedestrian construction	Plans were reviewed by Traffic Operations Technologist prior to temporary installation. Forwarded for further consideration.

Decision Matrix -- Additional comments Continued

Item	Location	Concern	Decision
16	Various	use other types of temporary curbing; current is ugly	Noted. Existing curbing is feasible and easy to install.
17	Spadina Crescent north of University bridge (near Kinsmen Park)	Traffic signal south of Mendel -- right turn on red light permitted; signage is unclear; suggested terminology- "after stopping on red, please proceed with caution"	Site review indicated existing signage is adequate.
18	One-way streets	drivers going wrong way	Site review indicated existing signage is adequate. Enforcement issue.
19	7 th Avenue	snow gets plowed but not picked up	Forwarded to Public Works Division.
20	Spadina Crescent	heavy trucks	More information required. Call police to request enforcement for heavy trucks on local / collector roadways.
21	Princess Street & 2 nd Avenue	dangerous for pedestrians to cross	Pedestrian count indicated only 8 pedestrians crossing during five peak hours. No recommendations at this time. Protected crossings 320m south at Queen Street and 170m north at Duke Street.



STANDING POLICY COMMITTEE ON TRANSPORTATION

Haultain Neighbourhood Traffic Review

Recommendation of the Committee

That the Neighbourhood Traffic Review for the Haultain neighbourhood be adopted as the framework for future traffic improvements in the area, to be undertaken as funding is made available through the annual budget process.

History

At the April 14, 2015 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation & Utilities Department dated April 14, 2015 was considered.

Attachment

1. April 14, 2015 Report of the General Manager, Transportation & Utilities

Haultain Neighbourhood Traffic Review

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:
That the Neighbourhood Traffic Review for the Haultain neighbourhood be adopted as the framework for future traffic improvements in the area, to be undertaken as funding is made available through the annual budget process.

Topic and Purpose

The purpose of this report is to provide information on the Neighbourhood Traffic Review for the Haultain neighbourhood.

Report Highlights

A traffic plan for the Haultain neighbourhood was developed in consultation with the community, in response to concerns such as speeding, traffic shortcutting, and pedestrian safety. The plan will be implemented over time as funding for the improvements is available.

Strategic Goal

This report supports the Strategic Goal of Moving Around by providing a plan to guide the installation of traffic calming devices and pedestrian safety enhancements to improve the safety of pedestrians, motorists, and cyclists.

Background

A public meeting was held in March 2014 to identify traffic concerns and potential solutions within the Haultain neighbourhood. Representatives from the Saskatoon Police Service were in attendance to address traffic enforcement issues. Based on the residents' input provided at the initial public meeting and the analysis of the traffic data collected, a Traffic Management Plan was developed and presented to the community at a second public meeting held in December 2014.

Report

The development and implementation of the Traffic Management Plan includes four stages:

1. Identify existing problems, concerns and possible solutions through the initial neighbourhood consultation and the Shaping Saskatoon.ca website;
2. Develop a draft traffic plan based on residents' input and traffic assessments;
3. Present the draft traffic plan to the neighbourhood at a follow-up meeting; circulate the plan to other civic divisions for feedback; make adjustments as needed and present the plan to City Council for adoption; and
4. Implement the proposed measures in a specific time frame, short-term (1 to 2 years), medium-term (3 to 5 years), or long-term (more than 5 years).

Haultain Neighbourhood Traffic Review

The majority of concerns received during the consultation included shortcutting, speeding, pedestrian safety, and parking.

The Administration is recommending the following modifications to improve safety in the Haultain neighbourhood:

- Twelve traffic calming devices
- Twelve yield signs
- One standard pedestrian crosswalk
- Three parking restrictions
- One 20kph speed sign
- One major intersection review
- Various sidewalk locations

The installation of each proposed improvement will be implemented in three specific time frames as follows:

Short-term (1 to 2 years)	Temporary traffic calming measures, signage, pavement markings, accessible pedestrian ramps
Medium-term (3 to 5 years)	Permanent traffic calming devices, roadway realignment, sidewalks (in some cases), major intersection reviews
Long-term (5 years plus)	Permanent traffic calming devices, roadway realignment, sidewalks

The Haultain Neighbourhood Traffic Review is included in Attachment 1.

Public and/or Stakeholder Involvement

In March 2014, a public meeting was held to discuss traffic concerns and identify potential solutions. The feedback was used to develop the neighbourhood traffic plan which was presented at a follow-up public meeting in December 2014. Additional feedback received at the follow-up public meeting was also incorporated into the Neighbourhood Traffic Review.

Feedback was provided by internal civic stakeholders of various divisions and departments: Public Works, Saskatoon Transit, Saskatoon Police Service, and the Saskatoon Fire Department on the proposed improvements, which was incorporated into the proposed Neighbourhood Traffic Review.

Communication Plan

The final neighbourhood traffic plan will be shared with the residents of the impacted neighbourhood using several methods: City website, the Community Association, communication forums (i.e. website, newsletter), and by a direct mail-out.

Environmental Implications

The overall impact of the recommendations on traffic characteristics including the impacts on greenhouse gas emissions has not been quantified at this time.

Financial Implications

The implementation of the neighbourhood traffic plan will have significant financial implications. The costs are summarized in the following table:

Item	2015	Beyond 2015
Traffic Calming	\$ 6,000	\$ 72,000
Marked Pedestrian Crosswalks	1,000	-
Stop and Yield Signs	3,000	-
Miscellaneous Signs	1,250	-
Sidewalks	-	653,400
TOTAL	\$11,250	\$725,400

There is sufficient funding within Capital Project #1512 – Neighbourhood Traffic Management to undertake the work in 2015.

The remainder of the work, beyond 2015, will be considered alongside all other improvements identified through the Neighbourhood Traffic Management Program. The Administration’s annual budget submission package will include the list of projects recommended to be funded, and the rationale used to prioritize the projects.

Other Considerations/Implications

There are no options, policy, privacy or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

If adopted by City Council, temporary traffic calming devices and signage will be implemented during the 2015 construction season.

Public Notice

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

Attachment

1. Haultain Neighbourhood Traffic Review, March 9, 2015

Report Approval

Written by: Justine Nyen, Traffic Safety Engineer, Transportation
Reviewed by: Jay Magus, Engineering Manager, Transportation
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities Department

TRANS JN – Haultain Neighbourhood Traffic Review

City of Saskatoon

Haultain Neighbourhood Traffic Review



March 9, 2011

Transportation & Utilities Department

Acknowledgements

The completion of this review would not be possible without the contribution of the following organizations and individuals:

- Haultain residents
- Haultain Community Association
- Saskatoon Police Service
- Saskatoon Light & Power
- Saskatoon Fire Department
- City of Saskatoon Environmental Services
- City of Saskatoon Transit
- City of Saskatoon Transportation
- Great Works Consulting
- Councillor Charlie Clark

Executive Summary

The objective of the Neighbourhood Traffic Management Program is to address traffic concerns within neighbourhoods such as speeding, shortcutting, and pedestrian safety. The program was revised in August 2013 to address traffic concerns on a neighbourhood-wide basis. The revised program involves additional community and stakeholder consultation that provides the environment for neighbourhood residents and City staff to work together in developing solutions that address traffic concerns. The process is outlined in the *Traffic Calming Guidelines and Tools*, City of Saskatoon, 2013.

A public meeting was held in March of 2014 to identify traffic concerns and potential solutions within the Haultain neighbourhood. As a result of the meeting a number of traffic assessments were completed to confirm and quantify the concerns raised by the residents. Based on the residents input and the completed traffic assessments, a Traffic Management Plan was developed and presented to the community at a follow-up meeting held in December 2014.

A summary of recommended improvements for the Haultain neighbourhood are included in **Table ES-1**. The summary identifies the locations, the recommended improvement, and a schedule for implementation. The schedule to implement the Traffic Management Plan can vary depending on the complexity of the proposed improvement. According to the *Traffic Calming Guidelines and Tools* document, the time frame may range from short-term (1 to 2 year); medium-term (3 to 5 years) and long-term (5 years plus). Accordingly, the specific time frame to implement the improvements for these neighbourhoods ranges from 1 to 5 years.

The resulting proposed Haultain Traffic Management Plan is illustrated in **Exhibit ES-1**.

Table ES-1: Haultain Neighbourhood Recommended Improvements

Location	Recommended Improvement	Time Frame
Broadway Avenue & 1 st Street	Install "no parking" signs - on southeast corner of Broadway Avenue 15m from intersection; and on northeast corner of 1st Street 10m from intersection	1 to 2 years
Taylor Street & Dufferin Avenue	Install "no parking" signs on northeast corner of Taylor Street 10m from intersection	
Clarence Avenue between 2 nd Street & alley to north	Install "no parking" signs between bus stop & alley (approximately the length of 2 parking spaces)	
Back lane beside Shell gas station (between 8 th Street & 7 th Street near Broadway Avenue)	20kph speed sign	
Broadway Avenue & 6 th Street	Install standard pedestrian crosswalk	
Lansdowne Avenue at 4 th Street & 6 th Street	Install raised median island with additional yield sign	3 to 5 years
Dufferin Avenue at 1 st , 3 rd , 5 th , & 7 th Streets	Install raised median island with additional yield sign	
<ul style="list-style-type: none"> • Albert Avenue between Taylor Street & 4th Street (west side) • Lansdowne Avenue between 2nd Street & 8th Street (east side) • Dufferin Avenue between Taylor Street & 1st Street (east side) • Dufferin Avenue between 2nd Street & 8th Street (east side) 	Install sidewalk	5 years plus
Taylor Street & Clarence Avenue	Major intersection review	TBD
8 th Street between Broadway Avenue & Clarence Avenue	Include review in Active Transportation Plan with options to add pedestrian / cyclist crossing	TBD

Item	Location	Proposed Action	Timeline
1	Waverley Avenue & 1st Street	Install 'no parking' signs on the east side of Waverley Avenue City from the intersection and on the west side of 1st Street from the intersection.	1 to 2 years
2	Town Street & 2nd Street	Install 'no parking' signs on the east side of Town Street from the intersection and on the west side of 2nd Street from the intersection.	1 to 2 years
3	Division Street between 2nd Street & 3rd Street	Install 'no parking' signs on the east side of Division Street between 2nd Street & 3rd Street.	1 to 2 years
4	Queen Street between 2nd Street & 3rd Street	Install 'no parking' signs on the east side of Queen Street between 2nd Street & 3rd Street.	1 to 2 years
5	Stromberg Avenue & 3rd Street	Install 'no parking' signs on the east side of Stromberg Avenue between 3rd Street & 4th Street.	1 to 2 years
6	Lambton Avenue at 4th Street & 5th Street	Install 'no parking' signs on the east side of Lambton Avenue at 4th Street & 5th Street.	1 to 2 years
7	Carlton Avenue at 1st Street, 2nd Street & 3rd Street	Install 'no parking' signs on the east side of Carlton Avenue at 1st Street, 2nd Street & 3rd Street.	1 to 2 years



LEGEND

- STOP SIGN
- ▼ YIELD SIGN
- BUS ROUTE
- TRAFFIC SIGNAL LOCATION
- PEDESTRIAN ACTUATED SIGNAL LOCATION
- ACTIVE PEDESTRIAN CORRIDOR LOCATION

HAULTAIN TRAFFIC PLAN City of Saskatoon

Exhibit ES-1

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1. Introduction

The purpose of this project was to develop a Traffic Management Plan for the Haultain neighbourhood following the implementation procedure outlined in the *City of Saskatoon Traffic Calming Guidelines and Tools* adopted by City Council in August 2013.

The Haultain neighbourhood is located on the east side of the South Saskatchewan River and is bound by Wiggins Avenue to the east, Taylor Street to the south, Broadway Avenue to the west, and 8th Street to the north. The area is mostly residential with one school (École Canadienne-Francais on Albert Avenue), the W.W. Ashley Park, and commercial development on 8th Street.

The development and implementation of the traffic management plan includes four stages:

- **Stage 1** - Identify existing problems, concerns and possible solutions through the initial neighbourhood consultation and the Shaping Saskatoon Website.
- **Stage 2** - Develop a draft traffic plan based on resident's input and traffic assessments.
- **Stage 3** - Present the draft traffic plan to the neighbourhood at a follow-up meeting; circulate the plan to other civic divisions for feedback; make adjustments as needed; and present the plan to City Council for approval.
- **Stage 4** - Implement the proposed measures in specific time frame, short-term (1 to 2 years), medium-term (3 to 5 years) or long-term (5 years plus).

2. Identifying Issues, Concerns, & Possible Solutions

A public meeting was held in March of 2014 to identify traffic concerns within the neighbourhood. At the meeting, residents were given the opportunity to express their concerns and suggest possible solutions.

The following pages summarize the concerns and suggested solutions identified during the initial consultation with the neighbourhood residents.

CONCERN 1 – SPEEDING AND SHORTCUTTING

Shortcutting occurs when non-local traffic passes through the neighbourhood on local streets to a destination outside of the neighbourhood. These streets are designed and intended for low traffic volumes. In the case of Haultain, the bordering arterial streets (33rd Street, Idylwyld Drive, 22nd Street, and Avenue H) are designated to accommodate larger traffic volumes.

As speeding often accompanies shortcutting, these concerns have been grouped into one category.

Neighbourhood concerns for speeding and shortcutting were at the following locations:

- Munroe Avenue - speeding caused by installation of yield signs; since school zones were implemented on Taylor Street, everyone uses Munroe Avenue to shortcut to 8th Street
 - McKinnon Avenue - speeding in the fall
 - Back lane beside Shell gas station / Tim Hortons parking lot (between 7th Street & 8th Street) – shortcutting to get onto Broadway Avenue; speeding
 - Albert Avenue - speeding in school zone on Clarence Avenue and near W.W. Ashley Park between 1st Street & Taylor Street; parents drop off kids at park and running across the street not paying attention
 - 1st Street shortcutting from Clarence Avenue to Albert Avenue when vehicles are backlogged at red light at Clarence Avenue & Taylor Street
 - Broadway Avenue – speeding between 8th Street & Taylor Street
 - Clarence Avenue – high traffic volumes since opening of Stonebridge; having only one lane on Clarence Avenue causes blockage and disrupts traffic flow
 - Taylor Street - high traffic volumes since opening of Stonebridge; speeding
 - Wiggins Avenue – speeding on 1300 block
 - Lansdowne Avenue – speeding
 - Dufferin Avenue – speeding
 - 5th Street – speeding / shortcutting to avoid traffic of 8th Street and Taylor Street to get between Cumberland Avenue & Clarence Avenue; many near misses at McKinnon Avenue; daycare in the area
- Speeding in playground zones is rarely enforced

Proposed solutions identified by residents:

- Install speed humps
- Close boulevard on 8th Street so drivers can't turn onto Munroe Avenue
- Lower speed limit during summer hours on Albert Avenue between 1st Street & Taylor Street
- Install dedicated left turn lanes on Clarence Avenue
- Implement 40kph speed limit in residential area and single lane streets
- Install flashing light or strong visual clue (not flow restricting) on Clarence Avenue in the school zone
- 8th Street - eliminate left turns from Haultain; access should be limited by use of medians to prohibit crossing or turning left onto 8th Street for all residents. The street is far too busy and dangerous to allow for these movements, traffic should filter to Broadway Avenue and Clarence Avenue instead. Full movements could still be allowed from 8th Street into the communities.

CONCERN 2 - PEDESTRIAN SAFETY

Pedestrian crosswalks need to adhere to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, November 15, 2004 which states the following:

“The installation of appropriate traffic controls at pedestrian crossings shall be based on warrants listed in the document entitled “Traffic Control at Pedestrian Crossings – 2004” approved by City Council in 2004.”

Neighbourhood concerns regarding pedestrian safety were at the following locations:

- Lack of pedestrian crosswalks throughout neighbourhood
- Back lane beside Shell gas station/Tim Hortons parking lot (between 7th Street & 8th Street) – speeding down back lane towards 7th Street; pedestrian safety at 7th Street access is a concern
- Munroe Avenue, Albert Avenue – missing sidewalks
- Broadway Avenue between Taylor Street & 8th Street – drivers don't yield to pedestrians; high volume of children living in area
- Drivers are very aggressive towards pedestrians
- Clarence Avenue & 2nd Street – bus stop near intersection; difficult to cross
- Install missing sidewalks - Lansdowne Avenue, Dufferin Avenue

Proposed solutions identified by residents:

- More painted lines on the street and perhaps flashing lights so motorists will stop for pedestrians
- Broadway Avenue between 8th Street & Taylor Street – more enforcement, signage, traffic lights, or speed humps to improve pedestrian safety
- Clarence Avenue & 3rd Street – install pedestrian device
- Clarence Avenue & 2nd Street – install pedestrian sign to mark crossing so that motorists are aware that there may be pedestrians crossing to bus stop

CONCERN 3 - TRAFFIC CONTROL

Traffic control signs are used in order to assign the right-of-way and must meet guidelines in City of Saskatoon Council Policy C07-007 *Traffic Control – Use of Stop and Yield Signs*, January 26, 2009 which states that stop and yield signs are not to be used as speed control devices, to stop priority traffic over minor traffic, on the same approach to an intersection where traffic signals are operational, or as a pedestrian crossing device.

An all-way stop must meet the conditions for traffic volume, collision history, and must have a balanced volume from each leg to operate sufficiently.

The Stop & Yield Retrofit Program was implemented in Haultain in fall 2013. As part of the program, yield signs were installed at all uncontrolled intersections in an alternating pattern so a thoroughfare is prevented.

Neighbourhood concerns regarding traffic controls included:

- Alternating yield sign pattern (part of the Stop & Yield Retrofit Program) is odd. Drivers still need to check both ways before proceeding
- Clarence Avenue & 2nd Street – install pedestrian sign to mark crossing so that motorists are aware that there may be pedestrians crossing to bus stop

CONCERN 4 – PARKING

Parking is allowed on all city streets unless signage is posted. According to City of Saskatoon Bylaw 7200, *The Traffic Bylaw*, December 16, 2013, vehicles are restricted from parking within 10 metres of an intersection and one metre of a driveway crossing.

Neighbourhood concerns regarding parking were at the following locations:

- Munroe Avenue – parking on both sides makes street too narrow for emergency vehicles (worse in winter); parking makes left turn from 8th Street dangerous because Munroe Avenue is congested; Sundays are worse because churches nearby
- Sight lines obstructed due to parking at:
 - 1st Street & Broadway Avenue (next to medical clinic)
 - Dufferin Avenue & Taylor Street (next to daycare)
 - Clarence Avenue by alley between 2nd Street & 3rd Street on east side (during church service on Tuesday and Sundays)
 - and 5th Street at Clarence Avenue & McKinnon Avenue
- Lansdowne Avenue and Dufferin Avenue between Taylor Street & 8th Street - Alternating yields facing side streets aren't visible due to parked cars
- Overcrowding on side streets especially during street cleaning or snow cleaning. Many cars are not moved and the streets are not cleaned or cleared properly
- Some houses contain many residents which all own cars, one in particular has 5 cars, one car in a driveway, 4 on the street, far exceeding the lot width of the property

Proposed solutions identified by residents:

- Munroe Avenue - remove parking on one side
- Install “no parking” signs or enforcement to ensure parked cars are 10m back from intersections; leave space by driveways so drivers can back out safely
- More public awareness for parking bylaw (10m rule)
- Lansdowne Avenue and Dufferin Avenue between Taylor Street & 8th Street: restrict parking to at least 20m at intersections to improve sight lines on intersections where Lansdowne and Dufferin yield to East / West traffic
- Implement residential parking permit program and change the program to allow only two permits per property

CONCERN 5 – CYCLING

Cycling is a practical mode of transportation in Haultain, as the neighbourhood is in close proximity to the University of Saskatchewan, the downtown core, and other nearby amenities.

Neighbourhood concerns regarding cycling included:

- Drivers are very aggressive towards cyclists
- Crossing 8th Street is very difficult particularly at Dufferin Ave

Proposed solutions identified by residents:

- Install cycling lanes on Dufferin Avenue and Lansdowne Avenue (wide streets)
- Link Nutana and Haultain (crossing 8th Street) with a pedestrian bridge via Dufferin Avenue or Lansdowne Avenue

CONCERN 6 – MAINTENANCE

A majority of the residents were concerned about the condition of the streets in Haultain (i.e. snow clearing, potholes, tree trimming, and temporary traffic calming devices).

Neighbourhood concerns regarding maintenance were at the following locations:

- Albert Avenue – snow piled in centre of street from 5th Street to 7th Street causes visibility issues
- East / West roads in very bad condition generally (snow ruts, potholes)
- Back lanes need grading to reduce giant puddles in the spring. Some areas, including the yards are poorly graded, and lakes form in the back lanes, combined with garbage debris.
- The catch basins are not functioning appropriately, lakes develop on road surface and make proper crossing difficult/impossible
- The quality of the streets (especially Taylor Street) is a concern - sink holes, protruding and sunk in manholes, pot holes, deteriorating asphalt all over the place, repairs below the street that have not actually been repaired but rather filled in with gravel
- Curbs are down to an inch because of paving over pavement instead of grading the street down and laying new asphalt

CONCERN 7 – MAJOR INTERSECTIONS

Neighbourhood concerns regarding major intersections were at the following locations:

- **Broadway Avenue & 8th Street:**
 - More crossing time needed for pedestrians
 - Crossing Broadway Ave should be changed in off peak periods to North / South and East / West signalization, two phases only, not three
 - Wait time to cross is very long
 - Visual obstructions at the crossings, especially the northeast corner
- **Clarence Avenue & 8th Street:**
 - Drivers making left turn into alley behind Scotiabank going southbound hold up traffic into the Clarence Avenue & 8th Street intersection; drivers entering Clarence Avenue going south are forced to change lanes on short notice or risk being caught within the intersection
 - Restrict left turns into alley by Scotiabank or make lane one-way
 - Install blockade so drivers cannot enter back lane southbound
 - Scotiabank has parking lot that is accessible from 8th Street or the back lane at McKinnon Avenue
 - Need barrier to prevent turns and make lane one-way (east, so right turn into lane only). Signage alone is not effective.

3. Assessment

Stage 2 of the plan development included developing a draft traffic management plan. This was completed by the following actions:

- Create a detailed list of all the issues provided by the residents.
- Collect historical traffic data and information the City has on file for the neighbourhood.
- Prepare a data collection program that will provide the appropriate information needed to undertake the assessments.
- Complete the data collection, which may include:
 - Intersection turning moving counts
 - Pedestrian counts
 - Daily and weekly traffic counts
 - Average speed measurements
- Assess the issues by using the information in reference with City policies, bylaws, and guidelines, transportation engineering design guidelines and technical documents, and professional engineering judgement.

The following sections provide details on the data collected for traffic volumes (peak hours, daily, and weekly), travel speed, and pedestrian movements.

1. Traffic Volumes and Travel Speeds

Traffic volumes and travel speeds were measured to assist in determining the need for traffic calming devices. In Saskatoon the neighbourhood streets are classified typically as either local or collector streets. Traffic volumes (referred to as Average Daily Traffic) on these streets should meet the City of Saskatoon guidelines shown in **Table 3-1**.

Table 3-1: City of Saskatoon Street Classifications and Characteristics

Characteristics	Classifications					
	Back Lanes		Locals		Collectors	
	Residential	Commercial	Residential	Commercial	Residential	Commercial
Traffic function	Access function only (traffic movement not a consideration)		Access primary function (traffic movement secondary consideration)		Traffic movement and land access of equal importance	
Average Daily Traffic (vehicles per day)	<500	<1,000	<1,000	<5,000	<5,000	8,000-10,000
Typical Speed Limits (kph)	20		50		50	
Transit Service	Not permitted		Generally avoided		Permitted	
Cyclist	No restrictions or special facilities		No restrictions or special facilities		No restrictions or special facilities	
Pedestrians	Permitted, no special facilities		Sidewalks on one or both sides	Sidewalks provided where required	Typically sidewalks provided both sides	Sidewalks provided where required
Parking	Some restrictions		No restrictions or restriction on one side only		Few restrictions other than peak hour	

Travel speeds were measured to determine the 85th percentile speed, which is the speed at which 85% of vehicles are travelling at or below. The speed limit in the Haultain area is 50kph, except for school zones where the speed limit is 30kph from September and June, 8:00 a.m. to 5:00 p.m., excluding weekends.

The speed studies and Average Daily Traffic (ADT) on streets where speeding was identified as an issue are summarized in **Table 3-2**.

Table 3-2: Speed Studies and Average Daily Traffic Counts (2014)

Location	Between	Class	Average Daily Traffic (vpd)	Speed (kph)
Back lane	7 th Street / 8 th Street & Broadway Avenue/McKinnon Avenue (by Shell gas station parking lot)	lane	362	20.3
Munroe Avenue	2 nd Street & 3 rd Street	local	736	42.5
Munroe Avenue	5 th Street & 6 th Street		859	43.4
5 th Street	Clarence Avenue & McKinnon Avenue		507	NA
5 th Street	McKinnon Avenue & Munroe Avenue		455	NA
Albert Avenue	3 rd Street & 5 th Street		286	regular=42.3, school=33.8
Albert Avenue	1 st Street & 2 nd Street		365	45.2
Wiggins Avenue	7 th Street & 8 th Street		193	36.3
Lansdowne Avenue	1 st Street & 2 nd Street		660	44.8
Broadway Avenue	5 th Street & 6 th Street	arterial	1368	56.7
Clarence Avenue	3 rd Street & 4 th Street		7809	regular=57.6, school=37.2

The following locations were measured on multiple attempts but resulted in errors due to vehicles parking over the tubes and errors with the equipment.

Table 3-3: Speed Studies and Average Daily Traffic Counts – Error Locations

Location	Between	Class
McKinnon Avenue	6 th Street & 7 th Street	local
McKinnon Avenue	1 st Street & 2 nd Street	
Dufferin Avenue	2 nd Street & 3 rd Street	
1 st Street	Clarence Avenue & Albert Avenue	

2. Pedestrian Assessments

A pedestrian facilities plan was used to determine the locations with missing sidewalk connections and pedestrian accessibility ramps. Connections to parks and schools were considered as high priority. The pedestrian facilities map is shown in **Appendix A**.

4. Plan Development

Stage 3 of the project included finalizing the recommended plan. This was achieved by completing the following steps:

- Based on the assessments, prepare a plan that illustrates the appropriate recommended improvement
- Present the draft plan to the residents at a follow-up public meeting
- Circulate the draft plan to the Civic Divisions for comment
- Revise the draft plan based on feedback from the stakeholders
- Prepare a technical document summarizing the recommended plan and project process

The tables in the following sections provide the details of the recommended traffic management plan, including the location, recommended improvement, and the justification of the recommended improvement.

1. Speeding / Shortcutting

The recommended improvements and justification to address speeding and shortcutting are detailed in **Table 4-1**.

Table 4-1: Recommended Improvements to Reduce Speeding and Shortcutting

Location	Recommended Improvement	Justification
Back lane beside Shell gas station (between 8 th Street & 7 th Street near Broadway Avenue)	20kph speed sign	Reduce speed in back lane
Lansdowne Avenue at 4 th Street & 6 th Street	Install raised median island with additional yield sign	Reduce speed & enhance visibility of yield signs on wide street
Dufferin Avenue at 1 st , 3 rd , 5 th , & 7 th Streets	Install raised median island with additional yield sign	Reduce speed & enhance visibility of yield signs on wide street

¹ For details on these devices refer to the *City of Saskatoon Traffic Calming Guidelines and Tools*

2. Pedestrian Safety

The safety of the pedestrian environment is important to encourage people to walk to school, work, and nearby amenities as opposed to driving. Accordingly, the recommended improvements to increase pedestrian safety are detailed in **Table 4-2**.

Table 4-2: Recommended Pedestrian Safety Improvements

Location	Recommended Improvement	Justification
Broadway Avenue & 6th Street	Install standard pedestrian crosswalk	Improve pedestrian safety; connects to bus stops (only enhanced crossing on Broadway Avenue between 3rd Street & 8th Street)
<ul style="list-style-type: none"> • Albert Avenue between Taylor Street & 4th Street (west side) • Lansdowne Avenue between 2nd Street & 8th Street (east side) • Dufferin Avenue between Taylor Street & 1st Street (east side) • Dufferin Avenue between 2nd Street & 8th Street (east side) 	Install sidewalk	Complete sidewalk connections to parks and schools; improve pedestrian safety
8th Street between Broadway Avenue & Clarence Avenue	Include review in Active Transportation Plan with options to add pedestrian/cyclist crossing.	Improve pedestrian (and cyclist) safety

3. Parking Improvements

The recommended improvements to parking that will improve the level of safety at specific intersections is detailed in **Table 4-3**.

Table 4-3: Recommended Parking Improvements

Location	Recommended Improvement	Justification
Broadway Avenue & 1 st Street	Install "no parking" signs - on southeast corner of Broadway Avenue 15m from intersection; and on northeast corner of 1 st Street 10m from intersection	Enhance sightlines
Taylor Street & Dufferin Avenue	Install "no parking" signs on northeast corner of Taylor Street 10m from intersection	Enhance sightlines
Clarence Avenue between 2 nd Street & alley to north	Install "no parking" signs between bus stop & alley (approximately the length of 2 parking spaces)	Enhance sightlines

4. Major Intersection Reviews

The mandate for the Neighbourhood Traffic Management Reviews is to focus on neighbourhood streets such as local roads and collector roads. As almost all neighbourhoods are bound by arterial streets, such as Clarence Avenue or Taylor Street, it is not uncommon to have residents raise issues regarding these streets. However, arterial streets are much more complex than local or collector streets due to larger traffic volumes, different types of drivers (commuters), coordinated traffic signals, transit accommodation, and potentially many commercial accesses. To properly address these, the typical transportation engineering approach would require a corridor study or a major intersection review, both of which are expensive and require significant resources. Through the Neighbourhood Traffic Reviews, the City is compiling a list of issues on arterial streets. The Transportation division is working to prioritize the issues, identify the work requirements, and secure funding to complete these types of assessments.

Follow up Consultation – Presentation of Traffic Management Plan

The initial recommended improvements were presented at a follow-up public meeting in December 2014. Recommended improvements that were not supported by the residents were eliminated or altered accordingly. A decision matrix detailing the list of recommended improvements presented at the follow-up meeting, as well as additional comments received, are included in **Appendix B**.

The recommendations were circulated to the Civic Divisions (including Saskatoon Police Service, Saskatoon Light & Power, Saskatoon Fire Department, Environmental Services, and Transit) to gather comments and concerns. General support was received.

5. Recommended Plan and Cost Estimates

Stage 4, the last stage of the process, is to install the recommended improvements for the Haultain neighbourhood within the specified timeframe. The timeframe depends upon the complexity and cost of the solution. A short-term time frame is defined by implementing the improvements within 1 to 2 years; medium-term is 3 to 5 years; and long-term is 5 years plus.

The placement of pedestrian and traffic control signage will be completed short-term (1 to 2 years).

All traffic calming measures will be installed temporarily using rubber curbing until proven effective, and will be implemented short-term (1 to 2 years).

Permanent traffic calming often includes removing the temporary barriers and reconstructing with concrete. The timeline for permanent traffic calming may depend on the complexity of the device and the availability of funding; therefore the timeline is medium-term (3 to 5 years).

Major intersection reviews are based on the number of other locations to be reviewed city-wide and the availability of funding. The timeline for review will be medium-term (1 to 5 years).

The estimated costs of the improvements included in the Neighbourhood Traffic Management Plan are outlined in the following tables:

- **Table 5-1:** Traffic Calming Cost Estimate
- **Table 5-2:** Marked Pedestrian Crosswalks Cost Estimate
- **Table 5-3:** Traffic Control Signage – Stop & Yield Cost Estimate
- **Table 5-4:** Miscellaneous Signage Cost Estimate
- **Table 5-5:** Sidewalks Cost Estimate
- **Table 5-6:** Total Cost Estimate

Table 5-1: Traffic Calming Cost Estimate

Location	Device (s)	Cost Estimate		Time Frame
		Temporary	Permanent	
Lansdowne Avenue at 4 th Street & 6 th Street	8 raised median islands	\$2,000	\$24,000	3 to 5 years
Dufferin Avenue at 1 st , 3 rd , 5 th , & 7 th Street	5 raised median islands	\$4,000	\$48,000	
Total		\$6,000	\$72,000	

Temporary traffic calming will be installed in 2015 and will be monitored to determine its effectiveness. If proven effective, the devices will be made permanent. Until they are made permanent, the devices will remain temporary and maintained on a yearly basis. An estimated cost for maintenance is about \$5,000 dollars per year. The maintenance typically involves the replacement of damage curbs as result of the winter- snow season removal, causing damage from vehicle impact, etc.

Table 5-2: Marked Pedestrian Crosswalks Cost Estimate

Location	Device (s)	Cost Estimate	Time Frame
Broadway Avenue & 6 th Street	4 signs & standard crosswalk markings	\$1,000	1 to 2 years
Total		\$1,000	

The operating impact on an annual basis to maintain a painted crosswalk is approximately \$60 each.

Table 5-3: Traffic Control Signage – Stop & Yield Cost Estimate

Location	Device (s)	Number of Signs	Cost Estimate	Time Frame
Lansdowne Avenue at 4 th Street & 6 th Street	Yield signs	4	\$1,000	1 to 2 years
Dufferin Avenue at 1 st , 3 rd , 5 th , & 7 th Street	Yield signs	8	\$2,000	
Total			\$3,000	

Table 5-4: Miscellaneous Signage Cost Estimate

Location	Device (s)	Number of Signs	Cost Estimate	Time Frame
Back lane beside Shell gas station (between 8 th Street & 7 th Street near Broadway Avenue)	20kph speed sign	1	\$250	1 to 2 years
Broadway Avenue & 1 st Street	"No parking" sign	2	\$500	
Taylor Street & Dufferin Avenue	"No parking" sign	1	\$250	
Clarence Avenue between 2 nd Street & alley to north	"No parking" sign	1	\$250	
Total			\$1,250	

Table 5-5: Sidewalks Cost Estimate

Location	Distance (m)	Cost Estimate	Time Frame
Albert Avenue between Taylor Street & 4 th Street (west side)	355	\$156,200	5 years plus
Lansdowne Avenue between 2 nd Street & 8 th Street (east side)	500	\$220,000	
Dufferin Avenue between Taylor Street & 1 st Street (east side)	90	\$39,600	
Dufferin Avenue between 2 nd Street & 8 th Street (east side)	540	\$237,600	
Total		\$653,400	

Table 5-6: Total Cost Estimate

Category	Signage & Temporary Traffic Calming	Permanent
Traffic Calming	\$6,000	\$72,000
Marked Pedestrian Crosswalks	\$1,000	NA
Traffic Control Signage	\$3,000	NA
Miscellaneous Signage	\$1,250	NA
Sidewalks	NA	\$653,400
Total	\$11,250	\$725,400

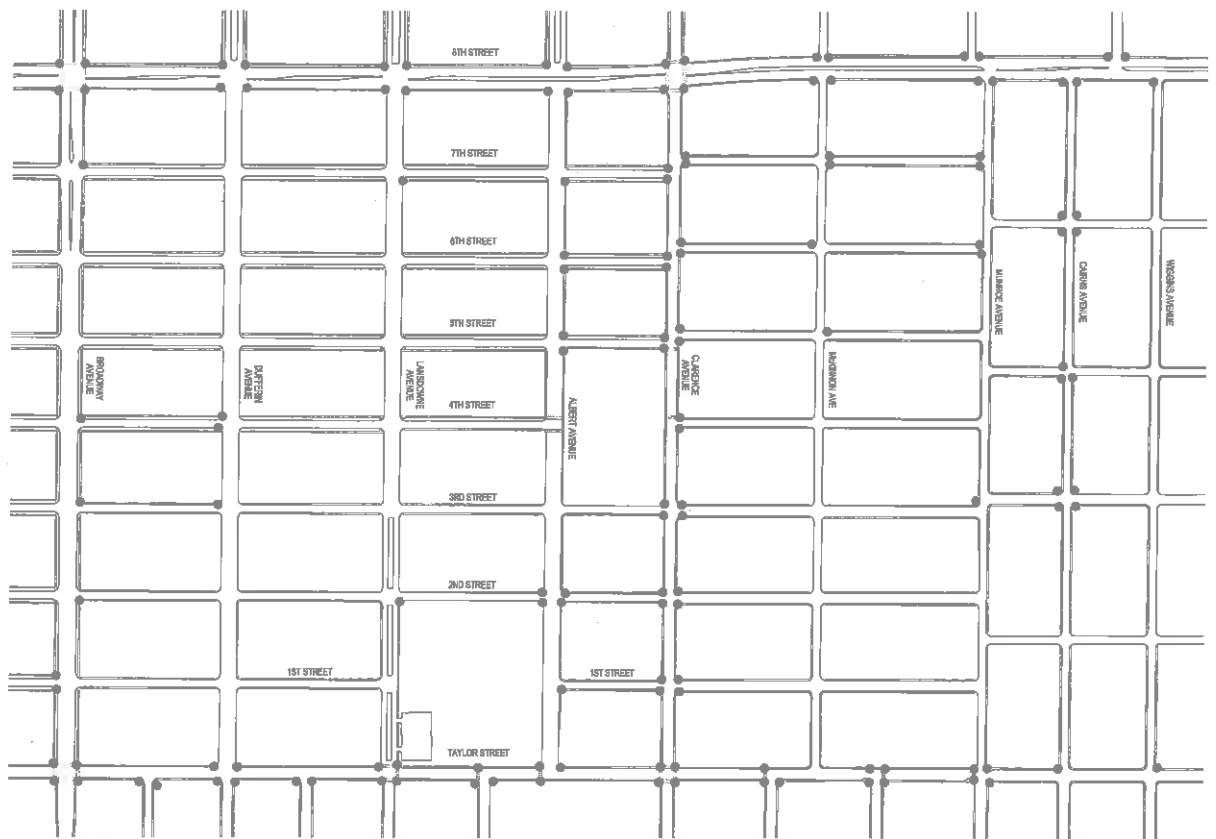
The total cost estimate for signage, pavement markings, and temporary traffic calming devices to be installed in 2015 is **\$11,250**. The total cost estimate for the installation of future permanent devices, including sidewalks, and permanent traffic calming is **\$725,400**.

Resulting from the plan development process, the recommended improvements, including the location, type of improvement, and schedule for implementation are summarized in **Table 5-7**. The resulting recommended Haultain Neighbourhood Traffic Management Plan is illustrated in **Exhibit 5-1**.

Table 5-7: Haultain Neighbourhood Recommended Improvements

Location	Recommended Improvement	Time Frame
Broadway Avenue & 1 st Street	Install "no parking" signs - on southeast corner of Broadway Avenue 15m from intersection; and on northeast corner of 1 st Street 10m from intersection	1 to 2 years
Taylor Street & Dufferin Avenue	Install "no parking" signs on northeast corner of Taylor Street 10m from intersection	
Clarence Avenue between 2 nd Street & alley to north	Install "no parking" signs between bus stop & alley (approximately the length of 2 parking spaces)	
Back lane beside Shell gas station (between 8 th Street & 7 th Street near Broadway Avenue)	20kph speed sign	
Broadway Avenue & 6 th Street	Install standard pedestrian crosswalk	
Lansdowne Avenue at 4 th Street & 6 th Street	install raised median island with additional yield sign	3 to 5 years
Dufferin Avenue at 1 st , 3 rd , 5 th , & 7 th Street	Install raised median island with additional yield sign	
<ul style="list-style-type: none"> • Albert Avenue between Taylor Street & 4th Street (west side) • Lansdowne Avenue between 2nd Street & 8th Street (east side) • Dufferin Avenue between Taylor Street & 1st Street (east side) • Dufferin Avenue between 2nd Street & 8th Street (east side) 	Install sidewalk	5 years plus
Taylor Street & Clarence Avenue	Major intersection review	TBD
8 th Street between Broadway Avenue & Clarence Avenue	Include review in Active Transportation Plan with options to add pedestrian/cyclist crossing.	TBD

Appendix A
Pedestrian Facilities Map



LEGEND

- SIDEWALK
- PEDESTRIAN RAMP

HAULTAIN PEDESTRIAN FACILITIES



Appendix B

Recommendation Review Matrix

Decision Matrix – Recommendations proposed at Initial meeting

Item	Location	Recommendation	Group 1	Group 2	Additional Comments	Decision
1	Munroe Ave between Taylor Street & 2 nd Street, and between 6 th Street & 8 th Street	Install sidewalk on the west side		not high priority		Removed. Location is low priority.
2	Broadway Ave & 8 th Street	Major intersection review		do not want crossing Broadway Avenue changed in off peak hours to north-south/east-west signalization phases		Removed. Location is low priority.
3	Clarence Ave - school zone between 5 th Street & 3 rd Street	Flashing lights for school zone	if flashing lights are going back use bigger ones	not in favour; install pedestrian-activated signal at 5 th Street & Clarence Avenue instead		Removed. Location selected for photo radar.
4	Albert Ave between Taylor Street & 4 th Street	Install sidewalk on west side				Carried.
5	Lanadowne Avenue between 2 nd Street & 8 th Street	Install sidewalk on east side				Carried.
6	Lanadowne Avenue at 4 th Street & 6 th Street	Install median island with additional yield sign	snow clearing concerns at median islands			Carried.
7	Dufferin Avenue between Taylor Street & 1 st Street, and between 2 nd Street & 8 th Street	Install sidewalk on east side				Carried.
8	Dufferin Avenue at 1 st , 3 rd , 5 th , & 7 th Streets	Install median island with additional yield sign	not in favour; yield signs should be on side streets		Waste of tax payers money. Median island signs always get hit and are laying on the street, twisted from an obvious collision. Instead install stop signs on all streets (1 st Street to 7 th Street) which intersect Dufferin Avenue.	Carried.
9	Broadway Avenue & 1 st Street	Install "no parking" signs - on southeast corner of Broadway Avenue 15m from intersection; on northeast corner of 1 st Street 10m from intersection				Carried.
10	Taylor Street & Dufferin Avenue	Install "no parking" signs on northeast corner of Taylor Street 15m from intersection	5 minute loading zone instead; talk to daycare	talk to daycare to find out what they need before restrictions		Install "No Parking" sign on the northeast corner of Taylor Street 10m from intersection. "5 minute loading zone" must be requested by daycare.
11	Clarence Ave between 2 nd Street & alley to north	Install "no parking" signs between bus stop & alley (approximately 2 parking spaces)		review all alleys not just the one; specifically along Clarence Avenue		Carried. High priority due to high traffic volumes on Clarence Avenue and church parking.
12	8 th Street between Broadway Avenue & Clarence Avenue	Include review in Active Transportation Plan with options to add pedestrian/cyclist crossing.		Lanadowne & 8 th Street is preferred location		Carried.

Decision Matrix – Additional comments

Item	Location	Concern	Decision
1	Back lane beside Shell gas station (between 8 th Street & 7 th Street near Broadway Avenue)	Speeding / shortcutting down back lane from gas station / Tim Hortons parking lot to get to Broadway Avenue; lots of pedestrians near back lane access at 7 th Street; Install 20kph speed sign of 'entrances only' sign	Average daily traffic and 85th percentile speed were measured in August of 2014 and found to be within an acceptable range (362 vehicles per day and 20kph). Due to concerns a 20kph will be added to the recommendations.
2	8 th Street at Munroe Avenue and Wiggins Avenue	Use concrete blocks to restrict left turns onto 8 th Street with 'Right-Turn Only' sign; recommend left turn restriction on 8 th Street / extend median	Comments will be included in 8 th Street Review.
3	Broadway Avenue between Taylor Street & 8 th Street	Install crosswalks (i.e. 4 th Street and 6 th Street) to slow vehicles. Reduce speeds with additional signage, speed board program, or APC.	85th percentile speed was measured to be 56.7kph. Since Broadway Avenue is a minor arterial traffic calming is not recommended. Peak hours for speeding will be reviewed and forwarded to Police to consider enforcement. There's currently only one standard crossing on Broadway Avenue between 8th Street and Taylor Street, at 3 rd Street. A review of the bus stops indicated stops at 2 nd Street, 3 rd Street, 4 th Street, & 6 th Street. An additional standard crosswalk on the south side of 6 th Street is recommended to provide a safer connection to the bus stop, and allow adequate spacing between bus stops (traffic signals at Broadway Ave is 200m to the north, standard crosswalk at 3 rd Street is 290m to the south).
4	Taylor Street & Clarence Avenue	North-south traffic backed up due to left turning vehicles; add protected left turn; add westbound left turn & southbound left turn	Major Intersection Review.
5	8 th Street	Missing sidewalks	Site check confirmed no missing sidewalk connections on 8 th Street bordering Haultain (Broadway Avenue to Wiggins Avenue).
6	8 th Street & Clarence Avenue	No parking to increase storage for right turning vehicles; review original timing	Comments will be forwarded to Traffic Signal Operations Tech to review timing. No changes recommended to parking.
7	Broadway Avenue	Add cycling lanes	Comments will be forwarded for further consideration.
8	Various locations	Off-street parking should be required for new buildings (i.e. garage suites, basement suites, granny suites etc.)	Issues will be addressed through Infill recommendations.
9	Various locations	Coordination between City & Canada Post for new mail delivery service	Not feasible.
10	Taylor Street to Lorne Avenue	Paving needed	Roadway resurfacing scheduled for 2015.
11	5 th Street between McKinnon & Munroe	Speeding / shortcutting	Traffic count indicated 465 vehicles per day. This is within acceptable range for a local roadway (i.e. less than 1,000vpd)



STANDING POLICY COMMITTEE ON TRANSPORTATION

Cummins Western Canada – Engine Repairs and/or Parts – Blanket Purchase Order

Recommendation of the Committee

1. That the Administration prepare a blanket purchase order with Cummins Western Canada for the repair of engines and/or engine parts exclusive to the majority of the low floor buses for up to five years, for a total estimated cost of \$300,000 (not including taxes) per year; and
2. That Purchasing Services issue the appropriate blanket purchase order.

History

At the April 14, 2015 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation & Utilities Department dated April 14, 2015 was considered.

Attachment

1. April 14, 2015 Report of the General Manager, Transportation & Utilities

Cummins Western Canada - Engine Repairs and/or Parts - Blanket Purchase Order

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:

1. That the Administration prepare a blanket purchase order with Cummins Western Canada for the repair of engines and/or engine parts exclusive to the majority of the low floor buses for up to five years, for a total estimated cost of \$300,000 (not including taxes) per year; and
2. That Purchasing Services issue the appropriate blanket purchase order.

Topic and Purpose

The purpose of this report is to request City Council approve a blanket purchase order for Cummins Western Canada (Cummins) for the supply of emergency engine repairs and/or parts.

Report Highlights

1. A blanket purchase order is the procurement approach that the Administration believes is best suited for the purchase of proprietary parts and service.
2. Cummins is the only company in Saskatoon that can provide the required engine repairs and/or parts for the majority of the low floor buses.
3. It is recommended that the Administration negotiate a multi-year blanket purchase order with Cummins.

Strategic Goal

This report supports the Strategic Goal of Continuous Improvement by standardizing parts for buses and establishing multi-year blanket purchase orders.

Report

Blanket Purchase Order is Recommended

Blanket purchase orders will allow Saskatoon Transit to reduce the administrative time spent raising and managing individual purchase orders. This approach will give the Administration the best opportunity to reduce unit costs and obtain the benefit of bulk pricing discounts by combining a number of smaller purchases into a single larger contract. Managing procurement under a single, larger Blanket Purchase Order will also enable Cummins to lower their administrative costs.

Cummins is the Only Supplier

Saskatoon Transit is required to purchase, install and overhaul transit bus engines on an emergency basis with a goal of minimizing down time and creating the least amount of disruption to the City of Saskatoon's Transit service. Cummins is the only supplier

that can provide the required engine parts for the majority of the low floor buses (Attachment 1).

Cummins is currently the only shop in Saskatoon that has the Cummins specific training to work on the newer style emissions. During the warranty period, all work must be performed by Cummins in order to protect the warranty. However, upon expiration of the warranty, Saskatoon Transit will explore the use of other shops pending proper training documents can be provided and evaluated by the Maintenance Manager to ensure proper compliance.

Negotiate a Blanket Purchase Order

The Administration is recommending that the City negotiate directly with Cummins to obtain a blanket purchase order for Saskatoon Transit, for the repairs and/or parts that can only be provided by Cummins. By combining purchases into one contract, the City will have additional bargaining power and be able to take advantage of any available bulk purchasing discounts.

Options to the Recommendation

The supply of the materials could be individually sole sourced instead of the proposed Blanket Purchase Order. Cummins is the exclusive engine repairer and distributor of parts for the majority of the low floor buses. The Administration believes that the most advantageous approach for the City is to negotiate a larger order directly with the supplier to minimize overhead and obtain the best pricing available.

Policy Implications

The recommendations in this report are consistent with Council Policy C02-030, Section 4.3, b) "When supply is available from only one vendor due to the compatibility with existing equipment or services that have been established as a standard with the City".

Financial Implications

Funds for this purchase are available in the combined maintenance programs of the Saskatoon Transit approved 2015 (and future) operating budgets, as well as Capital Project #1194 - Transit-eng Overhaul.

Other Considerations/Implications

There are no public and/or stakeholder involvement, communication, environmental, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

This blanket purchase order should be in place by April 27, 2015 with an option to extend the blanket for four additional one-year terms, provided the supplier provides acceptable pricing and maintains status as the sole supplier.

Public Notice

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

Attachment

1. Cummins Western Canada Letter Dated September 15, 2014

Report Approval

Written by: Paul Bracken, Maintenance Manager
Reviewed by: Trevor Bell, Acting Director of Saskatoon Transit
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities Department

TRANS PB - Cummins Western Canada – Engine Repairs and/or Parts - BPO



September 15, 2014

Jack Mochoruk
City of Saskatoon
Transit Department

Dear Jack,

I want to first thank you and your organization for specifying and purchasing equipment that uses Cummins products. The City of Saskatoon has been and continues to be a very important Cummins customer.

Cummins Western Canada is a Distributor for Cummins Inc. and is authorized to provide services and sell Cummins Genuine parts in your geographical area.

When it comes to selecting parts for you vehicles and equipment that are powered by Cummins engines, you should please consider the following:

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I would encourage you to contact Cummins Western Canada for more details concerning the above items. Further I hope you will consider these points in regards to Cummins parts purchases and continue to source genuine Cummins parts from your local Cummins channel partner.

I want to again thank you and the City of Saskatoon Transit Department for purchasing and specifying Cummins products.

Should you have any questions regarding the above, please do not hesitate to contact Cummins Western Canada Saskatoon at 306-933-4022.

Regards,



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On-Hwy Business Representative – North Saskatchewan
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Winnipeg



STANDING POLICY COMMITTEE ON TRANSPORTATION

FlexParking Update

Recommendation of the Committee

That the report of the General Manager, Community Services Department dated April 14, 2015 be received as information.

History

At the April 14, 2015 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation & Utilities Department dated April 14, 2015 was considered.

Your Committee has referred the issue of top ups to the Parking Committee for review.

Attachment

1. April 14, 2015 Report of the General Manager, Transportation & Utilities

FlexParking Update

Recommendation

That the information be received.

Topic and Purpose

The purpose of this report is to provide an update on the progress of FlexParking implementation, including current strategies being pursued.

Report Highlights

1. The Administration is in the process of activating the new FlexParking stations.
2. Single-stall meters are being removed with the posts repurposed to sustain the “hooding” program.
3. Parking stall turnover requires enforcement of time-limit zones.
4. Pay-per-session parking is a station software design feature to maintain turnover.
5. The new City of Saskatoon (City) Parking Card is active and available for purchase.
6. Development is underway for a parking smart phone application (app).
7. There has been positive customer feedback and use of the new parking system.

Strategic Goals

This report supports the Strategic Goals of Moving Around and Quality of Life by providing a flexible parking system that facilitates efficient transportation movement in a method that is responsive and user friendly for our customers.

Background

In 2013, a process was initiated by the Administration to select a new parking system to replace the aging single-space meters. This process sought input from the parking committee and members of the business community, and in 2014, a Request for Proposals was issued to procure a vendor to supply flexible pay-by-plate style parking stations to modernize parking in Saskatoon. A vendor was chosen and approved, and installation of the new stations began in late 2014 for commissioning in 2015.

Report

Activation of New Pay Stations

There are 325 new FlexParking pay stations. These stations have been commissioned in groups of approximately 30 every few weeks since the first launch on February 19, 2015. The roll-out has been methodical and strategic in order to be responsive to customer concerns and the technical issues that have arisen. Technical issues include software updates, card reader errors, and coin acceptance errors. A central dispatch phone number, identified on the machine, fields customer inquiries and dispatches the technicians appropriately.

FlexParking Update

Old Meter Removal and Post Reuse

The old single-space meters are bagged as new pay stations are activated. These bags direct customers to the new stations and ensure they do not place money in the old meters. As customers become familiar with the new stations, the old meter heads are being removed. The existing posts are capped and left in place for the interim to allow for the parking “hooding” program to still continue to operate. This program allows businesses to reserve stalls and take them out of the general inventory. Other options are being explored with regards to the “hooding” program and whether the posts can or should be left in place long term.

The bags placed on the meters to direct the customers to the new pay stations are intended to be a temporary measure to change habits. The meter removal is to occur within two weeks of activation. A delay in removal of the meters in the first two zones led to some frustration and concern of the visual appeal with the businesses. Moving forward, more prompt meter removal will occur to limit this issue.

Time Limits Needed to Ensure Turnover

Parking turnover is a minimum mandatory requirement identified by the Parking Committee and previously supported by the Business Improvement Districts. This ensures turnover of parked vehicles to safeguard availability for business customers in the Downtown and limits the use of parking spaces by employees or other long-term occupants. Enforcement of these time zones requires that a vehicle must move to a different block face after the time is expired, regardless of whether the customer has paid or not. This was previously enforced under the old meters and will continue with the new stations. Reasonable judgement is granted to customers whose parking period may go over the time limit but have paid for their time. However, customers who are significantly exceeding the time zones to park longer term will be identified and ticketed.

Pay-Per-Session Parking is a Design Feature

The key aspect of the new pay station parking system is to be more flexible. Flexibility is achieved in payment methods and ability to move around by paying-per-plate as opposed to paying-per-stall. In order to achieve these flexibilities, as well as attempt to maintain the turnover mandate, two key features have been designed into the system.

1. Each station will only sell a maximum time limit that matches with the zone it is in. Although time can be purchased at any station in the city, this design feature attempts to ensure that most customers are not intentionally buying beyond the time zone limit. This was also a feature in the old single-space meters.
2. The stations provide a “pay-per-session” feature that does not allow a time purchase to be “topped-up” after it has been purchased. This is the way Impark lots and the Precise ParkLink stations operate at River Landing. This feature is also designed to ensure customers cannot buy beyond the time limit of a zone, thereby maintaining turnover.

FlexParking Update

The inability to “top-up” parking sessions has been raised as an issue. It is, in fact, the way most systems of this type operate with turnover and moveable pay-per-plate parking being the supporting mandate.

The way other jurisdictions provide added flexibility to this restriction is through a smart phone app, which either allows for the purchase of more time immediately following the previous session or allows start and stop parking options. Changing the City parking system to allow “top-ups” to a session is possible. However, this change would have the impact of decreasing turnover and increasing enforcement issues related to time zone limits. Before proceeding with this change, consideration would have to be given to a change in the parking turnover mandate. (The Downtown Parking Study that is currently underway will greatly inform this policy discussion.)

New City Parking Card

The new City Parking Card that is compatible with the new pay stations is available for purchase at Customer Service, City Hall. A five dollar service fee is applied to the activation of each new card. Customers with a balance remaining on their old City smart card can bring it in and have the balance transferred or refunded.

Parking Smart Phone App

Development has begun on a smart phone app and is expected to be ready for launch in the third quarter of 2015. This app will allow customers to initiate a parking session remotely and buy subsequent sessions. The app is one more feature that will enhance flexibility to the new parking system. Even with the ability to add additional time, a vehicle cannot park longer than the time zone for that particular block; this was also a feature with the old single-space meters.

Customer Feedback

In general, the customer feedback has been positive. Customers have appreciated the keychain attachments for license plate numbers and the assistance of on-street ambassadors. The new stations have generated questions regarding the use of permits, such as disability permits. These permits will continue to be valid as they previously were. In general, station use data indicates that customers within the active FlexParking areas are utilizing paid parking as much as they had been using in the past. This indicates that the stations are operating properly and being accepted by the public.

Options to the Recommendation

The Standing Policy Committee on Transportation may wish to provide additional direction to the Administration.

Communication Plan

The communication plan developed for implementation of FlexParking centers around the goals of building awareness of the new system and ensuring efficient adoption of the new system by citizens. Successful tools and techniques that have been used to date include:

- i) a daily parking trivia question on Facebook with a chance to win a preloaded City Parking Card;

FlexParking Update

- ii) handing out of key tags designed to display a customer's license plate;
- iii) ambassadors on the street, identified in yellow toques, to assist customers as new areas are launched;
- iv) effective and responsive website and social media communication; and
- v) a video demonstrating how to use a pay station.

These tools and techniques will continue to be used and adapted throughout implementation. An appropriate communication strategy around the launch of the smart phone app will also be developed.

Due Date for Follow-up and/or Project Completion

An update report outlining the details and launch of the new parking smart phone app will be brought to committee at the time of implementation.

Public Notice

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

Report Approval

Written by: Andrew Hildebrandt, Director of Community Standards
Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/CS/2015/TRANS – FlexParking Update/ks



STANDING POLICY COMMITTEE ON TRANSPORTATION

Inquiry – Councillor D. Hill (June 24, 2013) Implementation of “Children at Play Speed Zone”

Recommendation of the Committee

That the report of the General Manager, Transportation & Utilities Department dated April 14, 2015, be received as information.

History

At the April 14, 2015 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation & Utilities Department dated April 14, 2015 was considered.

Your Committee discussed speeds in residential neighbourhoods and it was noted that a report will be coming to a future meeting of the Standing Policy Committee on Transportation which will address the issue of identifying trends which have become apparent at the neighbourhood traffic review meetings.

Attachment

1. April 14, 2015 Report of the General Manager, Transportation & Utilities

Inquiry – Councillor D. Hill (June 24, 2013) Implementation of “Children at Play Speed Zone”

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated April 14, 2015, be forwarded to City Council for information.

Topic and Purpose

The purpose of this report is to provide information to an inquiry made by Councillor D. Hill on the implementation of “Children at Play Speed Zone”.

Report Highlights

1. The neighbourhood traffic reviews for the eight neighbourhoods include many recommendations adjacent to parks and playgrounds to provide an improved level of safety for playground users, pedestrians, cyclists, and drivers near these areas.
2. The feedback received in the eight neighbourhoods showed minimal public interest in installing speed reduction zones near playgrounds.

Strategic Goal

This report supports the Strategic Goal of Moving Around by providing recommendations to enhance safety for pedestrians, cyclists, and motorists near playgrounds and parks.

Background

A report of the General Manager, Transportation & Utilities Department dated February 18, 2014 regarding the following inquiry from Councillor D. Hill was received as information by City Council at its meeting held on March 17, 2014:

“As a result of numerous citizen concerns and identified traffic issues around certain public parks – would the Administration please report on the possibility of implementing a “Children at Play Speed Zone” at all public playgrounds with paddling pools or spray parks.

Please include examples from other municipalities, as well as, a review by the traffic division of the Saskatoon Police Services.”

At that meeting, the Administration further advised City Council that eight neighbourhood traffic reviews will be undertaken in 2014 which will provide information needed to help form a broader policy around playgrounds. The Administration undertook to provide a report following completion of the 2014 reviews.

Report

2014 Neighbourhood Traffic Reviews

Eight neighbourhoods participated in the 2014 neighbourhood traffic reviews (Brevoort Park, Varsity View, Hudson Bay Park, Holliston, Haultain, City Park, Caswell Hill, and Westmount). Each neighbourhood's residents participated in two Open Houses, the initial event to gather resident feedback and develop a list of issues and potential solutions, and a second event where the Administration presented a draft traffic plan for further review and comments. The feedback received at these 16 public consultation events, plus many additional comments provided directly to the Administration by residents through the Shaping Saskatoon website, e-mail, letters, or telephone calls resulted in the identification of specific concerns at 299 locations (Attachment 1). These concerns are grouped below by type:

- Eighty-eight locations regarding speeding or shortcutting (22 of these were located adjacent to a park or playground)
- Sixty-two locations regarding pedestrian safety issues
- Twenty-Six locations regarding traffic control issues (i.e. stop signs, yield signs)
- Sixty-one parking issues
- Twenty-three maintenance issues (i.e. snow clearing, potholes)
- Twenty-three locations regarding cycling issues
- Thirteen major intersection issues
- Three construction detour issues

The speeding or shortcutting concerns raised at the 22 locations adjacent to a park or playground were not typically raised in the context of 'speeding near a playground'. Typically the issue was raised in the context of general speeding or shortcutting in a neighbourhood.

Nineteen recommendations throughout the eight neighbourhoods include improvements such as traffic calming devices and pedestrian crosswalk facilities adjacent to a park or playground. These recommendations will facilitate the calming of traffic, reduction in travel speeds and safe pedestrian crossings adjacent to a park or playground (Attachment 2).

Resident Feedback

During the public consultation process, in the initial round of Open Houses, a presentation slide was shown directly requesting feedback regarding the implementation of a lowered speed limit around parks and playgrounds. There was no indication of support for such a move. During the question/answer segment of each of the 16 public meetings, the majority of the issues raised by residents aligned with the specific issues provided at the 299 locations described above. Speeding around parks and playgrounds was seldom raised as a specific concern, and was balanced with the opposite request to remove school speed zones or raise the speed limit.

Posting a reduced speed alone does not increase child pedestrian safety and requires extensive police enforcement efforts. Traffic calming measures reduce vehicle speeds more consistently than simply reducing the posted speed limit and each

playground/park should be looked at individually during the ongoing neighbourhood traffic reviews.

Based on the feedback obtained during the 2014 consultations and the effectiveness of reduced speed zones around schools, the Administration is not recommending any reductions to speed limits near playgrounds. Instead, location specific concerns will be addressed through neighbourhood traffic reviews in consultation with the community.

Public and/or Stakeholder Involvement

For the 2014 Neighbourhood Traffic Management Program, two public meetings each were held for the eight neighbourhoods which included: Brevoort Park, Varsity View, Hudson Bay Park, Holliston, Haultain, City Park, Caswell Hill, and Westmount.

Other Considerations/Implications

There are no options, communication, policy, financial, environmental, privacy, or CPTED considerations or implications.

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

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

Attachments

1. Location Breakdown of Issues by Neighbourhood
2. Recommended Improvements Adjacent to Parks/Playgrounds

Report Approval

Written by: Justine Nyen, Traffic Safety Engineer, Transportation
Written by: Jay Magus, Engineering Manager, Transportation
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities Department

REVISED 2 - TRANS JN – Inq Coun Hill-Jun 24-13-Implementation of “Children at Play Speed Zone”

Table: Breakdown of Locations with Issues by Neighbourhood

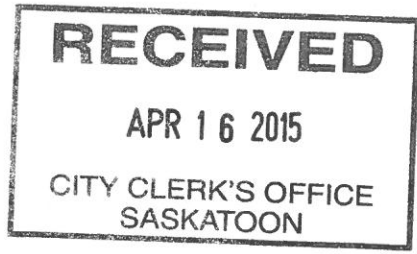
Neighbourhood	Speeding / Shortcutting	Pedestrian Safety	Traffic Controls	Parking	Maintenance	Cycling	Major Intersections	Detours	Total	Speeding - Parks / Playgrounds
Brevoort Park	11	4	4	8	6	0	1	0	34	3
Caswell Hill	13	8	8	7	0	3	0	0	39	4
City Park	7	12	4	13	0	5	0	3	44	1
Haultain	13	7	1	8	7	2	2	0	40	2
Holliston	17	8	8	5	2	2	0	0	42	4
Hudson Bay Park	6	4	0	3	0	0	1	0	14	1
Varsity View	15	12	1	17	5	11	8	0	69	3
Westmount	6	7	0	0	3	0	1	0	17	4
Total	88	62	26	61	23	23	13	3	299	22

Table: Recommended Improvements Adjacent to Parks/Playgrounds

Location	Park/Playground	Facilities	Improvement	Neighbourhood
Back lanes north of Taylor St - Brevoort Park South	park	soccer field	20kph speed sign	Brevoort Park
Isabella St - Canon Smith Park	park/playground	playground, pathway, ball diamond	Playground sign	Holliston
5th St between Louise Ave & Grosvenor Ave - Holliston Park	park/playground	playground, pool, water park, outdoor rink, ball diamond, soccer field	Playground signs	Holliston
3rd St & Sommerfeld Ave - Holliston Park	park/playground	playground, pool, water park, outdoor rink, ball diamond, soccer field	Standard crosswalk	Holliston
Grosvenor Ave & 3rd St - Holliston Park	park/playground	playground, pool, water park, outdoor rink, ball diamond, soccer field	Median islands & zebra crosswalks	Holliston
Grosvenor Ave & 5th St - Holliston Park	park/playground	playground, pool, water park, outdoor rink, ball diamond, soccer field	Zebra crosswalk, curb extension & median island	Holliston
McMillan Avenue (curve north of 31st Street) - Pierre Radisson Park	park		Median islands	Hudson Bay Park
Avenue I & 37th Street - Henry Kelsey Park	Park/Playground	playground, outdoor rink, ball diamonds, pathway	Median island & standard crosswalk	Hudson Bay Park
Avenue I & 36th Street - Henry Kelsey Park	Park/Playground	playground, outdoor rink, ball diamonds, pathway	Median island	Hudson Bay Park
Bedford Rd & Ave K - Westmount Park	Park/Playground	playground, pathway, ball diamonds, soccer field, paddling pool	2-way stop signs	Westmount
29th St & McMillan Ave - Pierr Radisson Park/Scott Park	park		Zebra crosswalks & curb extensions	Westmount
McMillan Ave & Trotter Cres - Pierre Radisson Park	park		Median island	Westmount
McMillan Ave & curve north of 31st St - Pierre Radisson Park	park		Median islands	Westmount
Ave E & 30th St - Ashworth Holmes Park	park/playground	lawn bowling, playground, basketball court, tennis court, pathway	Median islands (needs approval)	Caswell Hill
Ave F & 31st St - Ashworth Holmes Park	park/playground	lawn bowling, playground, basketball court, tennis court, pathway	Curb extensions & median island (needs approval)	Caswell Hill
Ave D & 31st St - Ashworth Holmes Park	park/playground	lawn bowling, playground, basketball court, tennis court, pathway	Curb extension (needs approval)	Caswell Hill
Ave F & 30th St - Ashworth Holmes Park	park/playground	lawn bowling, playground, basketball court, tennis court, pathway	Change yield sign to stop sign (needs approval)	Caswell Hill
Ave F - north of 30th St - Ashworth Holmes Park	park/playground	lawn bowling, playground, basketball court, tennis court, pathway	30kph ahead speed & curve ahead signs (needs approval)	Caswell Hill
Back lane - north of Cumberland Park	park	soccer field	20kph & playground signs at both ends of lane (needs approval)	Varsity View

6320-1

From: Web NoReply
Sent: April 16, 2015 9:28 AM
To: City Council
Subject: Form submission from: Write a Letter to Council



Submitted on Thursday, April 16, 2015 - 09:27
Submitted by anonymous user: 70.76.77.13
Submitted values are:

Date: Thursday, April 16, 2015
To: His Worship the Mayor and Members of City Council
First Name: Glenn
Last Name: Stephenson
Address: #28-301 Cartwright Terrace
City: Saskatoon
Province: Saskatchewan
Postal Code: S7T 1E2
Email: glennstephenson@yahoo.com

Comments:
I would simply like to express my strong disagreement with any move to reduce Saskatoon's residential speed limits. Councillor Clark suggests that he hears that this is a concern at all the neighbourhood traffic safety meetings. Regardless of this, I suspect that the vast majority of citizens would oppose such a move. The Star Phoenix notes that 4 years ago the city administration determined that lowering speed limits in these areas does not necessarily affect speeding or safety. What's changed? Has there been a sharp increase in pedestrian/cyclist deaths over the past few years?
I constantly drive in residential neighbourhoods and hardly ever see a pedestrian or a cyclist. This is simply a solution looking for a problem.
Please, could city council and administration focus on substantive issues such as fixing our abominable third world streets, rather than making up problems to solve?

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/15393>



STANDING POLICY COMMITTEE ON TRANSPORTATION

Inquiry – Councillor A. Iwanchuk (Sept 29, 2014) Temporary Drop-Off Zone - Father Vachon - Lester B. Pearson Schools

Recommendation of the Committee

That the report of the General Manager, Transportation & Utilities Department dated April 14, 2015, be received as information.

History

At the April 14, 2015 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation & Utilities Department dated April 14, 2015 was considered.

Attachment

1. April 14, 2015 Report of the General Manager, Transportation & Utilities

Inquiry – Councillor A. Iwanchuk (Sept 29, 2014) Temporary Drop-Off Zone - Father Vachon - Lester B. Pearson Schools

Recommendation

That the report of the General Manager, Transportation & Utilities Department, dated April 14, 2015, be forwarded to City Council for information.

Topic and Purpose

The purpose of this report is to provide information on the process to implement a temporary drop-off zone, or passenger drop-off loop in front of Father Vachon and Lester B. Pearson Schools, and information on School Safety Programs supported by the City.

Report Highlights

Zoning Bylaw No. 8770 of The City of Saskatoon, Section 6.5 outlines the requirements for passenger drop-off spaces for elementary and high schools. The funding and implementation of the passenger drop-off space is initiated by the school boards. The cost of a temporary drop-off space can range from \$180,000 to \$235,000.

Strategic Goal

This report supports the Strategic Goal of Moving Around by providing the safe movement of all modes of transportation.

Background

The following inquiry was made by Councillor Iwanchuk at the Regular Business Meeting of City Council held on September 29, 2014:

“Would the Administration please report on the viability and cost of constructing a temporary drop-off zone between Father Vachon and Lester B. Pearson Schools, in order to alleviate some of the additional traffic as result of development in Kensington.”

Report

Passenger Drop-Off Spaces

School sites are owned and operated either by the Catholic or Public School Boards; therefore, the funding and construction of a passenger drop-off space would be implemented by the school board’s facility services.

School boards planning to improve their school site for a passenger drop-off space are required to meet the criteria of Zoning Bylaw No. 8770 of The City of Saskatoon, Section 6.5 Passenger Drop-Off Spaces for Elementary and High Schools (Attachment 1).

The cost of a typical passenger drop-off space is dependent on the site specific conditions and can range from \$180,000 to \$235,000.

Public and/or Stakeholder Involvement

The Administration has ongoing discussions with both school boards about traffic concerns around schools. Information pertaining to this process has been provided to the school boards.

Other Considerations/Implications

There are no options, communication, policy, financial, environmental, privacy or CPTED considerations or implications.

Due Date for Follow-up and/or Project Completion

There will be no follow up report.

Public Notice

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

Attachment

1. City of Saskatoon Zoning Bylaw Section 6.5 – Passenger Drop-off Spaces for Elementary and High Schools

Report Approval

Written by: Shirley Matt, Traffic Management Engineer, Transportation
Reviewed by: Jay Magus, Engineering Section Manager, Transportation
Angela Gardiner, Director of Transportation
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

REVISED - TRANS SM – Inq Coun Iwanchuk-Sept 29-14-Temp Drop-Off Zone–Vachon- LB Pearson Schools.docx

6.5 Passenger Drop-off Spaces for Elementary and High Schools

- (1) Public and private elementary and high schools shall provide passenger drop-off spaces in conjunction with the development of new schools or in conjunction with any addition with a design capacity of 100 or more students to an existing school.
- (2) For the purposes of this section, "passenger drop-off space" means a full size parking space located on school property or a full size parking space approved by the Infrastructure Services Department located on property within the roadway right-of-way. In the case of schools which front on to a collector or arterial street, passenger drop-off spaces shall be located on school property and accessed by a service road.
- (3) Required on-site parking spaces shall not be used to satisfy the requirements for the provision of passenger drop-off spaces.
- (4) For elementary schools, passenger drop-off spaces shall be provided at the rate of at least eight spaces for the first 100 students, and at least two spaces for each additional 100 students.
- (5) For high schools, passenger drop-off spaces shall be provided at the rate of at least eight spaces for the first 100 students, and at least one space for each additional 100 students.
- (6) Where the calculation of drop-off spaces results in a fractional number, the number of required spaces shall be rounded off to the nearest whole number.
- (7) Passenger drop-off spaces shall be located:
 - (a) within 50 metres of a school entrance;
 - (b) at least 3.0 metres from a driveway or marked cross-walk; and
 - (c) at least 15 metres from any intersection.
- (8) The Development Officer, in consultation with the Transportation & Utilities Department and the applicable school boards, may reduce the number or alter the location of required passenger drop-off spaces for new schools and for additions to existing schools where there are demonstrated site constraints which limit the number and location of spaces that may be provided. (Revised – Bylaw No. 9214 – September 29, 2014)



STANDING POLICY COMMITTEE ON TRANSPORTATION

Inquiry – Councillor A. Iwanchuk (March 31, 2014) - Traffic Calming Measures – McCormack Road

Recommendation of the Committee

That the report of the General Manager, Transportation & Utilities Department dated April 14, 2015, be received as information.

History

At the April 14, 2015 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation & Utilities Department dated April 14, 2015 was considered.

Attachment

1. April 14, 2015 Report of the General Manager, Transportation & Utilities

Inquiry – Councillor A. Iwanchuk (March 31, 2014) - Traffic Calming Measures – McCormack Road

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated April 14, 2015, be forwarded to City Council for information.

Topic and Purpose

This report provides information in response to an inquiry requesting a report to determine whether or not traffic calming measures would be useful in addressing speeding concerns along the curve near 234 McCormack Road.

Report Highlights

1. Review of the McCormack Road five-year collision data indicates three of the four collisions were caused by winter road conditions and speeding.
2. Traffic studies done in 2010 and 2014 indicated that traffic volumes were consistent with the City's guidelines for a Collector roadway, and travel speeds were slightly higher than expected.
3. The concerns have been forwarded to the Saskatoon Police Service for enforcement and will be included in the neighbourhood-wide traffic review of Parkridge.

Strategic Goal

This report supports the Strategic Goal of Moving Around by promoting the safe movement of all modes of transportation.

Background

The following inquiry was made by Councillor A. Iwanchuk at the meeting of City Council held on March 31, 2014:

“Residents and neighbours of 234 McCormack Road have experienced several vehicular accidents involving their legally-parked vehicles due to speeding and a severe curve to the roadway just after Postnikoff Crescent. Would the Administration please report back as to whether or not traffic calming measures would be useful to help alleviate this ongoing and expensive problem.”

Report

Traffic Characteristics and Collision History

McCormack Road is located in the Parkridge Neighbourhood and is classified as a Collector roadway intended to carry between 5,000 and 10,000 vehicle trips per day.

McCormack Road has existing parking on both sides of the street and curves, between the west and east intersections of Postnikoff Crescent, with a posted speed limit of 50 kilometres per hour (kph).

The most recent five-year collision data (2009-2013) along McCormack Road between the west and east intersections of Postnikoff Crescent was reviewed. The results are as follows:

Date	Severity	Configuration	Contributing Factors
December 2009	Property Damage	Side Swipe - Same Direction	Road Conditions, Driver Inexperience/Confusion
April 2010	Property Damage	Side Swipe - Same Direction	Exceeding Speed Limit, Careless Driving/Stunting
February 2012	Property Damage	Other	Turning Improper
November 2012	Property Damage	Lost Control - Right Ditch	Road Conditions

The collision data indicates that a majority of the collisions occurred during the winter season with road conditions being the contributing factor for two of the four collisions. Although drivers may be driving at a speed that is well within the posted speed limit, that speed might not allow the driver safe vehicle control during adverse road or environmental conditions.

One collision was caused by exceeding the speed limit.

Traffic Studies and Analysis

Speed studies were conducted in 2010 and 2014 to measure the 85th percentile speed (the speed at which the majority of the motorists are travelling at or below) and the average daily traffic (ADT) with the following results:

- July 18 to July 24, 2010 – 85th percentile speed – 59 kph, ADT 5,006 vehicles per day.
- August 26 to Sept 3, 2014 – 85th percentile speed - 55 kph, ADT 4,512 vehicles per day.

These studies indicate that while the traffic volumes are consistent with those expected on a Collector roadway, the speeds are slightly higher than the posted speed limit.

This information will be provided to the Saskatoon Police Service for enforcement. It will also be retained for inclusion in the neighbourhood-wide traffic review for Parkridge.

Other Considerations/Implications

There are no options, public and/or stakeholder involvement, communication plan, policy, financial, environmental, privacy, or CPTED considerations or implications.

Due Date for Follow-up and/or Project Completion

The Administration will report in November 2015 on the timelines for the upcoming neighbourhood traffic reviews.

Public Notice

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

Report Approval

Written by: Mariniel Flores, Traffic Engineer, Transportation
Reviewed by: Jay Magus, Engineering Manager, Transportation
Angela Gardiner, Director of Transportation
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities Department

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STANDING POLICY COMMITTEE ON TRANSPORTATION

Parking Card Service Fee

Recommendation of the Committee

That the report of the General Manager, Community Services Department dated April 13, 2015, be received as information.

History

At the April 14, 2015 Standing Policy Committee on Transportation meeting, a report of the General Manager, Community Services Department dated April 13, 2015 was considered.

Attachment

1. April 13, 2015 Report of the General Manager, Community Services

Parking Card Service Fee

Recommendation

That the information be received.

Topic and Purpose

The purpose of this report is to provide information about the new City Parking Card service fee and to explain the discontinuation of deposit refunds.

Report Highlights

1. From 2000 to 2014, refunds of the deposit on the original CityCard parking smart card were offered for returned cards.
2. The new City Parking Card requires an initial \$5 service fee prior to adding funds.
3. Effective in 2015, a non-refundable service fee will be charged rather than a refundable deposit.

Strategic Goals

This report supports the Strategic Goals of Economic Diversity and Prosperity and Continuous Improvement by ensuring consistent and streamlined management of our accounting and customer service practices.

Background

In 2000, the parking smart card, also known as CityCard, was introduced to provide a second payment option at parking meters in Saskatoon. A \$5 deposit was required from each customer at the initial activation of a card to cover the capital cost of the cards. In order to provide incentive for customers to return cards after the balance was used, a \$5 deposit was offered as being refundable.

Report

Deposit Refund

When the original program was launched in 2000, a \$5 deposit was collected when a new parking card was issued and was to be refunded upon return of that card. At the time, card-based payment of this type was relatively new in Saskatoon. Because of the upfront capital cost, this refund option was put in place to encourage the return and/or reuse of parking cards. Deposits on these cards will continue to be refunded upon return of the card to which it applied.

Parking Card Service Fee

In order to cover the capital cost of the parking card, a \$5 fee is required. This fee was applied to the original CityCards, which began in 2000, and will continue for the new cards that are compatible with the new FlexParking pay stations.

Parking Card Service Fee

Fee Beginning in 2015

Beginning in 2015, the parking card service fee of \$5 will apply but will not be refundable. The reasons for this include:

- i. Very few customers take advantage of this service.
- ii. Transit currently has the same fee for their Go-Pass Smart Card but it is non-refundable so this would bring parking services in-line with Transit.
- iii. The concept of returning and recycling cash cards is “out-of-date” as these types of cards are now so highly prevalent.

Options to the Recommendation

The Standing Policy Committee on Planning Development and Community Services may wish to provide additional direction to the Administration.

Policy Implications

There are no policy implications at this time.

Communication Plan

With the launch of the new FlexParking stations, information regarding parking cards and this change in service has been communicated via the website and in social media.

Financial Implications

There are no financial implications to this recommendation. Since the \$5 service fee is to cover capital costs, the practice of not issuing refunds simply makes accounting practices more efficient. It does not increase or decrease revenue or expenses.

Due Date for Follow-up and/or Project Completion

The process and system has been set up with Customer Services to begin selling the new parking cards. This includes transferring balances from the old cards, as well as purchasing new cards. The \$5 service fee will apply to the purchase of new cards.

Public Notice

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

Report Approval

Written by: Andrew Hildebrandt, Director of Community Standards
Approved by: Randy Grauer, General Manager, Community Services Department

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STANDING POLICY COMMITTEE ON TRANSPORTATION

Parking Issues on Avenue M South and Traffic Safety Concerns in the West Industrial Area

Recommendation of the Committee

1. That traffic and pedestrian concerns in the West Industrial Area be reviewed with the King George Neighbourhood as part of the Neighbourhood Traffic Management Program;
2. That the Saskatoon Police Service be notified of the unlicensed vehicles parked on Avenue M South; and
3. That the Administration report back when the King George neighborhood traffic review would fall into the program for scheduling.

History

At the April 14, 2015 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation & Utilities Department dated April 14, 2015 was considered.

Attachment

1. April 14, 2015 Report of the General Manager, Transportation & Utilities

Parking Issues on Avenue M South and Traffic Safety Concerns in the West Industrial Area

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:
That traffic and pedestrian concerns in the West Industrial Area be reviewed with the King George Neighbourhood as part of the Neighbourhood Traffic Management Program.

Topic and Purpose

This report provides information in response to inquiries regarding parking issues on Avenue M South and traffic safety concerns in the West Industrial Area.

Report Highlights

1. Possible solutions to parking issues at 510 and 520 Avenue M South were provided in a previous report to the Planning and Operations Committee on March 25, 2014.
2. Parking, traffic, and pedestrian safety for the West Industrial Area will be addressed as part of the Neighbourhood Traffic Management Program with the adjacent neighbourhood of King George.

Strategic Goal

This report supports the Strategic Goal of Moving Around by optimizing the flow of people and goods in and around the city.

Background

During consideration of the Communication to Council – Glenn & Glenda Camrud (December 14, 2012) Parking Issues - 510 and 520 Avenue M South report, the Planning and Operations Committee, at its meeting held on March 25, 2014, resolved: “that the matter be referred back to the Administration for a report regarding solutions to parking and traffic safety concerns, including the safety of children walking to school, in the West Industrial Area.”

Report

Parking Issues on the 500 Block of Avenue M South

The Communication to Council – Glenn and Glenda Camrud report, dated March 5, 2014, outlined the review of parking issues along the 500 Block of Avenue M South and provided three possible solutions that comply with Bylaw No. 7200 – The Traffic Bylaw. Amending the bylaw was not recommended by the Administration, as it is serving the city well and is consistent with other municipalities. Despite identifying numerous solutions, there was no consensus on a solution that would fulfill the requirements of both the City and the property owners.

Neighbourhood Traffic Review

The Administration is recommending that any pedestrian or traffic concerns in the West Industrial Area be reviewed as part of a future King George Neighbourhood Traffic Review, as these areas are adjacent to each other and may share common traffic and pedestrian safety concerns. The neighbourhood traffic review process allows for significant community engagement to bring forward concerns and develop solutions. Coordinating the traffic reviews for both the West Industrial Area and the King George neighbourhood will ensure continuity in the recommendations and minimize the impact of simply relocating an issue from one area into the next.

Public and/or Stakeholder Involvement

On May 22, 2014, a public meeting was held with representatives from the St. Mary's Education and Wellness Centre, area residents, and the Pleasant Hill Community Association to discuss their concerns regarding pedestrian safety along 20th Street. Along with this study, the question regarding pedestrian safety from the West Industrial Area was discussed with those in attendance. No concerns were brought forward.

Residents and stakeholders in the West Industrial Area and King George Neighbourhood will be invited to attend a public meeting to discuss issues within their areas. A Neighbourhood Traffic Review will be developed to address the identified issues and presented back to residents and stakeholders at a second meeting.

Communication Plan

Upon completion of the neighbourhood traffic review, a report summarizing the traffic improvement recommendations in these neighbourhoods will be submitted to City Council including an implementation plan and the estimated costs. Once adopted, the final neighbourhood traffic plan will be shared with the residents of the impacted neighbourhood using several methods: City website, the Community Association communication forums (i.e. website, newsletter), and by a direct mail-out.

Other Considerations/Implications

There are no options, policy, financial, environmental, privacy or CPTED considerations or implications.

Due Date for Follow-up and/or Project Completion

A Neighbourhood Traffic Review will be developed and presented to City Council for the King George Neighbourhood and West Industrial Area. The timeframe for this review has not been confirmed.

Public Notice

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

Attachment

1. West Industrial Land Use Policy Map

Report Approval

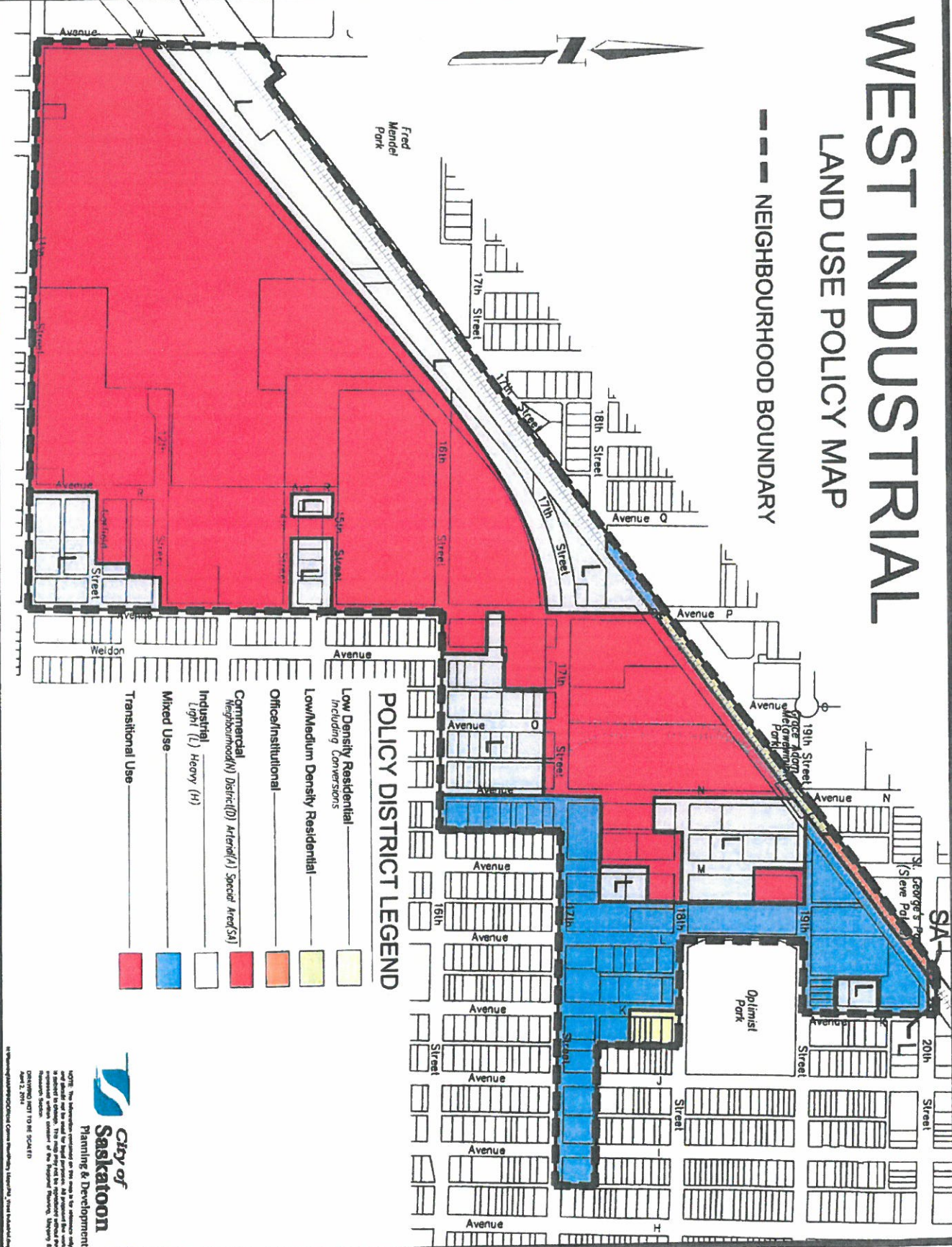
Written by: Shirley Matt, Traffic Management Engineer, Transportation
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities Department

TRANS SM – Parking Issues-Ave M South and Traffic Safety Concerns-West Industrial Area

WEST INDUSTRIAL

LAND USE POLICY MAP

--- NEIGHBOURHOOD BOUNDARY



POLICY DISTRICT LEGEND

- Low Density Residential
Including Conversions
- Low/Medium Density Residential
- Office/Institutional
- Commercial
Neighbourhood(N) District(D) Arterial(A) Special Area(SA)
- Industrial
Light (L) Heavy (H)
- Mixed Use
- Transitional Use

NOTE: This information is provided for informational purposes only and does not constitute a legal opinion. All projects are subject to the approval of the City of Saskatoon. The City of Saskatoon is not responsible for any errors or omissions in this information. For more information, please contact the City of Saskatoon Planning & Development Department at 311-800-6688 or visit our website at www.saskatoon.ca.

DATE: 12/15/2011



STANDING POLICY COMMITTEE ON TRANSPORTATION

Parking Restriction – Millar Avenue between 51st Street and 60th Street

Recommendation of the Committee

That parking be restricted on Millar Avenue between 51st Street and 60th Street to create an extra lane of traffic in each direction to improve traffic flow.

History

At the April 14, 2015 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation & Utilities Department dated April 14, 2015 was considered.

Attachment

1. April 14, 2015 Report of the General Manager, Transportation & Utilities

Parking Restriction – Millar Avenue between 51st Street and 60th Street

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:
That parking be restricted on Millar Avenue between 51st Street and 60th Street to create an extra lane of traffic in each direction to improve traffic flow.

Topic and Purpose

The purpose of this report is to provide information on the public consultation with affected businesses, including the North Saskatoon Business Association (NSBA) regarding the proposed parking restriction on Millar Avenue between 51st Street and 60th Street.

Report Highlights

1. The removal of on-street parking will improve traffic flow on Millar Avenue, and provide more opportunities for drivers on the side streets to enter or cross Millar Avenue.
2. The feedback from most businesses along Millar Avenue between 51st Street and 60th Street, and those along the side streets, support the proposed parking restriction.

Strategic Goal

This report supports the Strategic Goal of Moving Around by optimizing the flow of people and goods in and around the City of Saskatoon.

Background

In September 2014, the Administration presented a report to the Standing Policy Committee on Transportation recommending that parking be restricted on Millar Avenue between 51st Street and 60th Street, to create an extra lane of traffic in each direction to improve traffic. The Committee referred the report back to the Administration for further public consultation with affected businesses, including the NSBA.

Report

On-Street Parking Removal

The Administration reviewed traffic operations on Millar Avenue between 51st Street and 60th Street in 2013. The results determined the current level of service was not acceptable as the two-lane traffic on Millar Avenue is not adequate to accommodate the existing traffic volumes during peak hours, and vehicles attempting to enter or cross Millar Avenue from side streets are being delayed and are unable to safely find gaps in traffic.

Based on the review, the Administration is recommending the removal of on-street parking in each direction along Millar Avenue between 51st Street and 60th Street to create two lanes of traffic in each direction. The removal of on-street parking is expected to decrease delays on Millar Avenue and provide more opportunities for traffic to enter or cross Millar Avenue.

Options to the Recommendation

The installation of a traffic signal on Millar Avenue between 56th Street and 60th Street was considered, but while improving the side street traffic flow, a traffic signal increases traffic delays on Millar Avenue; therefore, this option is not recommended for further consideration.

Public and/or Stakeholder Involvement

In June 2014, letters were sent out to businesses along Millar Avenue (between 43rd Street and 60th Street) highlighting the planned road rehabilitation and providing information on the proposed parking restrictions. A copy of the letter was also emailed to the NSBA to distribute to members of the association for feedback on the proposed recommendation (Attachment 1).

In October 2014, additional letters were sent directly to businesses on Millar Avenue and the side streets specifically focusing on the proposal to remove on-street parking (Attachment 2).

In response to the October 2014 letters, the City received feedback from representatives of 19 businesses either by phone or email. Out of the 19 respondents, 14 agreed with the proposal to remove on-street parking and representatives from 2 businesses were against the proposal. Three businesses did not specify if they were against the changes, but did not believe removing on-street parking would help traffic flow (Attachment 3).

Communication Plan

Residents and businesses affected by the parking changes will be sent a letter in advance of implementation to notify them of the coming changes. Parking signage will be installed at the time of implementation to ensure the restrictions are clearly visible to motorists.

A public notice style advertisement will be placed in The StarPhoenix City Pages to notify all city motorists of the changes to traffic operations on Millar Avenue.

Policy Implications

The recommended parking restriction on Millar Avenue between 51st Street and 60th Street is in accordance with Policy C07-010 – Parking Restrictions and Parking Prohibitions.

Financial Implications

The cost to install parking restriction signage and pavement markings is approximately \$10,000. Funding is available within the approved Capital Project #1506 – Traffic Signing Replacement.

Other Considerations/Implications

There are no environmental, privacy, or CPTED considerations or implications.

Due Date for Follow-up and/or Project Completion

The project is scheduled for completion in the summer of 2015.

Public Notice

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

Attachments

1. Proposed Removal of On-Street Parking Feedback
2. Update on Construction in Your Area – Millar Avenue from 43rd Street to 60th Street
3. We Want To Hear From You! - Proposed Parking Changes in Your Area – Millar Avenue from 51st Street to 60th Street

Report Approval

Written by: Lanre Akindipe, Infrastructure Traffic Systems Engineer,
Transportation
Reviewed by: Jay Magus, Engineering Manager, Transportation
Angela Gardiner, Director of Transportation
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

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Proposed Removal of On-Street Parking Feedback (Millar Avenue between 51st Street and 60th Street)

The City reviewed traffic operation on Millar Avenue between 51st Street and 60th Street in 2013. The results determined the current level of service was not acceptable as the two-lane traffic on Millar Avenue is not adequate to accommodate the existing traffic volumes during peak hours, and vehicles attempting to enter or cross Millar Avenue from side streets are being delayed and are unable to safely find gaps in traffic.

A potential improvement includes removing the on-street parking in each direction, thus providing one extra lane of traffic in each direction. With the on-street parking removed, the roadway would permanently have two lanes of traffic in each direction.

The City sent a letter to businesses on Millar Avenue asking for their feedback on a proposal to remove on-street parking between 51st Street and 60th Street.

The City received feedback from representatives of 19 businesses either by phone or email. Comments listed below:

Agreed

Representatives from 14 businesses agree with the proposal to remove on-street parking as it will help to relieve some congestion and make it safer for vehicles to enter Millar Avenue.

Disagreed

- Representatives from two businesses disagreed with the proposal. The first representative saying they use the parking spaces on Millar Avenue every day and there is not a lot of parking around them. They would rather put up with slow moving traffic than walking two blocks to work in the winter.
- The second representative believes opening up a second lane will only make traffic congestion worse.

Neutral

Representatives from three businesses did not specify they were against the changes, but did not believe removing on-street parking would help traffic flow and one does not agree with the City that there is ample parking on side streets.

Trends

Whether representatives agreed or disagreed with the proposal, there were a number of trends that arose including:

- Changes are needed to alleviate congestion in the area
- Speeding is an issue
- Implementation of traffic signals along Millar Avenue would help to break up the traffic and slow it down
- Implementation of a pedestrian walk light at the crossing in front of 2906 Millar Avenue would make crossing safer

- The Millar Avenue entry to Tim Horton's on 51st Street is highlighted as a dangerous location, especially northbound vehicles turning left into the parking lot from Millar Avenue. It causes a lot of congestion and many representatives would like to see some changes there.

Businesses representatives' feedback listed below:

Phone Calls Feedback

- Three callers – agreed with City recommendations
- One caller – changes will not help traffic flow

Email Feedback

- Yes, I believe that this will make travelling on this road far safer. Looking forward to this implementation. I am writing to provide some feedback regarding the much needed road work you completed this summer in the North Industrial area. The ability for customers, installers, and deliveries to access our building is critical to the success of our business. Any road work that jeopardizes our access would have an immediate and direct impact on our business. I feel that you have done a tremendous job of completing extensive work with minimal disruptions to this area. The use of evening work and aggressive timelines has ensured this area of the city flowed with great normalcy during the day while still completing a large amount of work during the nights. Beyond that, the high level of communications you provided helped to secure minimal disruptions to our daily operations. Your attention to the needs of businesses in this area is greatly appreciated. Regarding the potential removal of parking on Millar, I think it's important to remember that the amount of businesses north of 51st Street has increased dramatically. This growth naturally leads to an increase in the amount of traffic on Millar. With further expansions on the horizon including the addition of a bridge to that area of the city, it makes sense to remove parking from the streets to allow for a more consistent flow of traffic.
- Thank you asking business owners along Millar Avenue about double lane and street parking. Our office is totally pro for two lanes for all of Millar with no parking. With the big trucks turning left and all the regular traffic, two lanes would really improve the ability to keep the flow moving. Please paint the lines as soon as a decision is made as people passing on the right end up slamming on their brakes because of parked cars. Also, I know there is a long streams of vehicles lined up heading south on Miller at the end of each day. I really see a lot of drivers leaving room for folks coming left (south) from business (i.e. out of Fountain Tire and going left – south). We applause this practice and see no need extra traffic lights. However, closer to 51st Street there is definitely a problem at the Tim Horton's. In the past 6 years, I have personally seen many accidents of people turning into the coffee shop. There is currently a 2 lane option but it's really dangerous...and it's really the same at McDonalds on the kitty corner.

For McDonalds, people eastbound on 51st Street could turn right into McDonalds, but instead they constantly turn south on Millar and then put the brakes on to left turn into McDonalds. This really hinders traffic flow and people do the same going to Tim Horton's. For example, Miller northbound coming up to 51st Street people always stay northbound thru the intersection and choose left- turn to Tim Horton's while staying on Miller. If traffic went left west on to 51st they could right turn into Tim Horton's. It would be really awesome if this could be fixed.

- I think the parking restriction is a great idea. It will improve traffic flow during rush hours greatly going north south. It will also help vehicles turn on to Millar Avenue because they will have a better view of traffic.
- I think restricting parking on Millar Ave. between 51st Street and 60th Street is an excellent idea. In the years that we have been located on this street it has changed from being a low traffic corridor to a high traffic corridor. All the development north of 51st Street on Millar Avenue has dramatically increased traffic. Since there are few options to cross the railway track Millar gets heavy traffic all day and particularly during the morning and evening rush hour. Restricting parking and making two driving lanes each way would greatly enhance traffic flow. It would also increase safety. Parking on Millar Ave. is dangerous, causes congestion and increases the chance of accidents. What is really needed is a much wider street but restricting parking is a great start.
- I agree that there should be implemented parking restrictions on Millar Avenue in this area. The traffic is very busy and could use an extra lane. The lineups at the intersection of Millar and 51st Street are evidence of this. Also, I think parking on Millar Avenue with the amount and speed of the traffic is actually quite dangerous to those who are parking.
- Agreed to take on-street parking off Millar Avenue as it is very dangerous the way people drive. When someone is turning left on Millar, people behind go around them without looking if anyone is in the lane. It's horrible the way it is and it needs to change.
- The congestion is at Millar and 51st...there has been two lanes of traffic there for a number of years so did they make it three now, not that I see....I don't think eliminating on street parking six blocks north of 51st on Millar will help anyone the traffic is already backed up. We need more functional, accessible exits out of the north end.
- Yes, we believe that parking on Millar needs to be removed and double lanes be put in instead. Also, we would like to express concern and frustration over the corner where the Tim Horton's is located, as this causes multiple accidents and traffic jams.

We're not sure what the solution to that corner is but something needs to be changed there. Please feel free to contact me if you need anything else.

- Agree that parking on Millar should be removed. Not just to help traffic flow but to make it safer to turn on to Millar from side streets. Currently there are a lot of semi's that park on Millar that block the view of traffic to anyone trying to turn. It has become very dangerous and quite scary to make a left hand turn.
- Concern when snow is cleared as they leave at least 1½ feet of snow on either side of Millar so it will be more like 1½ lanes in the winter.
- You need to install traffic lights on 56th Street, and Millar and 60th Street. There is a lot of car crashes on these corners. I have been working in this area for fourteen years and there is not a lot of parking down the side streets as you said. If you get there at 6 o'clock in the morning you are okay, but from 7:30 to 8:30 good luck. Breaking up the traffic and slowing it down in this area with traffic lights is your answer.
- I am writing you this letter in regards to the proposed improvement plan for Millar Ave, I am an employee at EECOL Electric on Millar Avenue and therefore I am affected daily by the congestion and safety hazards that this street presents. I would like to express my concern in regards to being able to safely turn left out of our parking lot. I feel as though there is never a safe time to do this. Millar Avenue is in need of another stop light to break up traffic as it is virtually impossible for anyone entering or exiting onto Millar within three blocks from the traffic light on 51st Street. My suggestion would be another stop light on Millar as well as a longer turning arrow onto 51st Street. Traffic backs up at the light for blocks allowing no one in or out of businesses. I am also very concerned about the pedestrian crossing located directly in front of our building. We have had numerous staff almost hit trying to cross the street. I would suggest a pedestrian walk light there may also help slow traffic down. Please take all input into consideration as this Industrial area develops there is much needed changes to ensure our safety.
- I do not agree with the proposed changes to Millar Ave from 51st to 60th. Northern Strands has about 30 employees that work at 3235 Millar Ave. We only have 5 parking spots for employees on our property. Everyone else either makes their own spot or parks on the street. There are usually 6 people who park out front (on Millar). There is not a lot of parking around us. 58th Street is usually full and Wells Ave has some parking but the businesses on that street threaten people who park in front of their buildings. I don't want to have to park 2 blocks away and walk to work. I would rather put up with the slower moving traffic than walk 2 blocks in the winter.

- It's about time this streets traffic was addressed! SPEED is the first thing to address. You have to know that southbound traffic from as far down the street as Marquis Drive is at 60kms. That's fine if (traffic) stayed at 60kms. The situation is that almost everyone is over that speed and sometimes by quite a bit. Now when they cross 60th Street the traffic is supposed to be at 50kms and for the most part it is not! The traffic flows with the slowest vehicle out there and many times it does not get to 50kms until 56th Street or further south. The same thing happens with northbound traffic, in that drivers are anticipating the greater speed limit after 60th long before they get there. However that doesn't happen as often. It really doesn't matter because you can't safely enter Millar for a left turn because of the speeding southbound traffic anyway! Our business is on 58th Street by the way. Now, let's get down to Millar and 51st Street southbound. **STAY AWAY AT ANY COST after 3:00!** What a joke someone made of how to route traffic. If you're serious about moving traffic now and there is the time to do it. Make both southbound lanes left hand turns. **LEFT TURN ONLY** for the left lane and the right lane for both through and left turns. At least that will get traffic off Millar quicker but might clog things up between McDonalds and the right turn onto Warman Road (mostly because some drivers still can't get it through their minds not to stop at the corner!) As for the speed issue on Millar, I've called the City Police to monitor things and they did come down a few times handing out tickets but they're not there every day all day long and I wouldn't expect them to be. Perhaps a four way stop at 60th and Millar (at least anyone trying to enter Millar northbound would have a chance. I've seen many long lines at that corner or photo radar somewhere near 60th.
- It is a widely supported idea to remove parking from Millar through our shop as we are turning on from 58th Street, a second open lane would make right hand turns much more negotiable. It seems that the worst areas are right here near Windsor plywood and in front of NRT where often only a single parked vehicle disturbs the commute home.
- I received a copy of the building better road improvements for 51st Street to 60th Street. I was wondering with the lines being drawn for two lanes will there continue to be access to the Tim Horton's parking lot turning left on Millar Avenue going west as this is a dangerous spot for left hand turns as it only backs up the traffic into 51st street. I see it was stated that the City observed the area and wondered if this is a consideration to close the left hand turn into Tim Horton's. Also, was there time taken by the City to observe the walking traffic across Millar Avenue to 52nd Street. There are several of the Eecol Staff that use that walkway. Possibly a yellow slow down light further down the road or a button for crosswalk on 52nd Street should be considered as numerous staff have had close calls with vehicles as traffic just doesn't stop and it truly is an accident waiting to happen. Personally, I have experienced a near hit when one lane slows and the other doesn't and the vehicle goes on through. This intersection is used before 8 a.m., at noon until 1:00 p.m. and at 4:30 p.m. by Eecol staff.

- We are in agreement with this improvement. Millar Avenue is very congested with vehicles driving south on Millar, vehicles driving north and vehicles making right and left hand turns. We think an extra lane would help relieve some of this congestion. Thank you for asking for our feedback.
- Restricting parking will only increase the congestion that we experience at the 51st Street intersection.
- This will allow more vehicles to reach this intersection faster only to sit there and wait. However, there is area that could be addressed. As we know it today, vehicles are allowed to park in the south bound lane near or just north of the Tim Horton's. When vehicles are parked here, it only congests traffic more than it needs to be. My suggestion would be that "No Parking" in the first three to four blocks north of 51st street should be implemented at the very minimum.
- With respect to implementing parking restrictions on Millar Avenue between 51st Street and 60th Street, I feel this is not needed; it would only make things worse for people who work or use businesses along the street. Need some traffic lights to stop the flow of traffic. I work just north of 56th Street and trying to get out onto the street is almost impossible, especially at 4:30ish. By the time you have no traffic coming from the north, traffic is coming from the south. I was told a number of years ago that the problem would be solved when Marquis Drive opened, wrong, it has gotten worse. Sometimes instead of being able to get out on the street to go southbound, you just give up and go north to Marquis Drive then over to Wanuskewin Road to get southbound, which is ridiculous. Another lane of traffic would just double the mess.
- Watching the traffic in front of our address as listed below, I agree there should be two lanes painted. Marquis to 51st Street is a very busy causeway. With all of the new warehouse space on marquis and the traffic congestion at 51st, I highly recommend updates. Especially with the recent announcement the new bridge approval, spring of 2015 is not soon enough. There are many trucks and other such vehicles making left-turns which cause traffic to congest. Customers, employers, employees and delivery vehicles would all benefit from easy flowing traffic.

June 24, 2014

Update on Construction in Your Area

Millar Avenue from 43rd Street to 60th Street

Extensive maintenance work is scheduled to begin on Millar Avenue in July 2014 as crews upgrade water and sewer infrastructure and resurface the roadway. The work will take approximately four weeks to complete. Thank you for your patience and understanding as you navigate through and around the roadway restrictions that are required for us to complete these projects. Below is an overview of the work that will occur. A more detailed timeline and summary of the road restrictions will be provided to you prior to the work commencing.

**We would like to hear any concerns you may have regarding these projects.
Please contact the Project Manager listed below each project.**

43rd Street to Molaro Place - Water and Sewer Upgrades

Project Manager: Cam LeClaire, 306-975-2735 or cam.leclaire@saskatoon.ca

Starting in early July, water and sewer infrastructure upgrades will occur along Millar Avenue from 43rd Street to Molaro Place. This will require cutting rectangular holes (known as utility cuts) in the road to access underground utilities. The work will be performed in the roadway area and could span the entire street from curb to curb. To minimize disruption, only a few blocks will be repaired at a time. During work, lane or full closure restrictions will be required, and vibration and noise will be present. For businesses adjacent to the work zone, driveway access will be limited; however, it will be accommodated whenever possible. The work is expected to take two weeks to complete.

43rd Street to Molaro Place - Road Resurfacing

Project Manager: James Donohoe, 306-986-0892 or james.donohoe@saskatoon.ca

After water and sewer upgrades are complete, road resurfacing will occur. The deteriorated asphalt will be milled and then the road will be resurfaced with new hot mix asphalt. To minimize disruption to your business and to motorists this work will take place overnight from 7:00 p.m. to 7:00 a.m. During construction access to businesses will be maintained. The work is expected to take two weeks to complete.

51st Street to 60th Street – Traffic Operation Improvement (Parking Restrictions)

Project Manager: Olanrewaju Akindipe, 306-975-3657 or olanrewaju.akindipe@saskatoon.ca

The City of Saskatoon is considering implementing parking restrictions on Millar Avenue between 51st Street and 60th Street in order to improve traffic operations by providing for an extra lane of traffic in each direction. We would like your input regarding this proposed change by July 11, 2014.

Frequently Asked Questions



October 24, 2014

WE WANT TO HEAR FROM YOU!

Proposed Parking Changes in Your Area Millar Avenue from 51st Street to 60th Street

The City of Saskatoon is undertaking further consultation on a Traffic Operation Improvement Plan and is seeking your feedback by **Friday, November 14, 2014**.

As you may be aware, the City is considering removing on-street parking on Millar Avenue between 51st Street and 60th Street to improve traffic operations by providing an extra lane in each direction.

Why is the City proposing changes to on-street parking?

The City reviewed traffic operations in the area and determined the current level of service was poor. Specifically, the existing two lanes for through traffic are becoming congested, delaying vehicles at intersections and making it more difficult for vehicles to safely enter Millar Avenue from side streets.

What improvements is the City proposing?

A potential improvement includes removing the on-street parking in each direction, thus providing one extra lane of traffic in each direction. With the on-street parking removed, the roadway would permanently have two lanes of traffic in each direction.

How will this help?

This improvement will decrease delays to drivers on Millar Avenue and provide opportunities for vehicles from the side streets to safely enter Millar Avenue.

How will this impact my business?

During the development of this proposed improvement, City staff visited the area and noted that on-street parking on Millar Avenue was not significantly used, and ample parking was available on side streets and off-street. This assessment indicated that the impact of removing on-street parking would be minimal and the benefits to drivers on Millar Avenue positive.

Thank you to those businesses that have already provided feedback. If you have not yet done so, please send us your questions, concerns or comments by Friday, November 14, 2014. Your feedback will be included in the final report and will help shape the outcome of this review.

FEEDBACK TO: Lanre Akindipe, City of Saskatoon Project Manager
Tel: 306-975-3657 E: olanrewaju.akindipe@saskatoon.ca

Will customers have access to my business during this work?

Driveway access will be limited during the water and sewer work; however, it will be accommodated whenever possible. Businesses should use alternate parking on their properties and on the side streets. Access to businesses will be maintained during the road resurfacing work.

Will there be vibration and noise during construction?

Yes. Please note that to minimize disruption the road resurfacing work will be done at night between the hours of 7:00 p.m. and 7:00 a.m. The water and sewer work will be done during the day.

Will my water and sewer services be affected?

Water and sewer could be affected. If, for any reason, the water and sewer services need to be interrupted, you will be notified in advance of any scheduled interruption in service.

Will bus routes be affected?

Bus routes along the construction route may be affected. During construction, please check the signs posted for alternate bus stop locations or call Saskatoon Transit at 306-975-3100.

Why are you removing on-street parking?

The City of Saskatoon reviewed existing traffic operations of Millar Avenue between 51st Street and 60th Street, and determined the current level of service was poor. Specifically, the existing two lanes for through traffic are becoming congested, delaying vehicles at intersections, and making it more difficult for vehicles to safely enter Millar Avenue from the side streets.

A potential improvement includes removing the on-street parking in each direction, thus providing one extra lane of traffic in each direction. With the on-street parking removed, the roadway will now permanently have two lanes of traffic in each direction. This improvement will decrease delays to drivers on Millar Avenue and provide more opportunities for vehicles from the side streets to safely enter Millar Avenue. During the development of this proposed improvement, City Staff visited the area and noted that the on-street parking for Millar Avenue was not significantly used, and that ample parking was available on the side streets and off-street. The City therefore concluded that the impact of removing on-street parking is expected to be minimal, and the benefits to the drivers on Millar Avenue positive.

What about parking during construction?

Businesses should use alternate parking on their properties and on the side streets.



STANDING POLICY COMMITTEE ON TRANSPORTATION

Red Light Camera Update and Status of Traffic Safety Reserve

Recommendation of the Committee

1. That the report of the General Manager, Transportation & Utilities Department dated April 14, 2015, be received as information; and
2. That a budget adjustment in the amount of \$100,000 be approved for Capital Project #2446 – Pedestrian Upgrades and Enhanced Pedestrian Safety from the Traffic Safety Reserve.

History

At the April 14, 2015 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation & Utilities Department dated April 14, 2015 was considered.

Attachment

1. April 14, 2015 Report of the General Manager, Transportation & Utilities

Red Light Camera Update and Status of Traffic Safety Reserve

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:

1. That the information be received; and
2. That a budget adjustment in the amount of \$100,000 be approved for Capital Project #2446 – Pedestrian Upgrades and Enhanced Pedestrian Safety from the Traffic Safety Reserve.

Topic and Purpose

The purpose of this report is to provide an update on the Red Light Camera program and to obtain approval for a budget adjustment from the Traffic Safety Reserve to fund additional pedestrian safety improvement projects.

Report Highlights

1. The collision history before and after the installation of RLCs has resulted in a reduction of right-angle collisions.
2. A summary of the number of violations and revenue amount annually transferred to the Traffic Safety Reserve from 2010 to 2014 is provided in Table 1. The number of violations has increased since an additional location was added to the program and the existing Red Light Camera (RLC) systems were replaced in 2013.
3. Funding is being requested from the Traffic Safety Reserve to install four new enhanced pedestrian crossings to increase the level of safety for pedestrians.

Strategic Goal

This report supports the Strategic Goal of Moving Around by providing pedestrian safety and optimizing the flow of people and goods in and around the city safely.

Background

In October 2005, the City installed RLCs at the intersection of Avenue C and Circle Drive to improve traffic safety. Since then, RLCs have been installed at three other intersections:

- Preston Avenue and 8th Street East;
- 51st Street and Warman Road; and
- Idylwyld Drive and 33rd Street.

When the cameras were initially installed in 2005, City Council approved the creation of a Traffic Safety Reserve where the City's portion of the revenue generated from the RLC program is allocated.

Report

Collision History

The Administration continues to monitor the effectiveness of the RLC program. The collision history shows that overall the RLC program has been effective in reducing right angle collisions, which are considered to be the most serious type of collision. Injury and fatality rates at these locations have also been reduced. It is not uncommon for rear end collisions to increase with the installation of RLCs which is intended to address the more serious right-angle collisions. The Collision rate for an intersection is expressed as collisions per million entering vehicles and is used to factor in the increase in traffic volumes through an intersection. A breakdown of the collision rates is shown in Table II below:

Table II

Type of Collision	Preston & 8 th Street	51 st Street & Warman	Avenue C & Circle	Overall
Right Angle (T-bone)	-45%	11%	-1%	-12%
Rear Ends	6%	16%	5%	9%
Left-turn Opposite	10%	4%	-10%	1%
Injury/Fatality	-25%	6%	-8%	-9%

The collision history has identified a slight increase in the number of collisions at the intersection of 51st Street and Warman Road. The Administration is reviewing options for improvements at this intersection and will report further.

Violations and Revenue History

The annual violations and amount transferred to the Traffic Safety Reserve from 2010 to 2014 inclusive are summarized in Table 1 below:

Table I

Year	Violations Issued	Annual Transfer to Traffic Safety Reserve	Notes
2010	8,422	\$681,616	Three intersections in operation
2011	7,387	\$496,756	Operational efficiency of the systems begin to drop
2012	6,541	\$533,290	Operational efficiency of Circle and Avenue C camera drops significantly / consistent camera failures
2013	5,789	\$454,658	Operational efficiency of systems continue to drop
2014	17,573	\$1,185,749	Cameras replaced in Sept & Oct 2013 at three locations and one new camera location at 33 rd Street / Idylwyld Drive. All intersections fully operational.

Attachment 1 summarizes the 2014 violations by intersection and provides a breakdown of the types of violations occurring at each intersection.

Traffic Safety Reserve Status

The operational costs associated with the RLC program and the Traffic Safety Reserve are funded through the City's portion of revenues from the RLC program. The Traffic Safety Reserve is used to fund improvements on the transportation network to enhance safety for drivers, cyclists and pedestrians.

In 2015, the projected revenues transferred to the Traffic Safety Reserve are estimated at \$1.2 Million based on the actual revenues from 2014. \$620,000 has already been allocated from the Traffic Safety Reserve to various capital projects to enhance safety including neighbourhood traffic reviews, pedestrian upgrades, rail safety, and traffic control upgrades. An additional \$242,000 will be used to compensate for revenue projections not being met in previous years due to the declining number of tickets issued as a result of the previous systems' operational issues.

As the city continues to grow, so do the pressures on the existing transportation network. In order to increase the level of safety for all users (drivers, cyclists, and pedestrians), the Administration continues to monitor the transportation network and recommend modifications to improve both the efficiency and safety for all road users. As a result of the monitoring and assessment, four locations have been identified for recommended improvements to increase pedestrian safety. Accordingly, the Administration is recommending an additional \$100,000 be allocated to Capital Project #2446 – Pedestrian Upgrades and Enhanced Pedestrian Safety to upgrade four pedestrian crossing locations, including:

- Lenore Drive and La Loche Road – Active Pedestrian Corridor
- Clarence Avenue and 11th Street – Active Pedestrian Corridor
- Avenue B and 29th Street – Pedestrian Corridor
- Boychuk Drive and Laurentian Drive – Active Pedestrian Corridor

These four projects have been identified as priorities within the Pedestrian Crossing Control program based on criteria 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 number of pedestrians and vehicles at the intersection.

Details of each intersection are provided in Attachment 2.

Public and/or Stakeholder Involvement

The improvements at the intersection of Lenore Drive and La Loche Road were initially identified through discussions with the public in 2012.

The improvements at the intersection of Clarence Avenue and 11th Street East, and Avenue B and 29th Street West were identified through the Neighbourhood Traffic Review program. This program includes a minimum of two Open House events for each neighbourhood reviewed.

The improvements at Boychuk Drive and Laurentian Drive were initially discussed with the principal at St. Augustine School in 2014. A review was completed and determined the need to upgrade the pedestrian crossing controls.

Financial Implications

The cost to install enhanced pedestrian crossing controls at four locations is \$100,000. Adequate funding is available in the Traffic Safety Reserve to fund this budget adjustment. Upon approval of these funds, a balance of approximately \$200,000 will be maintained in the Traffic Safety Reserve to compensate for any difference in projected versus actual revenues.

Policy Implications

The recommendation in this report is consistent with Council Policy C07-018 – Traffic Control – at Pedestrian Crossings.

Other Considerations/Implications

There are no options, communication, environmental, privacy, or CPTED considerations or implications.

Due Date for Follow-up and/or Project Completion

If approved, the Administration will proceed with designing and procuring materials for the pedestrian crossings and installation is planned for 2015, dependent on weather. Through the 2016 Business Plan and Budget deliberation process, recommendations for allocating future funding will be included.

The Administration will provide a report by the end of 2015 on options for improvements at the intersection of 51st Street and Warman Road.

Public Notice

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

Attachments

1. Red Light Camera Statistical Review
2. Pedestrian Crossing Control Projects
3. Example of Active Pedestrian Corridor
4. Example of Pedestrian Corridor

Report Approval

Written by: Jay Magus, Engineering Manager, Transportation
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities Department

Red Light Camera Statistical Review

2014 Violations by Intersection

A review of the red light camera violations in 2014 was summarized by location as summarized in the table below.

Location	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Totals	% of Total
Circle Drive / Avenue C	26	142	160	186	184	164	146	153	170	136	122	88	1,677	9.5%
Preston Avenue / 8 th Street	552	635	890	778	827	473	541	659	711	711	613	501	7,891	44.9%
51 st Street / Warman Road	66	50	34	40	41	47	40	39	63	56	54	52	582	3.3%
33 rd Street / Idylwyld Drive	766	724	717	614	664	568	672	663	598	551	504	382	7,423	42.2%
Totals	1,410	1,551	1,801	1,618	1,716	1,252	1,399	1,514	1,542	1,454	1,293	1,023	17,573	100.0%

Average Violations per Movement (January 1 to February 28, 2015)

A breakdown of violations by infraction type (left turn, through movement, or right turn) at each intersection is provided in the table below. This table shows the average number of violations for each movement in January and February 2015.

Locations	Movement Type			Subtotal
	Left Turn	Through	Right Turn	
Circle Drive / Avenue C	7	82	29	118
Preston Avenue / 8 th Street	10	90	336	436
51 st Street / Warman Road	15	40	0	55
33 rd Street / Idylwyld Drive	13	187	175	375
Totals	45	399	540	984
Percentage of Total	4.6%	40.5%	54.9%	-

Why is minimizing red light violations important?

Enforcing **left turn and through movement** on red violations assists in mitigating serious collisions, typically with other vehicles. Collisions involving these movements are considered the most serious and often result in injuries or fatalities.

Enforcing **right turn** on red violations assists in protecting cyclists and pedestrians, who are vulnerable road users. This protection occurs as follows:

- A vehicle arriving at an intersection intending to turn right typically approaches the intersection in the right lane with a turn indicator on.
- Against a red light, the vehicle must come to a complete stop prior to turning right, as per the provincial Traffic Safety Act.

- Typically against a red light, the driver will be:
 - Looking left for a gap in oncoming traffic,
 - Ensuring any left turning vehicles from the travel lanes opposite have a separate lane to enter,
 - Or looking for a gap in this movement.
- The potential conflict with pedestrians and cyclists typically occurs at this point of time, as follows:
 - A pedestrian may desire to cross the road in front of a vehicle, from a driver's right to left. The driver may be looking left for a gap in traffic and may not see the pedestrian.
 - A pedestrian may desire to cross the road in front of a vehicle, coming from behind a vehicle on the driver's right (on the sidewalk), and turning 90 degrees to the left to cross in front of the vehicle. Again, if the driver is looking left for a gap in traffic, they may not see the pedestrian.
 - Cyclists typically travel close to the curb. A cyclist crossing the street against a green light, traveling from a driver's left to right, may be difficult to notice if the driver is focusing on looking for a gap in traffic.
 - A pedestrian may desire to cross the road in same direction that the vehicle approached the intersection. In other words, the pedestrian is to a driver's right, waiting for a walk light. If the driver is potentially anticipating a green light appearing, but still has a red light being shown, it is important to stop as the pedestrian may receive a walk light directly in front of you, and has the right of way to begin crossing before you turn right.

In the above situations it is critical that a driver is stopped at the red light. Stopping helps protect vulnerable road users from being struck if one of the above situations occurs.

Pedestrian Crossing Control Projects

Lenore Drive and La Loche Road Intersection:

- Lenore Drive, classified as a minor Arterial road, accommodates approximately 14,500 vehicles per day (2012) immediately east of Warman Road.
- La Loche Road is classified as a Collector road, and intersects with Lenore Drive at a 'T' intersection.
- Opposite La Loche Road is the W.J.L. Harvey Park South, which is immediately adjacent to Marion M. Graham Collegiate High School.
- The recommendation is to install an Active Pedestrian Corridor (APC) along the eastern edge of the intersection across Lenore Drive. An example of an APC is illustrated in Attachment 3.
- The proposed infrastructure will improve the level of safety for pedestrians crossing Lenore Drive and potentially accessing the park or school sites by providing an enhanced pedestrian crossing device.
- The cost estimate to complete this work is \$25,000.

Clarence Avenue and 11th Street East Intersection:

- Clarence Avenue, classified as a major Arterial road, accommodated approximately 9,600 vehicles a day in 2013 (post Circle Drive South opening) immediately south of College Drive.
- 11th Street East is classified as a Local road.
- East of Clarence Avenue and north of 11th Street East is the Albert Community Centre, which generates pedestrians of various ages accessing the daycare, school, and community centre.
- The recommendation is to install an APC along the northern edge of the intersection across Clarence Avenue.
- The proposed infrastructure will improve the level of safety for pedestrians crossing Clarence Avenue and potentially accessing the community centre.
- The cost estimate to complete this work is \$25,000.

Avenue B and 29th Street West:

- 29th Street West, classified as a Collector road, accommodated approximately 3,750 vehicles a day in 2010 immediately west of Idylwyld Drive.
- Avenue B is classified as a Local road.
- One block north of 29th Street along Avenue B is the Caswell Community School.
- The recommendation is to install a Pedestrian Corridor along the western edge of the intersection across 29th Street. An example of a Pedestrian Corridor is illustrated in Attachment 4.
- The cost estimate to complete this work is \$25,000.

Boychuk Drive and Laurentian Drive:

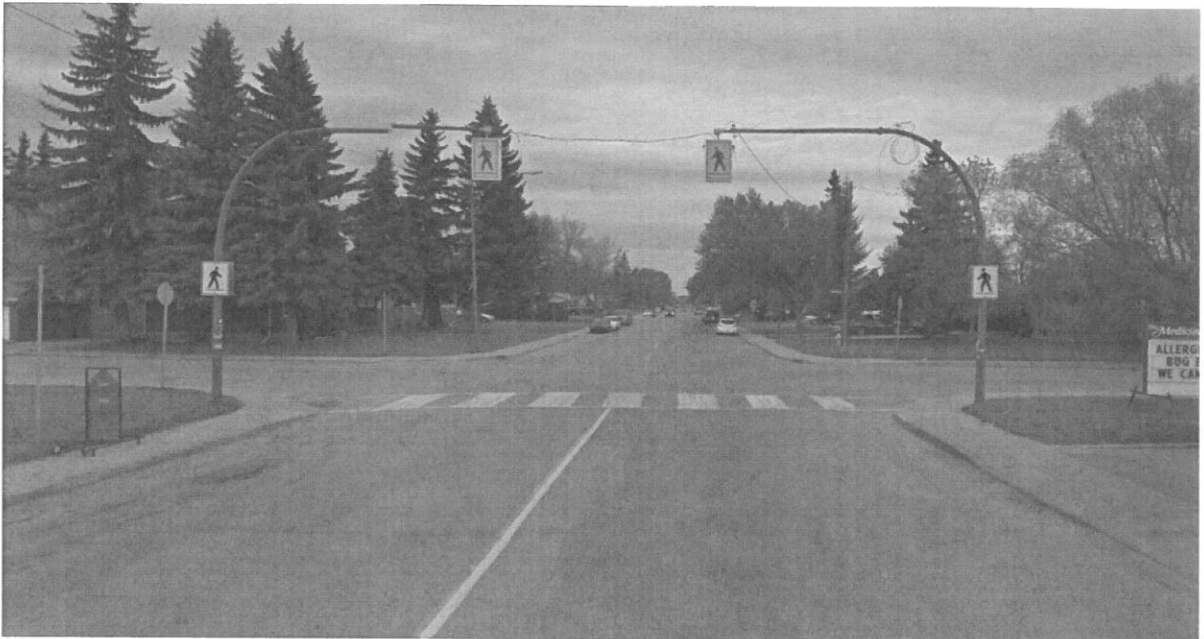
- Boychuk Drive, classified as a Collector road, accommodated approximately 4,000 vehicles per day in 2014.
- Laurentian Drive is classified as a Collector road.

- This intersection is located within the St. Augustine reduced speed school zone and accommodates significant pedestrians crossing the roadway.
- The recommendation is to install an APC along south side of the intersection across Boychuk Drive.
- The cost estimate to complete this work is \$25,000.

Example of Active Pedestrian Corridor



Example of Pedestrian Corridor





STANDING POLICY COMMITTEE ON TRANSPORTATION

Safety of Pedestrian Tunnels

Recommendation of the Committee

That the report of the General Manager, Transportation & Utilities Department dated April 14, 2015, be received as information.

History

At the April 14, 2015 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation & Utilities Department dated April 14, 2015 was considered.

Attachment

1. April 14, 2015 Report of the General Manager, Transportation & Utilities

Safety of Pedestrian Tunnels

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated April 14, 2015, be forwarded to City Council for information.

Topic and Purpose

The purpose of this report is to provide an update on the outstanding Crime Prevention Through Environmental Design (CPTED) recommendations related to the pedestrian tunnels.

Report Highlights

1. Closing any of the three underpasses crossing Circle Drive West between 22nd Street and 33rd Street will restrict safe pedestrian movement.
2. Options for camera monitoring are outlined, including implementation costs.
3. Two underpasses, 29th Street West/Mackie Crescent and Edmonton Avenue/Marlborough Crescent, routinely flood and require drainage improvements.

Strategic Goal

This report supports the Strategic Goal of Moving Around by providing safe and efficient options for non-motorized travel.

Background

The following inquiry was made by former Councillor M. Heidt at the meeting of City Council held on March 17, 2008:

“Regarding the last couple of acts of violence at these locations, would the Administration please look at closing one or two, or all tunnels, and/or the costs to put cameras in the tunnels at Transit Bus Malls.

Would the Administration identify the funding source if the camera option would provide a deterrent.”

The Planning and Operations Committee on December 13, 2011, considered a report on the safety of pedestrian tunnels. Recommendations were included from previous reviews conducted in 2005 and 2008 by Crime Prevention Through Environmental Design (CPTED), along with the costs and issues involved regarding manned patrols and video monitoring. The Committee resolved:

“that the matter be referred to the Administration for a further report with respect to the establishment of a time line and priority list for the outstanding recommendations of the Crime Prevention Through Environmental Design review of existing pedestrian underpasses,

Safety of Pedestrian Tunnels

including consultation with community associations and mall management.”

Report

Closure Not Being Considered

There are currently eight pedestrian underpasses to provide pedestrians and cyclists safe crossing of freeways and arterials, three of which cross Circle Drive West between 22nd Street and 33rd Street.

Evaluation of underpass closures was completed by reviewing the impact to walking time and connectivity. Closing any one of the three underpasses crossing Circle Drive West between 22nd Street and 33rd Street is not recommended, as closure would increase walking time by five minutes or more as follows:

- Edmonton Avenue/ Marlborough Crescent – 5 minutes
- 29th Street West/ Mackie Crescent – 12 minutes
- Vancouver Avenue /Confederation Mall – 16 minutes

Monitoring of Tunnels

Monitoring options include manned patrols, and camera monitoring (active and passive) as outlined below:

	Manned Patrols	Active Monitoring	Passive Monitoring
Description	Full-time security staff to patrol all underpasses.	Series of cameras with full-time personnel monitoring the video feeds and alerting security staff or Police Service if an incident is observed.	Series of cameras recording video onto a server. Video is retrieved by Police Service if an incident is observed.
Set-Up Costs	n/a	\$25,000 per underpass (Eight cameras at \$2,500 per camera, plus \$3,000 for the server and \$2,000 for wireless server connection.)	\$25,000 per underpass (Eight cameras at \$2,500 per camera, plus \$3,000 for the server and \$2,000 for wireless server connection.)
Monitoring Costs	\$158,000 per year (At a nominal rate of \$18 per hour, per person for 24-hour service every day of the year.	\$210,240 per underpass (\$3 per hour, per camera)	Minimal Staff time required to retrieve evidence of an incident.

To implement an effective camera monitoring solution, the Saskatoon Police Service recommends that active monitoring be considered, as it provides the best chance for response. The system should allow the operator to pan, tilt, zoom and capture images, providing evidence by identifying the activity and people. If the camera is used as a fixed point device, the probability of capturing images to assist in a Police Service investigation is diminished. The ability to respond rapidly to an incident also needs to exist. The time it takes for monitoring personnel to observe an incident and notify the

Safety of Pedestrian Tunnels

Police Service, in addition to the time it takes for an officer to arrive on scene, could allow perpetrators to escape.

Comparing the benefits and the costs of camera monitoring, the Administration does not recommend camera monitoring. The cameras may be the target of vandalism, and be rendered ineffective (i.e. with a can of spray paint). Mounting cameras on poles or placing out of sight limits the field of view, thus reducing their effectiveness.

Drainage Concerns

Drainage issues were identified as part of annual inspections of the tunnels. Correcting drainage deficiencies directly inside the 29th Street West/Mackie Crescent and the Edmonton Avenue/Marlborough tunnels are planned to be addressed in the next two years.

Public and/or Stakeholder Involvement

In October and November of 2014, the Administration engaged seven Community Associations whose neighbourhoods are adjacent to or near the Circle Drive West pedestrian underpasses. Four consultations were association board meetings and three annual general meetings where a representative from the Saskatoon Police Service also attended. Attendance at each meeting ranged from 8 to 40 people.

Those in attendance reported that they had little concern using the underpasses during the day and in the evenings, and had the same level of concern as walking on a street. The primary concerns from the stakeholders were related to graffiti and litter. The engagement fostered discussion of the perception of safety and citizen responsibility to report the need for maintenance or enforcement presence. Many agreed that signs with contact numbers would be useful while naming each underpass was not deemed necessary. As well, many were concerned with drainage issues at the Edmonton Avenue/Marlborough Crescent and 29th Street West/Mackie Crescent tunnels. Further details are provided in Attachment 1.

Policy Implications

The recommendations in this report is in accordance with Policy C07-0170 – Walkway Evaluation and Closure.

Financial Implications

The cost to install signs at pedestrian underpass entrances/exits is approximately \$5,000. Funding is available in Capital Project #1506 – Signing Upgrades.

The cost to correct drainage issues at the 29th Street West/Mackie Crescent underpass is \$25,000 and at the Edmonton Avenue/Marlborough Crescent underpass is approximately \$5,000. Drainage improvements will be funded through Capital Project #2406 - Minor Bridge Repairs.

Safety/Crime Prevention Through Environmental Design (CPTED)

The Community Services Department conducted CPTED reviews for all pedestrian underpasses and overpasses in 2005 and 2008. The resulting recommendations are based on a variety of factors including location, crime statistics, perception and visibility.

Attachment 2 outlines the status of recommendations for short-term and medium-term horizons. Most of the recommendations have been addressed or are no longer being recommended based on consultation with the community. The Administration will be proceeding with addressing two outstanding recommendations:

1. Install signage at underpass entrance/exits to indicate destinations, alternate routes, and phone numbers for Public Works division and Saskatoon Police Service.
2. Correct drainage issues at two underpasses that routinely flood during snowmelt and heavy rain events. The 29th Street West/Mackie Crescent underpass requires grading at both approaches that entails removal/installation of existing pathways. The Edmonton Avenue/Marlborough Crescent underpass requires grading and possible installation of a culvert to allow drainage.

Other Considerations/Implications

There are no options, communications plan, environmental, or privacy considerations or implications.

Due Date for Follow-up and/or Project Completion

The signage will be installed prior to March 2015. Drainage correction will be included in the minor bridge repairs program and will be addressed by the end of 2016.

Public Notice

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

Attachments

1. Summary of Meetings with Community Associations
2. Status of CPTED Recommendations Relating to Pedestrian Underpasses

Report Approval

Written by: Marina Melchiorre, Infrastructure Engineer, Transportation
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities Department

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Summary of Meetings with Community Associations

The following groups were consulted between October and November 2014:

- Meadowgreen Community Association
- Hampton Village Community Association
- Massey Place Community Association
- Mount Royal Community Association
- Fairhaven Community Association
- Westview Heights Community Association
- Community and Recreation Group of Meadowgreen

Several Community Associations also took the initiative to ask their members using newsletters and online tools.

Underpass Closure

Residents were asked about the possibility of closing one or more underpasses because of safety concerns.

- The unanimous response from every meeting was supportive to keep the underpasses open.

Summary of Concerns

Residents were asked about their concerns with the pedestrian underpasses as are at present. Major themes and items related to outstanding CPTED recommendations are as follows:

- *Safety*
A majority of residents not using the underpasses at night responded with minimal concern. The few using the tunnels at night responded that they practised the same level of cautions as walking along a city street. Entrapment was the most common fear. Each meeting discussed the perception of safety and that it is the citizen's responsibility to report the need for maintenance or enforcement presence. Residents in attendance were not able to recall any criminal or illicit incidents of danger in the past few years or report any of these experiences occurring with others.
- *Garbage bins*
Litter is a concern and the need for garbage bins was debated at nearly every meeting, the second concern by some residents being that garbage bins could encourage loitering. Residents were pleased that they could call upon the City to have litter picked up in-between regular maintenance.
- *Graffiti*
Graffiti was a topic mentioned at every meeting. There were residents that expressed appreciation for how much work the City provides to cover graffiti. Not all residents were aware of the Graffiti Hotline.

Many residents are disappointed at the state of the artwork in the Vancouver Avenue /Confederation Mall.

- *Drainage*
Flooding of the 29th Street/Mackie Crescent underpass and the drainage around Edmonton Ave/ Marlborough underpass was discussed at the meetings. In the spring, people have had to resort to making their own boardwalks with lumber to get across standing water.
- *Underpass naming*
Residents responded that naming underpasses is not necessary as the name, even if posted on signage, would not be remembered while reporting emergencies or crimes. A majority of calls placed would be at a distance from the underpass area.
- *Signage*
Residents indicated that they would appreciate signs with relevant numbers to contact. Many were unaware that City provides litter picked up or graffiti covered, while others were not aware who to call.
- *Lighting*
Lighting of the underpasses was mentioned at every meeting. The residents indicated that they could see well enough as they passed through the underpasses, but they would appreciate brighter lighting.

Meeting with Confederation Mall Management

The Property Manager for the Confederation Mall, Toby Esterby was contacted and did not have any concerns but rather favours the pedestrian underpass adjacent to the mall property. The underpass brings people directly to the mall and noticed that there was a percentage increase of people that walk to the mall. The staff monitors the parking lots and underpass entrance as well as pick up litter. Mr. Esterby is aware of the parking lot activity during the night, but has never had any formal complaints.

Status of CPTED Recommendations Relating to Pedestrian Underpasses

The Planning and Development division, Neighbourhood Safety Section, performed a Crime Prevention Through Environmental Design (CPTED) review of all eight of the underpasses. The review results were forwarded to the Transportation & Utilities Department recommending that the underpasses are based on a variety of factors including: location, crime stats, perception and visibility.

Table 1: SHORT TERM (3-6 month) Recommendations

Recommendation	Status
<p>Maintenance standard and schedule</p> <p>Set an appropriate maintenance standard and a consistent maintenance schedule for all pedestrian underpasses to improve the maintenance, image and perceptions of safety in the pedestrian underpasses.</p>	<p>Complete</p> <p>Summer maintenance begins in early May and ends in November when underpasses are cleaned a little more than once per month. In the winter, the underpasses are maintained to keep them accessible. Public Works division responds in a timely manner to specific user complaints. Graffiti is addressed when reports are received by the Saskatoon Fire Department's Health & Safety Hotline.</p>
<p>Underpasses naming</p> <p>During consultation with Community Associations, choose an appropriate name for each of the pedestrian underpasses. Simple, descriptive names will identify individual underpasses for: maintenance dispatch, emergency services dispatch, incivilities and criminal activity reporting by the community, crime activity trends tracking by Saskatoon Police Service, and user pathway choice.</p>	<p>Not recommended to proceed</p> <p>During consultation, residents did not think this was necessary, as they would not remember the name while reporting emergencies or crime.</p>
<p>Crushed shale on unpaved pathways</p> <p>That crushed shale is used on all pathways that are not paved to increase users' safety when walking on inclined surfaces. The shale should be small enough to do the job without being useful as a weapon.</p>	<p>Complete</p> <p>All pathways are paved.</p>
<p>Painted asphalt</p> <p>That the asphalt pathways be painted a lighter colour to reflect the indirect light inside the underpass and brighten up the interior.</p>	<p>Not recommended to proceed</p> <p>Painted surfaces present traction issues.</p>
<p>Garbage bins</p> <p>That garbage bins be installed at each end of the underpasses to reduce litter and increase the maintenance of the areas.</p>	<p>Not recommended to proceed</p> <p>During consultation, residents did not think bins were necessary and worried that this may encourage loitering.</p>
<p>CN Right-of-Way maintenance</p> <p>That the CN Railway be required to keep the right-of-way cut and maintained to increase the natural surveillance and reduce hiding places around the underpasses.</p>	<p>Completed</p> <p>CN Railway mows its right-of-way twice per year. If there are additional issues related to vegetation, they are handled by Parks Division.</p>

<p>Drainage correction</p> <p>That drainage in the underpasses and on the pathways leading to and from the entrances be reviewed and corrected.</p>	<p>Will be completed by end of 2016</p> <p>29th Street/Mackie Crescent and the Edmonton Ave/ Marlborough underpasses are planned to be addressed in the next two years.</p>
<p>Berm modification</p> <p>That the berms at the Vancouver Avenue entrance of the Vancouver Avenue North/Confederation Park Plaza underpass be dismantled to increase the natural surveillance of the entrance.</p>	<p>Completed</p>
<p>Signage</p> <p>That the pedestrian underpass entrance/exits be signed to indicate:</p> <ul style="list-style-type: none"> • where the underpass leads to; • alternate routes so that pedestrians understand that they have a choice; • a recommendation that the alternative route be used between sunset and sunrise and • a phone number to report maintenance issues and the Police Services' main number to encourage users to report illegal activities. 	<p>Will be completed by end of 2015</p>
<p>Bollards</p> <p>That bollards be installed at the entry of all underpasses to the design parameters in order to mitigate entrapment areas.</p>	<p>Completed</p> <p>Posts with reflective material were installed to increase visibility</p>
<p>Lighting</p> <p>That appropriate lighting for underpasses and overpasses that meets the criteria as outlined by the Illuminating Engineering Society of North America is installed or replaced on a consistent basis in all underpasses.</p>	<p>Ongoing</p> <p>Saskatoon Light & Power patrols the arterial lights in various parts of the city nightly, which includes checks on underpasses. They will attempt to make repairs within 48 hours of receiving a call.</p>
<p>Reporting</p> <p>That consistent reporting by all stakeholders, of all incidents of illegal activity and incivilities is made to the Saskatoon Police Service using a standard reporting procedure developed in consultation with Saskatoon Police Service. This will encourage the community to report incidents and allow Saskatoon Police Service to track trends, and allow the Transportation & Utilities Department to monitor and evaluate the impact of these recommendations.</p>	<p>Ongoing</p>
<p>Review of future designs</p> <p>That all future underpasses and overpasses be reviewed at the concept or functional plan stage as per Administrative Policy A09-034: Crime Prevention Through Environmental Design Review.</p>	<p>Completed</p>

Table 2: MEDIUM TERM (6-18 month) Recommendations

Recommendation	Status
<p>Friends on Patrol</p> <p>That the Community Association and Community Watch groups work together to maintain the existing Friends on Patrol program and that the Friends on Patrol continue to keep the underpasses on their routes.</p>	<p>Ongoing</p>
<p>School Safety Patrol</p> <p>That the Community Associations, Parent Associations and School Boards look at the feasibility of setting up an underpass safety patrol or parent patrol during school crossing times to facilitate the safe use of the underpasses by school age children.</p>	<p>Not recommended to proceed</p> <p>During consultation, residents did not think this was necessary.</p>
<p>Internal Fencing</p> <p>That the feasibility of closing in the internal openings in the 29th Street West/Mackie Crescent and Vancouver Avenue/Confederation Park Plaza underpasses be researched to prevent loitering and hiding in the internal opening which reduces users' perceptions of their safety. Due consideration should be taken to fencing material choice, not creating any entrapment zones, adding mirrors to see around corners, and in general improving safety.</p>	<p>Completed</p>
<p>Off Leash Dog Park</p> <p>That the Mount Royal Community Association be supported in the establishment of an Off-Leash Dog Park at the east end of the 29th Street West/Mackie Crescent Underpass as a way to increase use of the underpass, enhance the visibility and activity around the underpass, and reduce the opportunity for inappropriate activity by replacing it with appropriate activity.</p>	<p>Not recommended to proceed</p> <p>The community did not support the idea during consultation.</p>
<p>Incident tracking</p> <p>That Saskatoon Police Service track incidents in all the underpasses for date, day, time, and type of incident to identify issues and trends.</p>	<p>Ongoing</p>
<p>Landscaping</p> <p>That the areas surrounding the entrances and exits of underpasses be landscaped to create a sense of ownership.</p>	<p>Not recommended to proceed</p> <p>Will not be implemented due to multi-jurisdiction nature of underpass maintenance. Community Associations will be encouraged to add amenities if they show interest.</p>

Table 3: LONG TERM (18-24 month) Recommendations

Recommendation	Status
<p>Underpass closure impacts</p> <p>That the Edmonton Avenue/Marlborough Crescent Underpass be evaluated for closure, as it is the least used, has the most convenient alternative route.</p>	<p>Completed</p> <p>Closure is not recommended as it will increase walking time by five minutes or more.</p>
<p>Preference for overpasses</p> <p>That Transportation and Utilities establish pedestrian overpasses as their first choice for grade separated pedestrian crossings unless design constraints are prohibitive. Grade separated pedestrian crossings should be based on the existing established criteria of speed and volume of traffic, volume of pedestrians, number of traffic lanes, and alternate routes, etc. Sight lines, entrance/exit points, width, fencing and maintenance shall also be included in the design of the overpass.</p>	<p>Ongoing</p> <p>Pedestrian overpasses will be the first choice for grade separated pedestrian crossings unless design constraints are prohibitive</p>
<p>Underpass design parameters</p> <p>That Transportation and Utilities establish appropriate design parameters and process for the design and construction of any future pedestrian underpasses. Parameters, which apply the principles of Crime Prevention Through Environmental Design (CPTED), such as elevation, site lines, colour, width, height, elevation, and entrance/exit points are critical to a safe underpass, improving users' perceptions of their safety, and reducing the opportunity for criminal activity.</p>	<p>Ongoing</p>
<p>Route finding</p> <p>That a creative and interactive route finding program for pedestrians and cyclists be created to assist in selecting the ideal route (similar to Transit's "Click & Go").</p>	<p>Completed</p> <p>The Cycling Guide outlines the locations of all pedestrian underpasses and overpasses. Most online route-finding applications include underpasses in their routing.</p>
<p>Priority list</p> <p>That Transportation and Utilities establish a time line and priority list to apply all of the above recommendations, where appropriate, to all existing pedestrian underpasses in Saskatoon.</p>	<p>Completed</p>



STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES & CORPORATE SERVICES

2014 Annual Report – Saskatoon Environmental Advisory Committee

Recommendation of the Committee

That the report of the Saskatoon Environmental Advisory Committee, dated April 14, 2015, be received as information.

History

At the April 14, 2015 Standing Policy Committee on Environment, Utilities & Corporate Services meeting, a report of the Saskatoon Environmental Advisory Committee dated April 14, 2015 was considered.

Attachment

April 14, 2015 Report of the Chair, Saskatoon Environmental Advisory Committee.

ADVISORY COMMITTEE REPORT

TO: Standing Policy Committee on Environment, Utilities & Corporate Services
FROM: Saskatoon Environmental Advisory Committee
DATE: February 12, 2015
SUBJECT: 2014 Annual Report – Saskatoon Environmental Advisory Committee
FILE NO. (CK. 430-19)

RECOMMENDATION: That the information be received and forwarded to City Council as information.

Purpose

The function of the Committee is to provide advice to Council on policy matters relating to the environmental implications of City undertakings, and to identify environmental issues of potential relevance to the City. The Saskatoon Environmental Advisory Committee (SEAC) was formed in 1973 by City Council, and has been actively pursuing its mandate since that time, with the expertise of a dedicated, diverse, and knowledgeable roster of members.

SEAC has established that they will:

1. Be aware of the resources available to the City of Saskatoon for dealing with environmental issues.
2. Prepare and publish an annual report on the activities of the Committee over the past year.
3. Encourage liaisons between the City of Saskatoon and environmental agencies serving higher levels of government.

Reporting Relationship

The Saskatoon Environmental Advisory Committee reports to the Standing Policy Committee on Environment, Utilities and Corporate Services.

Composition

The Committee consists of 11 members, including one City Councillor, one representative of the Saskatoon Health Region, and nine additional members appointed by City Council.

Members are appointed for two-year terms, which are renewable up to six years. In the event that a member fails to complete his/her term, a replacement may be named to complete that term. New appointments are made by City Council upon resignation of a member and on expiration of the term of public appointments.

Meetings

The Committee meets at 11:30 a.m. on the second Thursday of each month except for July, August and December.

THE YEAR IN REVIEW

Appointments and Reappointments made by City Council for 2014

Councillor Mairin Loewen
Ms. Kathleen Aikens, representing the general public
Ms. Angie Bugg, representing the general public
Mr. J. Michel Fortier, representing the general public
Dr. Michael Hill, representing the general public
Mr. Sean Homenick, representing the general public
Ms. Namarta Kochar, representing the general public
Ms. Heather Landine, representing the general public
Dr. David McGrane, representing the general public
Mr. Jeffrey Smith, representing the general public
Mr. Brent Latimer, representing the Saskatoon Health Region

Administrative and City of Saskatoon staff support was provided by Ms. Brenda Wallace, Director of Environmental & Corporate Initiatives; Ms. Kathy O'Brien, Ms. Rhonda Rioux, and Ms. Debby Sackmann, City Clerk's Office, and Councillor Mairin Loewen.

Focus of SEAC in 2014

Due to the growing complexities of environmental issues that are being dealt with by the City, SEAC held a task group meeting to establish specific Goals and Objectives for 2013. These were submitted to City Council as information, in a report dated February 2014, (Attachment No. 1).

Summary of Actions from SEAC Meetings for 2014

January 2014:

- Dr. David McGrane was introduced as a new member to SEAC.
- Dr. Michael Hill was appointed Chair and Mr. Jeffrey Smith was appointed Vice-Chair.
- Brenda Wallace, Director of Environmental & Corporate Initiatives; Amber Jones, Education and Environmental Performance Manager, and Katie Burns, Environmental Coordinator; Environmental & Corporate Initiatives were in attendance and provided updates and answered subsequent questions on event sustainability and a performance plan for the Environmental & Initiatives Division was being devised and should be

- ready for circulation by the next meeting of the Committee.
- Ms. Katie Burns, Environmental Coordinator, Environmental & Initiatives Division, requested that the Committee select a representative to serve on the evaluations for the 2014 Environmental Component of the Community Cash Grants Program. Mr. Jeffrey Smith agreed to serve as the SEAC representative.
 - An informal planning meeting to set SEAC Goals and Objectives for 2014 was held on Tuesday, January 7, 2014 with Michael Hill, David McGrane, Kathleen Aikens, Michel Fortier and Jeff Smith in attendance. A summary of the planning meeting was circulated to Board Members by email prior to the meeting of the Committee. Key objectives were identified; discussion ensued regarding prioritization.
 - Dr. Michael Hill committed to drafting the 2013 annual report for SEAC.

February 2014:

- No meeting was held because of lack of quorum.

March 2014:

- Ms. Angie Bugg was introduced as a new member to SEAC.
- Ms. Candace Savage presented information regarding Wild About Saskatoon Festival. The Committee learned that the cost of hooding parking meters to provide bike valet service for festivals is cost prohibitive. SEAC resolved that a memo be sent to the Administrative and Finance Committee regarding the possibility of waiving the cost of hooded meters for the use of bike valets for festivals.
- Ms. Amber Jones of the Environmental & Corporate Initiatives Division was in attendance to provide an update on the 25 Year Water Strategy for Saskatchewan.
- Ms. Twyla Yobb of Environmental & Corporate Initiatives Division provided a PowerPoint presentation entitled "*What is the City of Saskatoon Environmental Mandate?*"
- The Administration circulated a copy of report entitled *Stormwater Management and Green Update* and answered questions put forth by Committee members.

April 2014:

- Sean Homenick presented a report from the Event Sustainability Task Group, dated April 10, 2014, which had been provided to Committee members, and answered questions. He explained that it may not be possible for Enactus (University of Saskatchewan student group) to provide solid waste audits at festivals because of student turnover. Mr. Homenick explained that the Task Group will be meeting with festival organizers throughout the month of April. It was suggested that if an audit of festivals is done, that organizations that have not previously agreed to work with Enactus be audited rather than those who have, as the results may produce different results.

- Environmental and Corporate Initiatives Director Brenda Wallace was in attendance and provided an update. The Chair also requested that Ms. Wallace provide information regarding the newspaper article entitled, *Citywide Compost Next Recycling Fight*. Discussion followed regarding advising City Council of the Committee's support of a city-wide compost program and it was decided that the Committee send a letter of support as soon as possible, and that a representative from the Committee be chosen to speak at the Council meeting at the time they consider the report.
- It was resolved that Dr. David McGrane draft a letter to City Council, advising that the Saskatoon Environmental Advisory Committee supports the City exploring a city-wide organics diversion program, and circulate it to Committee members by email for approval
- SEAC also requested that the Administration provide a power point presentation on the preliminary results of the work completed regarding the city-wide organics diversion program at the June 12, 2014 Saskatoon Environmental Advisory Committee meeting.
- The Chair provided background information regarding the Dark Sky Initiative and advised that the Administration had been asked to provide information regarding areas to assist in moving the initiative forward. Environmental and Corporate Initiatives Director Wallace advised that the Administration is unable to identify anything at this stage and that staffing is not available at this time to work on the initiative.
- Mr. Richard Huziak, representing the Saskatchewan Light Pollution Abatement Committee, was present and spoke regarding the initiative. He provided a copy of a brochure entitled, "*Dark Skies through Light Pollution Abatement*".
- Councillor Loewen advised that the City is reviewing digital billboard standards, and she will ensure that anything that comes forward is referred to the Committee. It was decided that the Building Standards Branch and Planning and Development Branch be asked to meet with the Committee to discuss possible changes to the zoning bylaw, etc., and to provide direction.
- The Chair advised that the Committee has a budget of \$6,800 for 2014 and had discussed the possibility of hiring a student. Discussion followed, including having the student do festival sustainability audits throughout the summer. Ms. Wallace advised that they could look at cost sharing with the Committee, and that they would also be willing to be involved in the hiring. Discussion also took place with respect to where the student would be located.

May 2014:

- No meeting was held because of lack of quorum.

June 2014:

- A draft of the 2013 Annual Report of the Saskatoon Environmental

Advisory Committee, prepared by Chair Dr. Michael Hill, was approved by the Committee. The Committee resolved that the Report be forwarded through the Standing Policy Committee on Environmental, Utilities and Corporate Services for submission to City Council.

- Environment and Corporate Initiatives staff member Josh Quintal provided a presentation on a city-wide organics diversion program. Environment and Corporate Initiatives director Brenda Wallace indicated that this item would be put before the Standing Policy Committee on Environment, Utilities & Corporate Services in September 2014 and that the Letter of Support submitted by the Committee would be put forward at the same time as the report on the matter.
- Environment and Corporate Initiatives provided SEAC members with a copy of the publication *Our Environment – The City of Saskatoon’s 2014 Environmental Leadership Report*.
- The Committee discussed a proposed budget for 2015 and resolved to request \$6,800, allocated in the following amounts: Publications/Reports (\$100); Public Education and Information Gathering (\$6000); Conferences/Workshops (\$500); and Membership Fees (\$200).
- The Committee resolved to provide financial support to the Student Action for a Sustainable Future (SASF) education program, in the amount of \$1,800.
- Mr. Brent Latimer, Committee member representing Saskatoon Health Region, provided information on an initiative to monitor ambient air quality in Saskatoon.

September 2014:

- Director of Environment and Corporate Initiatives Brenda Wallace advised the Committee that the City will be preparing a discussion paper regarding performance targets around the environment. She asked the Committee if they would be interested in participating in the process by acting as hosts during public consultations with stakeholders regarding waste diversion and gas emissions. The Committee resolved to defer decision on its participation until the October 2014 meeting when Director Wallace would present a proposed engagement plan.
- Committee members received copies of the *Festival Sustainability Report 2014*, as prepared by Rebecca Anderson and provided by Environment and Corporate Initiatives. The Committee resolved to defer any decisions regarding the recommendations in the *Festival Sustainability Report 2014* to October 2014 meeting, and invite representatives from participating festivals present to participate in the discussions.

- The Committee Secretary distributed a memo dated August 29, 2014 from the Deputy City Clerk, advising that City Council considered the Saskatoon Environmental Advisory Committee's 2013 Annual Report at its meeting held on August 21, 2014, and resolved that the information be received. The Saskatoon Environmental Advisory Committee's 2013 Annual Report was received by City Council at its meeting held on August 21, 2014.

October 2014:

- Committee Chair, Dr. Michael Hill informed the committee of a recent information request regarding progress on the Dark Sky Initiative. The Committee resolved to compose a memo to the Administration asking for clarification on the current policy regarding Dark Sky Initiative.
- Director of Environmental and Corporate Initiatives Brenda Wallace informed the Committee that an interdepartmental steering committee is preparing a Request for Proposal on Wetland Policy implementation.
- Director Wallace provided the Committee with a draft copy of the Proposed Engagement Plan for Stakeholder Consultations on Corporate Performance Targets (Waste Diversion and Greenhouse Gas Emissions). The Committee decided to accept the invitation to act as facilitators for the proposed engagement plan for stakeholder consultations on the corporate performance targets of waste diversion and greenhouse gas emissions.
- The Event Sustainability subcommittee reported on a meeting with festival representatives, subcommittee representatives, and Environment and Corporate Initiatives staff. The subcommittee noted that discussions were positive, but that greater resources needed to be dedicated to support waste diversion and other sustainability initiatives at large events.
- Mr. Brad Sylvester of the Optimist Club was in attendance to speak on the topic of festival sustainability. Mr. Sylvester spoke to the Committee from the perspective of a food vendor in regards to food services and public health at festivals and events.
- The Committee noted that City Council had proclaimed October 26-November 1, 2014 in Saskatoon as Right to Healthy Environment.

November 2014:

- Mr. Richard Huziak of the Saskatchewan Light Pollution Abatement Committee and members of Building Standards Division and Development Review were present to discuss Dark Sky Lighting. Mr. Huziak provided a draft policy copy entitled, *Responsible Outdoor Lighting Policy* and presented an overview of the policy. The Committee asked that the Development Review Section Manager, Mr. Dawson, provide, in the first quarter of 2015, an analysis of the current bylaws affecting outdoor lighting; and information on Dark Sky compliance in new neighborhoods.
- Mr. Nathan Ziegler of Saskatoon Light & Power was in attendance and presented the Committee with a power point presentation on the Power Generation Portfolio. The presentation included the City's vision and goals

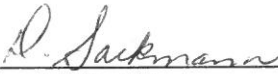
- for creating new sources of green energy where feasible.
- Environmental & Corporate Initiatives Director Brenda Wallace informed the Committee that the Proposed Engagement Plan for Stakeholder Consultations on Corporate Performance Targets (Waste Diversion and Greenhouse Gas Emissions) had been postponed until 2015.
 - Director Wallace additionally informed the Committee that the City-wide Compost Program was presented to the Standing Policy Committee on Environment, Utilities and Corporate Services, at their meeting held October 14, 2014. The Administration was not comfortable going forward with the program at this time, and a new report would be forthcoming in 2015.
 - The Event Sustainability sub-committee put forth recommendations for event sustainability. These recommendations were made with consideration to the Festival Sustainability Report 2014 by Rebecca Anderson and input from festival stakeholders. The Committee resolved to accept the recommendations of the Event Sustainability subcommittee, with the omission of the recommendation to extend waste diversion audits to additional interested festivals.
 - The Committee approved a schedule of meeting dates for the 2015 calendar year.

ATTACHMENT

1. Saskatoon Environmental Advisory Committee 2015 Goals and Objectives

Written By: Michael Hill and Kathleen Aikens

Approved By:


for Michael Hill, Chair
Saskatoon Environmental Advisory Committee
Dated: February 12, 2015

26 February 2015

The Saskatoon Environmental Advisory Committee presents as formal communication to the Standing Policy Committee on Environment, Utilities and Corporate Services the following goals and priorities for the 2015 calendar year.

In 2015, the Saskatoon Environmental Advisory Committee (SEAC) will:

- 1) Support greenhouse gas (GHG) targets and reduction strategies for the City of Saskatoon (corporate), industry, and community, through the following channels:
 - A) Advocate for, and support the facilitation of, public stakeholder consultations regarding targets for GHG emissions for corporate (City of Saskatoon), community, and industrial sector.
 - B) Advocate for an updated GHG inventory, as the most recent inventory was completed in 2005 with data from 2003.
 - C) Request information on the Solar City Initiative, which was removed from Council's 2015 (budget), and depending on information/recommendations received, advocate for inclusion of the Initiative in the 2016 Council budget.
 - D) Identify areas of greatest leverage for GHG reductions, such as increasing energy efficiency of buildings and homes through bylaws, and/or incentive programs.
- 2) Support city-wide organic waste diversion, through formal advocacy (e.g. providing letters of support), and support of public consultation on organic waste diversion options.
- 3) Continue to monitor progress of, and provide support for, previous reports and policies, including Dark Sky Policy and Wetlands Implementation Guide.
- 4) Develop greater linkages with Council's Standing Policy Committee on Environment, Utilities, and Corporate Services, through the provision of regular, in-person reports of SEAC to the Standing Policy Committee, and formal communication of annual goals.
- 5) Continue to support the SEAC Subcommittee on Event Sustainability, including the festival audit recommendations submitted by the subcommittee in 2014, in partnership with Environment and Corporate Services.



STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES & CORPORATE SERVICES

Capital Project 0687-05-WWT – Asset Replacement – Rooftop Air Handling Units – Award of Engineering Services

Recommendation of the Committee

1. That proposal submitted by Associated Engineering (Sask.) Ltd. for engineering services for the replacement of air handling units at the Wastewater Treatment Plant, for a total upset fee of \$188,625.00 (including GST and PST) be accepted; and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

History

At the April 14, 2015 Standing Policy Committee on Environment, Utilities & Corporate Services meeting, a report of the A/General Manager, Transportation & Utilities Department dated April 14, 2015 was considered.

Attachment

April 14, 2015 Report of the A/General Manager, Transportation & Utilities.

Capital Project #0687-05 - WWT - Asset Replacement - Rooftop Air Handling Units - Award of Engineering Services

Recommendation

That the Standing Policy Committee on Environment, Utilities and Corporate Services recommend to City Council:

1. That the proposal submitted by Associated Engineering (Sask.) Ltd for engineering services for the replacement of air handling units at the Wastewater Treatment Plant, for a total upset fee of \$188,625.00 (including GST and PST) be accepted; and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

Topic and Purpose

The services of an engineering consulting firm are required to provide engineering services for conceptual design, detailed design, tendering, and construction of air handling equipment refurbishment at the Wastewater Treatment Plant (WWTP). The current equipment is in poor condition and many components have reached the end of their service life. City Council approval is required to commission a consultant to proceed with the deliverables of the project.

Report Highlights

1. In line with the WWTP's capital asset management plan, air handling equipment requires replacement in order to operate reliably at peak efficiency.
2. A Request for Proposal (RFP) was advertised on January 12, 2015 and seven proposals were received.
3. The proposal from Associated Engineering (Sask) Ltd. (AE) was rated most favourable.

Strategic Goal

The recommendations in this report support the Strategic Goal of Asset and Financial Sustainability through refurbishing heating ventilation and air conditioning (HVAC) equipment to prevent damage to critical wastewater treatment infrastructure.

Background

Required replacement of air handling units has been anticipated for several years. In 2014, Capital Project #0687-01 - WWT - Asset Replacement - Rooftop Air Handling Units received approved funding in the amount of \$1,200,000 for the replacement of air handling units at the WWTP.

Report

Air Handling Equipment Requires Replacement

The HVAC equipment serving the WWTP secondary treatment process areas was installed in 1995. This equipment is reaching the end of expected life, resulting in increased maintenance costs and decreased performance. The need for major retrofit was anticipated and included in the 2014 Capital Budget.

Air quality inside wastewater treatment facilities is critical for employee health and equipment maintenance. Reliable air handling equipment will avoid accelerated equipment wear and ensure a safe environment for workers.

An RFP was Advertised

Engineering Services are required to assess HVAC systems and recommend the best way to rehabilitate equipment. These recommendations will lead to design and construction phases.

A Terms of Reference was developed and an RFP was advertised on January 12, 2015. Seven proposals were received on February 3, 2015, from the following consultants:

- AECOM Canada Ltd. (Saskatoon, SK)
- Arrow Engineering Inc. (Saskatoon, SK)
- Associated Engineering (Sask) Ltd. (Saskatoon, SK)
- March Consulting Associates Inc. (Saskatoon, SK)
- MPE Engineering Ltd. (Saskatoon, SK)
- Orbis Engineering Field Services Ltd. (Edmonton, AB)
- WSP Canada Inc. (Saskatoon, SK)

After a systematic evaluation of all proposals, the Administration rated the proposal from AE as superior and confirmed it met the scope-of-work defined in the Terms of Reference.

Options to the Recommendation

There are no options as the recommended proponent, AE, was the most qualified consultant for the work described in the RFP.

Communication Plan

The proposed work is limited to WWTP buildings and will not produce odour or noise beyond the WWTP grounds. A communication plan is not required.

Financial Implications

The net cost to the City for the engineering services, as submitted by AE would be as follows:

Capital Project #0687-05 - WWT - Asset Replacement - Rooftop Air Handling Units - Award of Engineering Services

Preliminary Design	\$ 38,531.00
Detailed Design	59,236.00
Tender	6,080.00
Construction	26,122.00
Commissioning	18,852.00
Post Construction	<u>3,916.00</u>
Total Estimated Fees (Base Fee)	\$152,737.00
Disbursement Allowance	1,700.00
GST (5%)	7,722.00
PST [5% of 30% of Design (\$97,767)]	1,466.00
Contingency	<u>25,000.00</u>
Total Upset Fee	\$188,625.00
GST Rebate	<u>(7,722.00)</u>
Net Cost to the City	<u>\$180,903.00</u>

The project is funded by Capital Project #0687-01 - WWT - Asset Replacement - Rooftop Air Handling Units. The 2014 Capital Budget has \$1,191,000 of approved funding remaining for this project.

Other Considerations/Implications

There are no public and/or stakeholder involvement, policy, environmental, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

This project has a planned construction phase finishing in spring 2016.

Public Notice

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

Report Approval

Written by: Jonathan Laforge, Project Engineer, Wastewater Treatment Plant
Reviewed by: Pamela Hamoline, Acting Plant Manager, Wastewater Treatment Plant
Larry Schultz, Engineering Services Manager
Reid Corbett, Director of Saskatoon Water
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities Department

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STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES & CORPORATE SERVICES

Capital Project 2229 - WWT – Primary 25kVa Loop – Award of Engineering Services

Recommendation of the Committee

1. That the proposal submitted by Willms Engineering Ltd. for engineering services for the design and construction of the Wastewater Treatment Plant Primary 25kVa Loop Expansion, at a total upset fee of \$499,690.50 (including GST and PST) be accepted; and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

History

At the April 14, 2015 Standing Policy Committee on Environment, Utilities & Corporate Services meeting, a report of the A/General Manager, Transportation & Utilities Department dated April 14, 2015 was considered.

Attachment

April 14, 2015 Report of the A/General Manager, Transportation & Utilities.

Capital Project #2229 - WWT - Primary 25kVa Loop - Award of Engineering Services

Recommendation

That the Standing Policy Committee on Environment, Utilities and Corporate Services recommend to City Council:

1. That the proposal submitted by Willms Engineering Ltd. for engineering services for the design and construction of the Wastewater Treatment Plant Primary 25kVa Loop Expansion, at a total upset fee of \$499,690.50 (including GST and PST) be accepted; and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

Topic and Purpose

The services of an engineering consulting firm are required to provide engineering services for a conceptual design, detailed design, tendering, and construction management to complete the 25kVa loop at the Wastewater Treatment Plant (WWTP). The 1996 expansion of the WWTP has a proper power feed loop which the original part of the plant doesn't have. This project will upgrade the WWTP power feeds with simultaneous processes for a seamless back-up, when required. Approval is required to commission a consultant to proceed with the deliverables of the project.

Report Highlights

1. The WWTP power system is due for an upgrade, as planned in the 2015 Capital Budget.
2. A Request for Proposal (RFP) was issued on February 10, 2015, and 12 proposals were received in response.
3. The proposal submitted by Willms Engineering Ltd. (Willms) was rated the highest.

Strategic Goal

This project supports the Strategic Goal of Asset and Financial Sustainability by planning and budgeting for lifecycle maintenance and upgrades of the facility's equipment.

Background

The initial plant construction in the early 1970s was constructed with the entire plant being fed from one transformer. The plant expansion in the early 1990s resulted in a new 25kVa loop with transformers for each area. This project will upgrade the original plant electrical distribution to match the newer loop. Some of the older equipment is now hazardous and at the end of its useful life. There is an option in this project to upgrade

the main incoming switchgear at the WWTP to provide more redundancy with modern equipment. There is also a need to conduct an arc flash study which will allow each piece of equipment to be rated to determine its hazard level. Capital Project #2229 WWT – Primary 25kVa Loop was established to upgrade these older electrical systems.

Report

The Primary 25kVa Loop Needs Replacing

The original buildings at the WWTP consist of the maintenance/administration, grit and screen, primary sedimentation basins, and the digesters. These are all fed from one location which is at the end of its life. Therefore, the load will be split with separate feeds to each area to provide redundancy as well as more modern equipment. Upgrading the 25kVa loop will also provide the ability to add new loads in the future. The consultant will need to assess the situation and recommend the best way to upgrade this electrical equipment. This will lead to a design and construction phase which will remedy the situation.

An RFP was Advertised

An RFP was advertised on February 10, 2015, on the SaskTenders website and 12 proposals were received on March 12, 2015, from the following consultants:

- Associated Engineering (Sask) Ltd. (Saskatoon, SK)
- ENGCOMP Engineering and Computing Professionals (Saskatoon, SK)
- March Consulting Associates Inc. (Saskatoon, SK)
- Midgard Project Management Ltd. (White City, SK)
- Ritenburg & Associates Ltd. (Saskatoon, SK)
- Shermco Industries (Saskatoon, SK)
- SNC Lavalin Inc. (Saskatoon, SK)
- Tetra Tech Inc. (Saskatoon, SK)
- Wavefront Consulting Inc. (Regina, SK)
- Willms Engineering Ltd. (Saskatoon, SK)
- WorleyParsons Canada Services Ltd. (Saskatoon, SK)
- WSP Canada Inc. (Saskatoon, SK)

After a systematic evaluation of all proposals, the Administration rated the proposal from Willms as superior and confirmed it met the scope-of-work defined in the Terms of Reference.

Options to the Recommendation

There are no options as the recommended proponent, Willms, was the most qualified consultant for the work described in the RFP.

Communication Plan

The proposed work will not produce odour or noise from the WWTP. This project is adding additional electrical equipment with the same type as currently existing on site.

Financial Implications

The net cost to the City for the engineering services, as submitted by Willms would be as follows:

Engineering Services	\$370,400.00
Main Services Upgrade	48,000.00
Arc Flash Study	<u>30,000.00</u>
Total Base Fee	\$448,400.00
Contingency	<u>22,420.00</u>
Sub-total Upset Fee	\$470,820.00
GST (5%)	23,541.00
PST (5% of 30% of \$355,300 Design)	<u>5,329.50</u>
Total Upset Fee	\$499,690.50
GST Rebate	<u>(23,541.00)</u>
Net Cost to City	<u>\$476,149.50</u>

The project is funded by Capital Project #2229 WWT- Primary 25kVa Loop which has \$500,000 of approved funding from the 2015 Capital Budget.

Other Considerations/Implications

There are no public and/or stakeholder involvement, policy, environmental, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

This project has a planned construction phase finishing by April of 2017.

Public Notice

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

Report Approval

Written by: Ross Elliott, Senior Project Management Engineer, Saskatoon Water
Reviewed by: Larry Schultz, Engineering Services Manager, Saskatoon Water
Reid Corbett, Director of Saskatoon Water
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities Department

EUCS RE - CP2229 WWT-Primary 25kVa Loop-AES.docx



STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES & CORPORATE SERVICES

SaskWater Increasing Water Supply to the East Floral Industrial Park

Recommendation of the Committee

That the report of the A/General Manager, Transportation & Utilities Department, dated April 14, 2015, be received as information.

History

At the April 14, 2015 Standing Policy Committee on Environment, Utilities & Corporate Services meeting, a report of the A/General Manager, Transportation & Utilities Department dated April 14, 2015 was considered.

Attachment

April 14, 2015 Report of the A/General Manager, Transportation & Utilities.

SaskWater Increasing Water Supply to the East Floral Industrial Park

Recommendation

That the report of the General Manager, Transportation & Utilities Department, dated April 14, 2015, be forwarded to City Council for information.

Topic and Purpose

The purpose of this report is to provide City Council with information regarding SaskWater's intention to increase the water supply to the East Floral Industrial Park.

Strategic Goals

SaskWater's intention to increase water supply to the East Floral Industrial Park fulfills the Strategic Goals of Asset and Financial Sustainability and Economic Diversity and Prosperity as the new development benefits Saskatoon Water, the City of Saskatoon, and the Saskatoon region.

Background

SaskWater provides water from the City distribution system to the cities of Martensville and Warman, as well as a variety of towns and rural clients in the Saskatoon region.

On December 8, 2014, the General Manager, Transportation & Utilities Department received a letter from SaskWater dated December 4, 2014 informing the City of its intention to expand its services in the East Floral Industrial Park. Following further communications with SaskWater and their engineering consultant about technical details of the project, the Administration held additional discussions with the City Solicitors and staff from the Planning & Development division about regional planning implications. Administration has affirmed the intention and is recommending that City Council be informed of the change.

Report

SaskWater currently provides City water to the East Floral Industrial Park located approximately 15 kilometres southeast of Saskatoon. SaskWater has informed the City that it intends to supply water lines to an additional 11 light industrial lots at this site. SaskWater does not require any additional flow or volume allocations from the City as this expansion has sufficient capacity that exists at the supply point. Additional flows and volumes required are within the current contract limitations.

Financial Implications

It is expected that the increased development and water usage will have a positive impact on the water utility.

Other Considerations/Implications

There are no options, public and/or stakeholder involvement, communication plan, policy, environmental, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

Administration has agreed to inform SaskWater of City Council's decision immediately following its meeting being held on April 27, 2015.

Public Notice

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

Report Approval

Written by: Galen Heinrichs, Water and Sewer Engineering Manager
Reviewed by: Reid Corbett, Director of Saskatoon Water
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities Department

EUCS GH – SaskWater-Increasing Water Supply-East Floral Industrial Park.docx



STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES & CORPORATE SERVICES

SaskWater Request to Allow Water Services to Existing Homes Adjacent to the Town of Hepburn

Recommendation of the Committee

1. That the request by SaskWater to allow water services to 14 existing homes adjacent to the Town of Hepburn in the RM of Laird (404), be accepted subject to documentation that the adjacent homes are in the process of being annexed into the Town of Hepburn; and
2. Should adequate documentation be provided as noted in resolution 1, that the City Solicitor amend the Master Agreement with SaskWater to allow these specific customers to be added.

History

At the April 14, 2015 Standing Policy Committee on Environment, Utilities & Corporate Services meeting, a report of the A/General Manager, Transportation & Utilities Department dated April 14, 2015 was considered.

Your Committee requested that these homes adjacent to the Town of Hepburn be in the process of being annexed into the Town prior to allowing water services.

Attachment

April 14, 2015 Report of the A/General Manager, Transportation & Utilities.

SaskWater Request to Allow Water Services to Existing Homes Adjacent to the Town of Hepburn

Recommendation

That the Standing Policy Committee on Environment, Utilities and Corporate Services recommend to City Council:

1. That the request by SaskWater to allow water services to 14 existing homes adjacent to the Town of Hepburn in the RM of Laird (404), be accepted; and
2. That the City Solicitor amend the Master Agreement with SaskWater to allow these specific customers to be added.

Topic and Purpose

The purpose of this report is to obtain City Council approval to allow SaskWater and the Town of Hepburn to provide City water to 14 homes adjacent to the Town of Hepburn, within the RM of Laird (404).

Report Highlight

SaskWater currently supplies City water to the Town of Hepburn. Approval of the recommendation will allow 14 existing homes adjacent to the Town of Hepburn to also receive water services.

Strategic Goals

The request by SaskWater for increased water supply to homes adjacent to the Town of Hepburn fulfills the Strategic Goals of Asset and Financial Sustainability and Economic Diversity and Prosperity as the new development benefits Saskatoon Water, the City of Saskatoon, and the Saskatoon region.

Background

On December 8, 2014, the General Manager, Transportation & Utilities Department received a letter from SaskWater dated December 4, 2014 requesting approval from the City to allow the Town of Hepburn, an existing SaskWater customer, to provide water outside their own town limits.

Report

SaskWater currently provides City water to the Town of Hepburn (population approximately 600) located 45 kilometres directly north of Saskatoon on Highway 12. SaskWater has requested that the City allow the Town of Hepburn to provide water service to 14 homes that, though adjacent to the town, are outside the town limits and within the RM of Laird (404). The current Master Agreement with SaskWater does not include water sales to the RM of Laird (404). Additionally, although the jurisdiction difference in this request is not significant for physically supplying the homes, it is a significant policy change as it would involve the metering and resale of water from one

SaskWater customer (the Town of Hepburn) to another set of new customers [14 existing homes adjacent to the Town of Hepburn, within the RM of Laird (404)].

The 14 homes under consideration either physically border the Town of Hepburn or are within approximately 100 metres of the limits of the Town of Hepburn. Several of the homes currently have sanitary sewer services with the Town of Hepburn, although, they do not have water connections. It is also expected that several of the homes may be annexed into the town in the near future.

SaskWater does not require any additional flow or volume allocations from the City as this expansion has sufficient capacity that exists at the supply point. Additional flows and volumes required are within the current contract limitations.

Policy Implications

The issue contains two policy implications:

1. The resale of City water from one SaskWater client to separate customers outside of the client's jurisdiction; and
2. The sale of City water to customers in the RM of Laird (404) which is not covered under the current Master Agreement for supplying City water to SaskWater.

It is the opinion of the Administration that due to the scale of the issue (14 homes), the distance from the Saskatoon region (45 kilometres north), and the fact that this is not a new development request (the homes already exist); this request should be approved for this specific instance. The Administration recommends that any future extension of services to new customers, not covered by the Master Agreement with SaskWater, and any applications involving the potential resale of City water by SaskWater clients should be approved directly by City Council.

Financial Implications

It is expected that the increased development and water usage will have a positive impact on the water utility.

Other Considerations/Implications

There are no options, public and/or stakeholder involvement, communication plan, environmental, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

The Administration has agreed to inform SaskWater of City Council's decision immediately following its meeting being held April 27, 2015.

Public Notice

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

Report Approval

Written by: Galen Heinrichs, Water and Sewer Engineering Manager

SaskWater Request to Allow Water Services to Existing Homes Adjacent to the Town of Hepburn

Reviewed by: Reid Corbett, Director of Saskatoon Water
Approved by: Angela Gardiner, Acting General Manager, Transportation &
Utilities Department

EUCS GH – SaskWater-Water Services to Existing Homes Adjacent to the Town of Hepburn.docx



STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES & CORPORATE SERVICES

Bylaw No. 8880 – Private Water and Sewer Connection Bylaw Update Request

Recommendation of the Committee

That the City Solicitor be instructed to draft the necessary amendments to Bylaw No. 8880 – Private Water and Sewer Connection Bylaw, 2010 for consideration by City Council as outlined in the report of the A/General Manager, Transportation and Utilities dated April 14, 2015.

History

At the April 14, 2015 Standing Policy Committee on Environment, Utilities & Corporate Services meeting, a report of the A/General Manager, Transportation & Utilities Department dated April 14, 2015 was considered.

Attachment

April 14, 2015 Report of the A/General Manager, Transportation & Utilities.

Bylaw No. 8880 – Private Water and Sewer Connection Bylaw Update Request

Recommendation

That the Standing Policy Committee on Environment, Utilities and Corporate Services recommend to City Council:

That the City Solicitor be instructed to draft the necessary amendments to Bylaw No. 8880 – Private Water and Sewer Connection Bylaw, 2010. for consideration by City Council as outlined in this report.

Topic and Purpose

The purpose of this report is to request changes to Bylaw No. 8880 – Private Water and Sewer Connection Bylaw, 2010. Changes are recommended to reflect current City practices regarding the replacement and repair of lead water connections.

Report Highlights

1. Bylaw 8880, Section 10 is required to be updated to reflect past policy decisions regarding the replacement of lead water connections.
2. The changes will update Bylaw 8880 to reflect the City's policy to replace lead connections in their entirety whenever work is being done on the connection, with the property owner having no option to opt out of the program.
3. The changes will define the City's connection replacement cost sharing program. The program will apply to the portion of a connection replacement from the water main to the footing of the building.
4. The Bylaw will give Replacement Program managers the ability to deal with property owners who are refusing to abide by City Council's policy on lead pipe replacement.

Strategic Goal

The information presented in this report supports the Strategic Goal of Quality of Life. Lead service connections have been identified as potential health risks and the full replacement of lead connections is a strategy to reduce this risk.

Background

Water service connections are small diameter pipes which connect properties to the water main in the street. Saskatoon has approximately 61,000 total water service connections, of these, approximately 5,300 were installed between the early 1900s and early 1950s and are made of lead.

Pursuant to Section 22 of the Cities Act, the City sets and enforces standards for the construction, maintenance, repair and replacement of a service connection of a public utility. The property owner of a parcel of land is responsible for the construction,

maintenance, repair and replacement of a service connection of a public utility on that parcel of land, unless otherwise determined by the City.

In 2010, the City made changes to how it handles the replacement and repair of water service connections which are made of lead. City Council approved policy mandating that any time a lead connection is disturbed (cut into for repair or replacement), the entire connection from the water main in the street to the water meter in the house must be replaced. This policy was put in place at the recommendation of Administration based on a study that showed high increases in lead concentrations in water at locations where a lead line had recently been disturbed. Prior to this policy, the property owner would have been given the option of whether or not they wanted the private portion of the connection replaced. If they did not, only the portion in the City right-of-way would be replaced.

In 2014, City Council approved a service level for lead connection replacements and \$1,500,000 annually to fund the program. The replacement of lead connections is funded from Capital Project #1615 – Water Distribution.

Report

Section 10 of Bylaw 8880 deals with “General Rules Regarding Replacement of Service Connections”.

It is recommended that Bylaw 8880 be amended to provide for the following:

1. The City’s Service Connection Replacement Program currently includes cost sharing to the property owner for work done under the property owner’s parcel of land.
 - a. The cost sharing applies to:
 - i. any portion of the water connection from the property line to the footing of the building.
 - b. The cost sharing does not apply to:
 - i. Any pipe under the building or internal to the building, from the footing to the water meter. Replacement of this piping is the responsibility of the property owner and must be replaced at the same time that the portion of the connection between the footing and the water main is replaced. Any costs associated with replacing piping from the footing of the building to the water meter are fully the property owner’s.
 - ii. Any restoration to the surface of the property owner’s parcel of land due to excavations required for the replacement of the connection. These costs are fully the responsibility of the property owner.
2. The City’s current practice when an existing lead water service connection fails at any point between the water main and the water meter, on either the property owner’s side or in the City right-of-way, is to require replacement of the entire water connection from the water main to the water meter. The property owner is responsible for costs related to the portion of the connection on the property

- owner's parcel of land. The property owner is eligible to participate in any policy or program that the City has to cost share the replacement.
3. When the City is doing any work in the City right-of-way, and deems the upgrade of water connection pipes necessary, and the water connection pipe is made of lead, the City requires the replacement of the entire connection, from the water main to the water meter. The property owner is responsible for costs related to the portion of the connection on the property owner's parcel of land. The property owner is eligible to participate in any policy or program that the City has for sharing costs of the replacement.
 - a. The City currently deems the upgrade of water connections necessary when:
 - i. The City is performing a major roadway treatment in the right-of-way.
 - ii. The City is upgrading water or sewer mains in the right-of-way.
 - b. Administration recommends that when:
 - i. A property owner requests the replacement of their connection under the Homeowner Requested Lead Connection Replacement Program, and a service connection to a neighboring property is in the same excavation (referred to as common trench connections), the initiating property owner is required to gain the consent of the neighboring property owner in order to participate in any City program. Both property owners' must agree to replace their full service connection, from the main to their meter before the City can proceed with replacement. If the initiating owner cannot gain consent of the neighbour, no voluntary work will be done on the service connections.
 - ii. When a connection in a common trench with a neighboring connection fails; both connections are required to be replaced from the main to the meter.
 4. Under all circumstances where the replacement of lead water pipes is mandatory from the water main to the water meter, the property owner is given the option of performing the portion of the work under the property owner's parcel of land using a licensed water and sewer contractor hired by the property owner and at the property owner's own cost, or having the work under the property owner's parcel of land, from the property line to the footing of the house, done by a contractor hired by the City and under eligible programs that the City has to cost share the replacement.
 5. Under all circumstances where the replacement of lead water pipes is mandatory from the water main to the water meter, if the property owner does not respond to City communications, or indicates that they will not allow work to be done on the property owner's parcel of land, it is recommended that the Bylaw be updated to authorize the City to exercise its authority under Section 22 of *The Cities Act* and sends the property owner a notice that the City will replace only the portion of the

connection under the City right-of-way and the connection will be shutoff and not turned on until such time that the property owner's portion of the connection is replaced.

This recommendation is requested so that City employees who administer the connection replacement program have an effective method to deal with property owners who refuse to participate in a program mandated by City Council. In the past, property owners have not regarded City Council directives as sufficient authority and have become abusive and threatening to City employees.

Options to the Recommendation

- As an option to point #3), b), i) of the Report, in instances where the City is upgrading a connection at the request of a property owner, and the right-of-way portion of the connection is in a common trench with a neighboring connection such that both connections are exposed when work is done on either, the neighboring property owner would be required to replace their connection at the same time.
 - This option is not recommended because the Homeowner Requested Replacement Program is voluntary. Under this option to the recommendation, the City would force an adjacent resident to replace their lead connection when they had not volunteered and the connection is functioning properly.
- Another option would be for the City to make the property owner fully responsible for the connection from the water meter to the water main and all costs associated with maintaining, repairing, and replacing connections are fully the property owner's.
 - This option is not recommended based on past City Council directives.

Financial Implications

The recommendation has no financial implication as it is a representation of current practices which are already considered under current funding strategies.

Public and/or Stakeholder Involvement

The recommendations in this report were developed in conjunction with the Public Works and Construction & Design divisions. The policies these Bylaw changes will be addressing are already in place.

Communication Plan

A communication plan involving direct communication to all residents with a lead service connection is in place to educate and inform them of Saskatoon's approach to lead connections and associated water quality issues. Communication tools include the City's website, a letter mailed to property owners and occupants with lead service connections advising them of the replacement program and risks of lead in drinking water, a brochure, and a letter to residents who request a new utility account at a property known to have a lead service connection.

The recommended changes to the Bylaw will ensure information being communicated to residents coincides with the Bylaw.

Environmental Implications

The recommendations will result in the consumption of energy and materials associated with the activities of the Lead Connection Replacement program, including the generation of greenhouse gas emissions. The overall impact on greenhouse gases has not been quantified at this time.

Other Considerations/Implications

There are no policy, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

Complete Bylaw update by Fall of 2015.

Public Notice

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

Report Approval

Written by: Stephen Wood, Manager, Water & Sewer Preservation
Reviewed by: Rob Frank, Manager, Asset Preservation Section
Reviewed by: Mike Gutek, Director of Major Projects
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities Department



STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES & CORPORATE SERVICES

2015 Membership: South Saskatchewan River Watershed Stewards

Recommendation of the Committee

That the City of Saskatoon membership with the South Saskatchewan River Watershed Stewards Incorporated be renewed for 2015.

History

At the April 14, 2015 Standing Policy Committee on Environment, Utilities & Corporate Services meeting, a report of the General Manager, Corporate Performance Department dated April 14, 2015 was considered.

Attachment

April 14, 2015 Report of the General Manager, Corporate Performance.

2015 Membership: South Saskatchewan River Watershed Stewards

Recommendation

That the Standing Policy Committee on Environment, Utilities, and Corporate Services recommend to City Council:

That the City of Saskatoon membership with the South Saskatchewan River Watershed Stewards Incorporated be renewed for 2015.

Topic and Purpose

The Administration recommends continuing membership with the South Saskatchewan River Watershed Stewards Incorporated (SSRWSI), a non-profit organization that delivers targeted programs to protect our watershed and the source of our drinking water.

Report Highlights

1. The SSRWSI leads the implementation of the Source Water Protection Plan for the South Saskatchewan River watershed.
2. Membership in the SSRWSI supports initiatives that have a direct and beneficial impact on the City of Saskatoon (City)'s source of drinking water.

Strategic Goal

Continued membership with the SSRWSI supports the strategic goal of Environmental Leadership. The 10-year strategy of improving the quality and reducing the quantity of storm water run-off is specifically supported.

Background

The City joined the SSRWSI as a founding member in 2007. The City is engaged in watershed protection initiatives via this organization and has two members on the SSRWSI Board of Directors: one City Councillor, and one member from the Administration.

Report

Source Water Protection Plan

The Province initiated watershed planning for the South Saskatchewan River in 2004. The SSRWSI was formed in 2007 to implement the resulting Source Water Protection Plan. Initiatives undertaken by the SSRWSI to implement the plan are described in Attachment 1.

Benefits to Drinking Water Quality

Membership in the SSRWSI provides an opportunity for the City to establish relationships with other stakeholders in the watershed, and to leverage additional funding and resources for watershed projects. These projects allow the City to work with our watershed neighbours toward protecting our common drinking water resources.

Projects that benefit drinking water quality include: water quality monitoring, wetland preservation, groundwater well decommissioning, sediment and erosion control, water resource allocation, invasive species monitoring, and source water protection planning.

Options to the Recommendation

City Council may choose not to renew membership with SSRWSI, as membership is voluntary.

Public and/or Stakeholder Involvement

The SSRWSI has developed partnerships with other organizations with an interest in watershed protection, and has a membership base from across the entire watershed. Attachment 1 lists partners and members of the organization.

Communication Plan

Updates on the activities of the SSRWSI will be provided to City Council annually when membership fees are due.

Financial Implications

The annual membership fee for the City to participate in the SSRWSI is \$20,000. Funds have been allocated in the 2015 operating budget for this expenditure.

Environmental Implications

Continued membership with the SSRWSI enables the City to participate in initiatives that protect the overall health of our watershed and our source of drinking water.

Other Considerations/Implications

There are no policy, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

An update to City Council will be provided in May 2016.

Public Notice

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

Attachment

1. Watershed Protection

Report Approval

Written by: Twyla Yobb, Watershed Protection Manager
Reviewed by: Brenda Wallace, Director of Environmental and Corporate Initiatives
Reid Corbett, Director of Saskatoon Water
Approved by: Catherine Gryba, General Manager, Corporate Performance Department

Watershed Protection



Photos and map courtesy of the South Saskatchewan River Watershed Stewards, Inc.

Overview

The South Saskatchewan River is central to the community, culture, and heritage of Saskatoon. Citizens live, work, and play in and around the river, which also supplies our drinking water and receives storm water and treated waste water.

The river is part of a larger ecological entity called the South Saskatchewan River Watershed that connects us to our neighbours up and downstream of Saskatoon. Because the river is so vital to our citizens, it is important that we take part in protection of this resource.

Saskatoon is engaged in watershed protection initiatives through membership in a non-profit organization that delivers targeted programs to protect the quality and quantity of water in the watershed; the South Saskatchewan River Watershed Stewards Inc. (Stewards).

What is a Watershed?

A watershed is an area of land that is linked by a common connection to one watercourse. All the storm runoff and snow melt in this area is carried or “shed” to this common watercourse. Water moving within the watershed is affected by everything it comes into contact with including soil, vegetation, wildlife, and people. The activities that we do on the land have impacts on the water quality that is available to others downstream. Likewise, the water quality that is available to Saskatoon is impacted by the activities of those who live upstream.

The South SK River Watershed

The South Saskatchewan River is the single largest supplier of water for drinking, irrigation, industry, and recreation in the province. Approximately 45% of the provincial population relies on the river for their daily water needs.

The river begins in the Rocky Mountains in Alberta. The Oldman River, Bow River, and Red Deer River all combine to form the South Saskatchewan River just after crossing the Alberta-SK border.

In Saskatchewan, the River travels northeast to Lake Diefenbaker, where Gardiner Dam controls flow moving toward Saskatoon. Downstream of the city, the South and North Saskatchewan Rivers join to form the Saskatchewan River. The river continues to the Delta near the Manitoba-SK border, then through Lake Winnipeg and Nelson River into the Hudson Bay.

The upstream boundary of the South SK River Watershed is the Alberta-SK border. The downstream boundary is in the northeast where the South SK and North SK Rivers join.

Source Water Protection Planning

The Province initiated watershed planning for the South Saskatchewan River in 2004. Watershed residents and leaders participated in the creation of a work plan, called the Source Water Protection Plan, to protect our common water resources.

The Stewards were formed in 2007, with Saskatoon as one of the founding members, to implement the resulting Source Water Protection Plan.



Map courtesy of the Province of Saskatchewan

Why is Saskatoon a Member?

Membership with the Stewards supports the strategic goal of Environmental Leadership. The ten year strategy of improving the quality and reducing the quantity of storm water run-off is specifically supported.

Initiatives implemented by the Stewards that support the City's long term goals include:

- General education and awareness of watershed issues.
- Water quality monitoring research to identify land uses or human activities that can adversely impact water quality.
- Programs to raise awareness of issues related to agriculture. Funding is available for producers who wish to implement beneficial management practices for watershed protection.
- Awareness and monitoring for aquatic and terrestrial invasive species.
- Source water protection planning for rural communities and First Nations.

Benefits of Membership

1. Economic Benefits to the City

- Leverage additional funding for watershed protection projects. The Stewards are able to use the City's contributions to leverage additional funds and resources from other partners and funding agencies.
- Identify future threats to water quality and quantity, develop projects, and identify funding sources to address issues.

2. Environmental Benefits

- Raise awareness of watershed issues and promote behavior that benefits water quality.
- Initiate projects that implement best management practices for the protection of water quality and quantity.
- Improved understanding of terrestrial and aquatic ecology in the watershed.
- Improved ability to monitor the watershed for issues, such as invasive species, and

take measures to reduce environmental and financial impacts.

- Improved understanding of watershed hydrology.

3. Social Benefits

- Protect water quality and quantity in the River for the health and welfare of our citizens.
- Better relationships with other communities that live upstream and downstream of Saskatoon.
- Productive relationships with community organizations with an interest in watershed protection.

What Are the Consequences of Not Doing this Work?

- Saskatoon would not have access to the provincial Source Water Protection Planning initiative and related projects.
- Saskatoon would not develop better relationships with communities up and downstream on the South Saskatchewan River.
- The City would not be able to easily demonstrate involvement with protection of water quality and quantity for the health and welfare of our citizens.

What is the Timing of the Project?

Ongoing membership with the Stewards is dependent upon Council approval on an annual basis.

2015 Activities and Deliverables

Projects in the 2015 SSRWSI Business Plan that will directly benefit Saskatoon include:

- Implementation of agricultural best management practices
- Awareness and monitoring for aquatic and terrestrial invasive species
- Source water protection planning for Pike Lake
- Development of an allocation strategy for the South Saskatchewan River

- River water quality monitoring
- Development of a Master Naturalist Program
- Youth education

Who Are The Sponsors?

Council

- Councillor Zach Jeffries

Corporate Performance

Environmental & Corporate Initiatives:

- Brenda Wallace, Director
- Twyla Yobb, Land & Water Section

Who Are The Stakeholders?

Corporate Performance:

Environmental and Corporate Initiatives

- Education & Environmental Performance
- Land & Water Section

Community Services

Parks:

- Maintenance NW District
- Maintenance SE District
- Community Development
- Community Initiatives

Transportation and Utilities

Saskatoon Water:

- Water Treatment
- Wastewater Treatment
- Storm Water Engineering

Partnerships

Partnerships that are available to Saskatoon via the SSRWSI include:

- Saskatchewan Association of Watersheds (members include 10 other provincial watershed groups)
- Meewasin Valley Authority
- Native Plant Society of Saskatchewan
- Saskatoon Nature Society
- Saskatchewan Environmental Society
- Saskatchewan Invasive Species Council
- Saskatchewan Wildlife Federation
- Nature Saskatchewan
- Swale Watchers
- Wild About Saskatoon
- Pike Lake Cottage and Watershed Association
- North Saskatchewan River Basin Council
- PARTNERS for the Saskatchewan River Basin
- Ducks Unlimited Canada
- Global Water Security Institute
- School of Environment and Sustainability
- Environment Canada
- Fisheries and Oceans Canada
- SK Ministry of Environment
- SK Ministry of Agriculture

2014 Members

Members of the Stewards in 2014 were:

Urban:

- City of Saskatoon
- Town of Cabri
- Town of Cudworth
- Town of Elrose
- Town of Kindersley
- Town of Leader
- Town of Osler

Rural

- R.M. of Corman Park #344
- R.M. of Deer Forks #232
- R.M. of Excelsior #166
- R.M. of Happyland #231
- R.M. of Kindersley #290
- R.M. of Loreburn #254
- R.M. of Miry Creek #229
- R.M. of Montrose #315
- R.M. of Newcombe #260
- R.M. of Rudy #284
- R.M. of Saskatchewan Landing #167
- R.M. of Snipe Lake #259
- R.M. of Victory #226

Special Interest

- Meewasin Valley Authority
- Pike Lake Cottage and Watershed Assoc.



Photo courtesy of the South Saskatchewan River Watershed Stewards, Inc.



STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES & CORPORATE SERVICES

Household Hazardous Waste Days Program – East Location Option

Recommendation of the Committee

That the report of the General Manager, Corporate Performance Department dated April 14, 2015 be forwarded to City Council for information.

History

At the April 14, 2015 Standing Policy Committee on Environment, Utilities & Corporate Services meeting, a report of the General Manager, Corporate Performance Department dated April 14, 2015 was considered.

Attachment

April 14, 2015 Report of the General Manager, Corporate Performance.

Household Hazardous Waste Days Program – East Location Option

Recommendation

That the report of the General Manager, Corporate Performance Department dated April 14, 2015, be forwarded to City Council for information.

Topic and Purpose

This report provides information on the potential to add an east side location for future household hazardous waste (HHW) events.

Report Highlights

1. Two potential east side locations have been identified for HHW events – Prairieland Park and University of Saskatchewan.
2. The cost of any HHW event is projected at \$25,000 – regardless of the location.
3. The Administration will be engaging with the Ministry of Environment to reinforce the importance of a program supporting the collection and management of household hazardous waste.

Strategic Goals

Appropriately disposing of and recycling hazardous materials supports the four year priority to promote and facilitate city-wide composting and recycling to reduce the rate and volume of waste sent to the landfill, and the long term strategies of soil and water quality protection under the Strategic Goal of Environmental Leadership.

Background

On March 23, 2015, City Council approved the recommendation to consider a budget increase for the Household Hazardous Waste Days Program during the 2016 and 2017 Business Plan and Budget deliberations. City Council also resolved, in part:

“That the issue of an east-side location for Household Hazardous Waste collection be referred back to the Administration for a report to the appropriate committee.”

Report

East Side Locations for HHW Events

In-person surveys conducted at HHW events in 2014 revealed that 8% of participants would like the option of an east side drop-off location for HHW. Site suitability assessments were conducted in November 2014, with the following three potential locations identified for future HHW events:

- Prairieland Park – east parking lot
- University of Saskatchewan – Saskatoon Field House (Lot 15)
- University of Saskatchewan – Lots F, Q, S, V or Y (only 1)

All three of the sites have the capacity to accommodate 350+ vehicles throughout the duration of an event (9:00am to 3:30pm), as well as provide at least two points of access/egress. Follow-up visits with a representative from each location will be required prior to confirming event dates and logistics. Attachment 1 highlights the geographical distribution of participants that attended HHW events at SaskTel Centre in August, September, October and December of 2014.

Status of Extended Producer Responsibility Program in Saskatchewan

In 2013, the Saskatchewan Ministry of Environment contracted the Saskatchewan Waste Reduction Council to develop draft regulations and recommendations in support of an Extended Producer Responsibility (EPR) program for HHW, similar to existing provincial programs for used oil materials, scrap tires, electronics, paint and the proposed MMRP for household paper and packaging. No timeline has been established for launching the program as the Multi-Material Recycling Program and the Agricultural Plastics programs are prioritized above the development of a program for HHW. The City of Saskatoon (City) continues to be the sole funder for HHW Days events. The Administration will continue to engage with the Province to highlight the importance of a program for HHW.

Communication Plan

Enhanced communications will be required to provide residents with timely and relevant information on the HHW program, including dates and locations of upcoming events. Communications will also continue to highlight existing collection programs for HHW materials in the community. This information will be conveyed through the news media, City Page, the City's website, social media channels and the Waste and Recycling Calendar.

Financial Implications

The Administration forecasts that each event will cost \$25,000 irrespective of the location. A communications budget of \$300 for each event will also be required to inform residents of the program and location(s).

Environmental Implications

HHW includes a variety of common substances used in and around homes which can pose serious environmental and human health concerns if not managed properly. Many of these substances contain corrosive, toxic, flammable or reactive ingredients that require special handling during use and disposal. Improper containment or disposal can ultimately lead to contamination of our air, land and water resources.

Other Considerations/Implications

There are no stakeholder, policy, privacy or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

The outcomes of the HHW events implemented in 2015 will be included in the annual report on Integrated Waste Management prepared for City Council in April 2016.

Public Notice

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

Attachments

1. City of Saskatoon Household Hazardous Waste Event Participant Locations

Report Approval

Written by: Matthew Regier, Environmental Coordinator

Reviewed by: Amber Jones, Manager of Education and Environmental Performance

Approved by: Brenda Wallace, Director of Environmental & Corporate Initiatives
Catherine Gryba, General Manager, Corporate Performance Department

Administrative Report - Household Hazardous Waste Days Program – East Location Option.docx



STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES & CORPORATE SERVICES

2015 Assistance to Community Groups – Cash Grants – Environmental Component

Recommendation of the Committee

That the 2015 Assistance to Community Groups - Cash Grants - Environmental Component be approved as follows:

Saskatoon Food Bank and Learning Centre -	\$1,600
Agriculture in the Classroom Saskatchewan -	\$ 1,400
South SK River Watershed Stewards -	\$ 1,400
Saskatoon Cycles -	\$ 1,400
Saskatoon Farmers' Market Co-operative -	\$ 1,400
Saskatoon Jazz Festival -	\$ 1,400
Native Plant Society of Saskatchewan -	\$ 1,400

History

At the April 14, 2015 Standing Policy Committee on Environment, Utilities & Corporate Services meeting, a report of the General Manager, Corporate Performance Department dated April 14, 2015 was considered.

Attachment

April 14, 2015 Report of the General Manager, Corporate Performance.

2015 Assistance to Community Groups – Cash Grants – Environmental Component

Recommendation

That a report be submitted to City Council recommending:

1. That the following summary of the 2014 Assistance to Community Groups – Cash Grants – Environmental Component be submitted to City Council for its information; and
2. That SPC on Environment, Utilities & Corporate Services recommend approval of the 2015 Assistance to Community Groups – Cash Grants – Environmental Component.

Topic and Purpose

The purpose of this report is to provide a summary of the results achieved through the 2014 Assistance to Community Groups – Cash Grants – Environmental Component (Cash Grants Program), and to recommend funding for the 2015 allocation.

Report Highlights

1. Seven projects were awarded funding in 2014 resulting in a variety of positive environmental outcomes including diverting materials from the landfill, returning injured wildlife to safe local habitats and educating thousands of residents about specific activities that benefit Saskatoon's regional environment.
2. Thirteen applications were received in 2015 with a combined request for funding of \$61,450.

Strategic Goals

The recommendations in this report support strategies and priorities identified under the strategic goal of Environmental Leadership, including: long term strategies relating to water quality, and access to ecological systems and spaces; and four year priorities relating to waste diversion through composting and recycling, and green energy technologies.

Background

The Cash Grants Program has an annual budget of \$10,000 for environmental initiatives that support the City of Saskatoon's (City) strategic goal of Environmental Leadership. A competition for these funds is conducted each year, with recommendations of award made to SPC on Environment, Utilities & Corporate Services for referral to City Council for approval.

Report

Summary of 2014 Funded Projects

Eight applications were received in 2014, with each applicant receiving funding. Attachment 1 provides project summaries and respective allocations of funds.

Recommendations for the 2015 Cash Grants

Thirteen applications were received for the 2015 Cash Grants Program, with a combined request of \$61,450. The following table indicates the recommended allocation of funds.

Applicant	Request	Recommendation
Saskatoon Food Bank and Learning Centre	\$1,600	\$1,600
Agriculture in the Classroom Saskatchewan	\$8,000	\$1,400
South SK River Watershed Stewards	\$1,500	\$1,400
Saskatoon Cycles	\$8,000	\$1,400
Saskatoon Farmers' Market Co-operative	\$10,000	\$1,400
Saskatoon Jazz Festival	\$2,250	\$1,400
Native Plant Society of Saskatchewan	\$2,000	\$1,400

Attachment 2 provides summaries of applications received, along with requested and recommended allocations of funding. The evaluation committee considered the relative merit of each submission against the evaluation criteria and available funds (\$10,000).

Options to the Recommendation

City Council may allocate the \$10,000 in an alternative manner among the applicants.

Public and/or Stakeholder Involvement

The application and deadline for the 2015 Assistance to Community Groups – Cash Grants – Environmental Component was advertised through the City's website, social media and blog post, City Page advertisements and e-mails to past applicants.

Communication Plan

All applicants will be informed of the results of the grant award by letter. Successful applicants will be contacted by phone to confirm acceptance of the award. As well, recognition of successful applicants, including details of their respective projects, will be communicated through a public service announcement and the City's social media tools, as well as posting to the City of Saskatoon website.

Financial Implications

The proposed allocation will utilize the funds budgeted under the 2015 Assistance to Community Groups – Cash Grants – Environmental Component. If approved, the 2015 environmental cash grant will leverage projects valued at \$133,625.

Environmental Implications

The projects recommended for allocation of the cash grant collectively meet the objectives of the program – protection of the environment, conservation of natural resources, and/or environmental communications, education and research. The

projects specifically address aspects of energy use, land and watershed stewardship, waste diversion, and greenhouse gas (GHG) emissions. The overall impact on GHG emissions resulting from these projects is not known.

Other Considerations/Implications

There are no policy, privacy or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

The results achieved through the allocation of 2015 Cash Grants will be reported with the recommendations for awarding the 2016 Cash Grants in the first quarter of 2016.

Public Notice

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

Attachments

1. Summary of 2014 Funded Projects
2. Summary of 2015 Grant Applications

Report Approval

Written by: Matthew Regier, Environmental Coordinator
Reviewed by: Amber Jones, Manager of Education and Environmental Performance
Brenda Wallace, Director of Environmental & Corporate Initiatives
Approved by: Catherine Gryba, General Manager, Corporate Performance Department

Administrative Report – 2015 Cash Grant Environmental Component.docx

**2015 Assistance to Community Groups
– Cash Grants – Environmental Component**

Summary of 2014 Funded Projects

The 2014 cash grant leveraged projects valued at \$3,601,915. The leveraging power of the grant is dependent on the recipient's operating budget for the specific project requiring funding. The following table outlines the results of the 2014 program.

Grant Recipient	Project or Program	Allocated Funding	Project Budget
Living Sky Wildlife Rehabilitation	To increase public awareness of wildlife and appropriate responses to injured/orphaned wildlife in the community. A total of 486 injured or orphaned wild animals were cared for in 2014 – 37 mammals and 449 birds – with 72% of these animals returned to the wild, where they belong.	\$1,000	\$5,000 (est.)
SOS Elms Coalition	To revise, update and reprint the booklet <i>Saskatoon Tree Tour – A Guide to the Unique and Unusual Trees of Saskatoon</i> . The Guide is in the process of being printed, with the goal of launching the booklet at Gardenscape, March 27 th to 29 th . The publication will be available free of charge.	\$1,250	\$3,300
Safe Drinking Water Foundation	Funding for the Safe Drinking Water Foundation Kits for Schools. A total of 422 students learned about drinking water quality issues and solutions, through Operation Water Drop and Operation Water Biology kits.	\$1,400	\$156,740
Saskatchewan Environmental Society	Earth Day Celebrations on April 22, 2014. Approximately 650 people attended the event, which included various activities, displays, demonstrations and performances relating to the theme of sustainability.	\$1,425	\$2,850
Partners FOR the Saskatchewan River Basin	Pilot project funding for Stan the Sturgeon Fish Habitat Program. The program – aimed to educate teachers and students about the importance of aquatic and riparian ecosystems – is now available for distribution to all interested parties at no charge.	\$1,425	\$89,700

**2015 Assistance to Community Groups
– Cash Grants – Environmental Component**

Grant Recipient	Project or Program	Allocated Funding	Project Budget
Core Neighbourhood Youth Co-operative	<p>Pilot project funding for Community Seed Harvest Initiative.</p> <p>A total of 150 local 'gardeners' – from 7 to 82 years of age – participated in the 'Community Tomato Seed Saving Project', learning how to grow and harvest 50 varieties of tomatoes.</p>	\$1,750	\$47,472
Food for the Hungry (FH) Canada	<p>Funding to extend the International Medical Equipment Distribution (IMED) Program.</p> <p>IMED was able to divert 122,223 pounds of material from local landfills in 2014; the materials collected were shipped as functional medical equipment to eight different countries.</p>	\$1,750	\$3,296,853
Saskatchewan Eco-Network	<p>Project funding for 2014 Environment Film Festival.</p> <p>The 2014 'Fuel the Change' film festival saw over 500 people attend the event, which included 11 films and 5 presentations/workshops focused on various themes.</p> <p>Funding of \$1,500 is provided annually to Saskatchewan Eco-Network for the Environmental Film Festival.</p>	\$0	

**2015 Assistance to Community Groups
– Cash Grants – Environmental Component**

Summary of 2015 Grant Applications

The Environmental Component of the Cash Grants Program has a history of leveraging significant environmental initiatives in the community. Applications are reviewed by a committee comprised of two representatives from the Environmental & Corporate Initiatives Division and one representative appointed by the Saskatoon Environmental Advisory Committee. Submissions are evaluated using the established criteria outlined in the grant application package and contained in the City of Saskatoon Policy C03-018.

The objective of the grant is to support activities that enhance the quality of life in Saskatoon by allocating cash grants to community groups for protection of the environment, conservation of natural resources, and/or environmental communications, education and research. If approved, the 2015 environmental cash grant will leverage projects valued at \$133,625.

2015 Grant Applicant and Reason for Request	Requested Funding	Recommended Allocation
Saskatoon Food Bank and Learning Centre – to increase the educational experience for visitors of the Garden Patch, by providing demonstrations of solar PV energy generation, water catchment techniques and home composting methods.	\$1,600	\$1,600
Agriculture in the Classroom Saskatchewan – to connect kids and agriculture through the Summer Garden Program which focuses on plants, gardening, healthy eating and environmental stewardship.	\$8,000	\$1,400
South SK River Watershed Stewards – to initiate awareness and monitoring programs for Aquatic Invasive Mussels in Saskatoon and the South Saskatchewan River watershed, with the ultimate goal of preventing the invasion of AIMs in the watershed.	\$1,500	\$1,400
Saskatoon Cycles – to purchase bicycle racks and expand outreach to allow the Bike Valet to continue its commitment to providing an environmentally conscience option for Saskatoon festival attendees.	\$8,000	\$1,400
Saskatoon Farmers' Market Co-operative – to develop and deliver a pilot project to eliminate and/or divert waste for re-use, by working with the Market's food service vendors to provide organic waste to local farmers as a soil amendment.	\$10,000	\$1,400
Saskatoon Jazz Festival – to implement proper recycling, waste and water stations for attendees at the Friendship Park 'Club Jazz' venue of the 2015 Saskatoon Jazz Festival; the initiatives will be communicated through various marketing methods.	\$2,250	\$1,400

**2015 Assistance to Community Groups
– Cash Grants – Environmental Component**

2015 Grant Applicant and Reason for Request	Requested Funding	Recommended Allocation
Native Plant Society of Saskatchewan – to fund <i>Wild about Saskatoon's NatureCity Festival 2015</i> , designed to encourage residents to appreciate and value wildlife and wild places in our urban landscape.	\$2,000	\$1,400
Living Sky Wildlife Rehabilitation – to develop educational activities and communication materials that increase awareness and appropriate responses to injured or orphaned wildlife in the city.	\$1,000	\$0
Safe Drinking Water Foundation – to develop and distribute Operation Water Drop, Operation Water Biology and Operation Water Pollution Kits for Schools, focused on educating students about drinking water quality issues and solutions.	\$1,700	\$0
Permaculture Research Institute of SK – to deliver a workshop on techniques for harvesting rain water with the intent of integrating rain water into homes and yards, including the use of rain water for irrigation and food production.	\$4,000	\$0
Saskatoon Nature Society – to produce a revised edition of "A guide to Nature Viewing Sites in & around Saskatoon", with the intent of enabling and encouraging people to spend time learning about and enjoying local parks and natural areas.	\$1,400	\$0
Saskatoon CarShare Co-operative – to develop and implement educational and promotional tools to expand membership, and develop a long-term growth strategy to expand their vehicle fleet within the community.	\$10,000	\$0
Saskatoon Friendship Inn – to purchase reusable cups, plates and bowls to replace the Styrofoam dishes previously used to serve up to 1,000 meals per day; the initiative has also eliminated litter concerns relating to the use of disposable dishes.	\$10,000	\$0
TOTALS	\$61,450	\$10,000



STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES & CORPORATE SERVICES

Service Saskatoon – Update on Website Redesign Project

Recommendation of the Committee

That the report of the General Manager, Corporate Performance Department dated April 14, 2015 be forwarded to City Council for information.

History

At the April 14, 2015 Standing Policy Committee on Environment, Utilities & Corporate Services meeting, a report of the General Manager, Corporate Performance Department dated April 14, 2015 was considered.

Attachment

April 14, 2015 Report of the General Manager, Corporate Performance.

Service Saskatoon – Update on Website Redesign Project

Recommendation

That the report of the General Manager, Corporate Performance Department dated April 14, 2015 be forwarded to City Council for information.

Topic and Purpose

This report provides a summary of the Website Redesign Project prior to and since the launch of the new saskatoon.ca.

Report Highlights

1. The new website was designed with residents, for residents, and was launched on Thursday, February 4, 2015.
2. The website was completed on budget. Traffic increased in February 2015 compared to the same period in the previous year with more visitors using mobile and tablet devices.
3. A Digital Strategy was also prepared to ensure the City maximizes the use of technology in execution of its corporate strategy.
4. Digital is never done! We are currently working to add City Council agendas and meetings to the website and are actively looking for ways to improve our online services.

Strategic Goal

This report supports the Strategic Goal of Continuous Improvement, with a focus on providing reliable and responsive information to the citizens of Saskatoon. The Website Redesign Project is one of the 4-Year Priority items in the Strategic Plan.

Background

In November 2014, a project update report was provided to the Standing Policy Committee Environment, Utilities & Corporate Services. The report outlined progress to date including:

- Citizen input on decisions about the design of the new saskatoon.ca home page.
- Design principles that would be followed based on our engagement results.

Report

The Website Redesign Project identified a number of important goals to be achieved as part of the capital project:

- Significant public engagement needed to occur throughout the entire project.
- Once launched, the new website would have improved accessibility and be responsively designed to work on all current devices.
- The project would include the development of Digital Policies & Standards to guide the ongoing day-to-day operation of the website, along with a Digital Strategy document to ensure the City maximizes the use of technology in the execution of its corporate strategy and support continuous improvement.

Public Engagement Summary

Since launching our engagement site in the spring of 2014, we had 10,000 visits from 7,000 users. Residents completed over 1,000 surveys and online exercises and voted 1,700 times on polls about the new website. For more information refer to the Summary of Website Redesign Online Engagement Activities in Attachment 1.

With the help of residents, we designed a new navigation system based on categories they suggested. We also used their advice to determine the top priorities for content and services, and chose the look and feel based on resident preference.

They told us they wanted fewer pages, easy access to popular services and current information on the home page and, of course, it needed to be designed to work on all their favourite devices.

Website Launch

A media event was held on Thursday, February 4, 2015 inviting the public to visit the new website. The new saskatoon.ca site was designed with improved accessibility and is responsive on all devices. For more information refer to the Summary of Website Redesign Communications in Attachment 2.

As anticipated, we experienced some minor challenges with various online services. Many of these issues were addressed immediately upon launch while others continue to be enhanced.

In addition, we offered the public an opportunity to participate in a website contest to Report a Bug/Error and to be part of a Treasure Hunt for information. There were 932 website contest entries from 412 unique entrants.

As expected, traffic on the new website was up compared to the previous year.

	Users	Page views	Desktops	Mobile	Tablet
February 2014	120,831	490,247	60%	29%	11%
February 2015	122,130	722,710	56%	34%	10%

Top pages for the first month were the home page, employment opportunities, transit, my utility account, and the online property tax assessment tool. These pages are all within the Popular Services for Residents shortcuts on the home page.

Keeping the Website Citizen-Centred

The Administration has developed Digital Policies & Standards to guide decisions around future content, function and appearance of the new website and other digital tools. It includes overarching principles along with specific information on maintaining a citizen centered approach, requirements for maintaining accessibility, appropriate use of microsites, etc.

Digital Strategy

As part of the Website Redesign Request for Proposal (RFP), the need for the development of a Digital Strategy was identified. A Digital Strategy is a way to ensure the City maximizes the use of technology in execution of its corporate strategy.

The vision is to ensure the City embraces technology as a means to enhance the quality and responsiveness of its service to residents, increase the efficiency of operations, and position the City nationally as a leading place to incorporate the creative use of technology into personal and professional pursuits.

A draft copy of the City of Saskatoon Digital Strategy can be found in Attachment 3 and a final document will be part of a future report.

Work in Progress

Some visitors have inquired about accessing older documents on the website, specifically City Council reports.

We had just over 17,500 PDF files on the old website, many of which had very little traffic in the previous years. During the redesign we adopted best practices in customer-centered web content management. The more you delete, the more you simplify. The more you simplify, the more you increase the chances of your customers succeeding on your website.

Prior to launch we were working under the assumption that agendas and minutes for Council and Committees from the past two years would be accessed from the City Clerk's Office new electronic agenda and meeting management system. However, this system has been delayed. It has since been determined that the new system will contain meeting agendas and minutes on a go-forward basis, starting May 2015.

We are looking at options to make the past material accessible to the public. We have added a selection of past reports to the City Council webpage that are of public interest such as, Annual Budgets, Annual Reports, Major Projects, and Local Area Plans.

Similar to the old website, agendas back to 2011 for City Council, and City Council minutes back to 1991 will be made available on the website. These will be in PDF format, and not in the new format used by the City Clerk. In the meantime, website visitors can use the "Contact Us" form to request past documents.

We have received a lot of positive feedback, but our vision has always been that "digital is never done". Our plan is to actively look for ways to improve our online services. We did a lot of work to get resident's advice and to understand users' needs when we built the new website, and this work needs to continue.

Public and/or Stakeholder Involvement

A Summary of Website Redesign Online Engagement Activities can be found in Attachment 1.

Communication Plan

A Summary of Website Redesign Communications can be found in Attachment 2.

Financial Implications

The total budget for the Website Project was \$1,350,000. Given the scope and duration of the project we are pleased to report the total project cost to date is within the available budget. A number of small enhancements are currently being completed to improve overall service. Once these have been completed the project Capital Budget will be closed and it is expected the project will still be completed within budget.

Other Considerations/Implications

There are no policy, environmental, privacy or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

A follow up report will be provided in June 2015 to present the Digital Strategy document.

Public Notice

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

Attachments

1. Summary of Website Redesign Online Engagement Activities
2. Summary of Website Redesign Communications Activities
3. City of Saskatoon Digital Strategy (Draft)

Report Approval

Written by: Rob Gilhuly, Project Manager, New City Website
Reviewed by: Carla Blumers, Director of Communications
Approved by: Catherine Gryba, General Manager, Corporate Performance
Department

Summary of Website Redesign Online Engagement Activities

Since launching our engagement site in the spring of 2014, we had 10,000 visits from 7,000 users. Residents completed over 1,000 surveys and online exercises and voted 1,700 times on polls about the new website.

With the help of residents, we designed a new navigation system based on categories they suggested. We also used their advice to determine the top priorities for content and services, and chose the look and feel based on resident preference.

They told us they wanted fewer pages, easy access to popular services and current information on the home page and, of course, it needed to be designed to work on all their favourite devices.

Wireframe Testing

A wireframe is a blueprint of what the home page might look like, without using images and colours. Citizens were asked to complete assigned tasks on the wireframe (i.e. where would you click if you wanted to find _____), and this produced a heat map that shows where they clicked on the wireframes.

- Through the testing, we identified user interface design approaches that performed well to get users to priority content most efficiently.
- Users tended to interact most with information placed in the initial view and demonstrated little tendency to scroll down on the page.
- Most clicks happened in task-focused link areas, structured information modules, main navigation and known User Interfaces like search button. Areas that simulated ads or pictures tended to receive less attention.

Home page poll question

To gather a larger sample and provide a way for more residents to participate in a few seconds, we ran a poll about their priority for the design approach. Citizens were asked which reflected their priority for the design of the new site:

- 1) A site that makes it easy to find information and online services quickly and I'm less concerned with how it looks, or
- 2) A site that is as visually appealing and engaging as it is functional.
 - The majority place a higher priority on efficiency (60/40 split).
 - The vote established that most do not want to see aesthetic considerations coming at the expense of efficiency.

Ranking Questions to Establish Priorities and a Ranking of Design Concepts

Citizens were asked to:

- Rate functions/priorities on a scale of importance i.e. "helps me conduct my business transactions with the City efficiently", "provides me with up-to-the-minute information about the status of City services", "helps me learn more about programs the City offers", "has a design that is memorable and engaging", etc.
- Users were initially asked to rate the importance of the priorities to them on a scale of unimportant to very important. Following that, they were asked to select

from two available designs to tell us which one performed best against that particular criteria.

Completions were strong all the way through with lots of subjective comments provided. The following are a couple of examples of comments:

- 'While I appreciate the visual appeal of Concept B, I'm looking for information not flash. Just tell me where to find what I need.'
- "Despite me preferring the design and imagery of Concept B, Concept A is cleaner and less distracting. The same things that appeal to me in Concept B are also distracting."

Report a Bug/Error and Content Treasure Hunt

After launch the City encouraged residents to participate in a contest and provide feedback on the new site.

- **Contest** - The contest was accessible from new.saskatoon.ca and featured on the saskatoon.ca homepage. Each day residents were provided with different pieces of information to find on saskatoon.ca (e.g. hours of a specific leisure centre). Their correct response allowed them one entry into the contest. We also offered the opportunity to Report a Bug or Error on our site.
- There were 932 website contest entries from 412 unique entrants.

Positive Public Feedback

During the launch of the new website, many visitors provided some positive feedback. The following are some typical comments:

- Overall, I'm quite pleased with the new site. Thank you!
- The new layout is really easy to browse and read.
- I think the site looks so much better and is so much more user-friendly. I am no longer sheepish when I refer people to the website. Congratulations!!

Summary of Website Redesign Communications Activities

PRE-LAUNCH	LAUNCH DAY (FEB 4)	POST-LAUNCH
Media release	Media scrum - 10 a.m. at City Hall	Morning show tour
Promotional video	Email to signed-up residents	Social media
Briefing note to Council	Social media	Contest - Treasure Hunt and Report a Bug/Error on the site
Internal Project Team email	Email to Community Associations/Partners	Survey for residents
Employee email	Online advertisements	Thank you newspaper ad to residents for their input in building the new website
Customer Service staff t-shirts		Online advertising

City of Saskatoon Draft Digital Strategy

January 15, 2015

Our Vision

“The City of Saskatoon embraces technology as a means to enhance the quality and responsiveness of its service to residents, increase the efficiency of operations, and position the City national as a leading place to incorporate the creative use of technology into personal and professional pursuits.”

About the Digital Strategy

What is a Digital Strategy?

A Digital Strategy is a way to ensure the City maximizes the use of technology in the execution of its corporate strategy. As the City matures in its use of technology to create desired business results, the need for a digital strategy will naturally diminish.

Timeframe

This strategy provides a 4 year roadmap for the City to undertake the next stage of transformation in its use of technology. Factors such as social or technological disruptors, changes to the corporate strategy and sequencing of project completion can and should have an effect on how the digital strategy is executed.

Key Considerations of Execution

Choices and Prioritization

Every business has a finite amount of human and financial resources. Where organizations often struggle is in making focused choices about where to direct resources. Successfully implementing the digital strategy will mean focusing available resources where it provides the most strategic and long-term value.

Evaluating Current Practices

Human nature tends to be more comfortable with the familiar than the foreign. For this reason, the adoption of new approaches can face more barriers than inheriting the practices of yesteryear. If a current practice wouldn't be newly adopted today, it is likely not worth continuing. Be bold in placing current practices under the microscope and evaluating existing options alongside new ones.

Importance of Measurement and Analytics

Organizations that lack data and insights do not have the necessary ingredients for strategic decision-making. Sufficient information upon which to develop actionable insights must be available in order to ensure a progression of maturity in using digital technology. In many cases, this will require putting measures in place around traditional business processes as well as digital processes in order to support the development of appropriate business cases for the digitization of services.

Addressing Potential Barriers

Concerns About Digital Exclusion

Not all users have access to digital technology or are included to do so. We estimate that 10% to 20% of our residents may be unable or choose not to engage with the City on digital channels. The City's service strategy must be user-focused and we must design user experiences based on audience needs and preferences in order to achieve targeted levels of user satisfaction. At this point, the City has significant opportunity to improve its digital capabilities to better align with a very large percentage of users who fully expect the City to provide responsive and sophisticated service online. Even for users who may wish to speak with a representative only on the phone or in-person, the City can best serve these and other residents by having a sophisticated and responsive digital infrastructure in place to support and empower employees as they provide service to these residents.

Attracting and Retaining Digital Talent

There is no question that staff with strong digital skillsets are difficult to recruit and can be even more difficult to retain. Creating an attractive career opportunity and workplace environment will be required in order to attract and retain qualified digital resources. As a part of its human resources strategy, the City must also be prepared to invest in ongoing training and development to increase internal capacity.

Bold Promises Need Bold Execution

Digital transformation is an idea that is much easier to promise than deliver on. Reimagining the operation of a complex organization is no small undertaking and it will very likely take more time and energy than initially planned. For this reason, an executive mandate to support the Digital Program as it progresses must not waver. Further to that, a high level of trust and collaboration must exist between the leadership of the City and the Digital Services team. Technical aspects aside, the most important support the leadership within the organization can provide is to be an example of the desired culture of user-centric thinking, responsiveness and transparency.

Digital Program Principles

We focus on user needs.

Our priority is first and foremost to meet the needs of our audiences – not our internal needs. We aim to exceed our audience’s expectations of what they can expect from a city online.

We design for scale and repeatability.

We consider the broader implications of the immediate decision. We think ahead. We avoid one-offs that solve today’s problem but create more work tomorrow.

We collaborate.

We don’t have all the answers and we work together to find solutions. Rather than guessing what people might want, we take the time to ask them. We believe the best solutions include input from those that are affected by the decision.

We create inclusive experiences.

We design experiences that function well for all of our users and in a variety of contexts. We respect both the constraints and opportunities that are presented to us. Above all, we focus on helping every user achieve their goals when interacting with us.

We focus on simplicity.

If it’s not helping, it doesn’t belong.

We measure.

We value data and insight over assumptions and opinions. We benchmark and evaluate both our successes and failures that apply that to the next challenge.



EXECUTIVE COMMITTEE

Appointment to The Partnership Board of Management

Recommendation of the Committee

That the appointment of Doug Fast to The Partnership Board of Management, be confirmed.

History

At the April 20, 2015 meeting of Executive Committee, a communication from Mr. Brent Penner, Executive Director, The Partnership, Saskatoon Downtown Business Improvement District, was considered regarding the above.

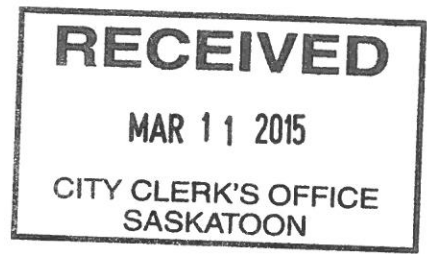
Attachment

Letter from Brent Penner, Executive Director, The Partnership, dated March 11, 2015

175-48



THE PARTNERSHIP
Saskatoon Downtown Business Improvement District



March 11, 2015

Office of the City Clerk
City of Saskatoon
222 Third Avenue North
Saskatoon, SK S7K 0J5

Attention: City Clerk

Re: Board of Management Appointment
Mr. Doug Fast – Fast Consulting

Please be advised that The Partnership Board of Management has made a motion to approve the appointment of Mr. Doug Fast to the Board. Mr. Fast meets the criteria for membership on The Partnership Board of Management and we ask City Council to confirm his appointment.

The appointment of Mr. Fast will fill the vacancy left by Mr. Shea Ferster who recently stepped down after serving on the Board since 2004.

Sincerely,

Brent Penner
Executive Director

cc: Mr. Dave Denny - Chair



EXECUTIVE COMMITTEE

Notice of Special General Meetings – The Saskatoon Gallery and Conservatory Corporation & The Art Gallery of Saskatchewan Inc.

Recommendation of the Committee

That the City of Saskatoon, being a member of The Saskatoon Gallery and Conservatory Corporation and The Art Gallery of Saskatchewan Inc., appoint Donald Atchison or in his absence, Tiffany Paulsen or Charlie Clark of the City of Saskatoon, in the Province of Saskatchewan, as its proxy to vote for it on its behalf at the Special General Meetings of the members of The Saskatoon Gallery and Conservatory Corporation and The Art Gallery of Saskatchewan Inc., to be held on the 19th of May, 2015, or at any adjournments thereof.

History

At the April 20, 2015 meeting of Executive Committee, a notice from the Executive Assistant, Remail Modern Art Gallery of Saskatchewan, was considered regarding the above.

Attachment

Notice from Jana King-Mayes, Executive Assistant, Remail Modern Art Gallery of Saskatchewan received April 9, 2015

175-27

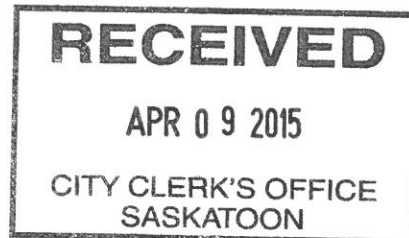
REMAI MODERN

ART GALLERY OF SASKATCHEWAN

is becoming...

Opening 2016

To: His Worship the Mayor and City Council,
 c/o Office of the City Clerk
 Alain Gaucher, Q.C., Chair
 Darrell Bell
 Trent Bester
 Councillor Charlie Clark
 Denise Dorfman
 Danielle Favreau
 John Gormley, Q.C.
 Carolyn Knafelc
 Keitha McClocklin
 Councillor Tiffany Paulsen, Q.C.
 Ken Smith
 Peter Stoicheff
 Grant Stoneham
 Scott Verity
 Gregory Burke, Executive Director & CEO
 Angie Larson, Director, Finance & Operations



**NOTICE OF SPECIAL GENERAL MEETING
 The Saskatoon Gallery and Conservatory Corporation &
 The Art Gallery of Saskatchewan Inc.**

A Special General Meeting of the Members of The Saskatoon Gallery and Conservatory Corporation will take place on **Tuesday, May 19th, at 7:00 p.m.**, followed by a Special General Meeting of the Member of The Art Gallery of Saskatchewan Inc. which will take place at approximately 7:15 p.m. The meetings will be held at the Saskatoon Club, 417 – 21st Street East, Saskatoon.

The agenda of the meeting will include the appointment of a new Trustee to the Saskatoon Gallery and Conservatory Corporation and The Art Gallery of Saskatchewan Inc. Board of Trustees.

Please note that the regular meeting of the Board of Trustees will immediately follow these meetings.

Please confirm your attendance with Jana King-Mayes at jking-mayes@remainmodern.ca or 306-975-7669

Thank you,
 Jana King-Mayes
 Executive Assistant

AGENDA

SPECIAL GENERAL MEETING OF THE MEMBERS THE ART GALLERY OF SASKATCHEWAN INC.

**Saskatoon Club, 417 - 21st Street East, Saskatoon, SK
Tuesday, May 19, 2015, at 7:15 p.m. (immediately following
adjournment of the special general meeting of The Saskatoon Gallery
and Conservatory Corporation)**

- I. ROLL CALL
- II. APPOINTMENT OF SECRETARY
- III. NOTICE OF WAIVER OF IRREGULARITIES
- IV. APPROVAL OF AGENDA
- V. INSTRUMENT OF PROXY
- VI. ELECTION OF MEMBERS
- VII. APPOINTMENT TO BOARD OF TRUSTEES
- VIII. ADJOURNMENT

AGENDA

**SPECIAL GENERAL MEETING OF THE MEMBERS
THE SASKATOON GALLERY AND CONSERVATORY CORPORATION**

**Saskatoon Club, 417 - 21st Street East, Saskatoon, SK
Tuesday, May 19, 2015, at 7:00 p.m.**

- I. ROLL CALL
- II. APPOINTMENT OF SECRETARY
- III. NOTICE OF WAIVER OF IRREGULARITIES
- IV. APPROVAL OF AGENDA
- V. INSTRUMENT OF PROXY
- VI. ELECTION OF MEMBERS
- VII. APPOINTMENT TO BOARD OF TRUSTEES
- VIII. ADJOURNMENT



EXECUTIVE COMMITTEE

Preliminary Year-End Financial Results – December 31, 2014

Recommendation of the Committee

1. That the non-transfer of the fuel surplus amount of \$0.343 million to the Fuel Stabilization Reserve be approved;
2. That the non-transfer of the Snow Removal and Ice Management Program allowable deficit amount of \$0.489 million from the Snow and Ice Management Reserve be approved; and
3. That the transfer of the preliminary civic surplus of \$0.553 million to the Fiscal Stabilization Reserve be approved.

History

At the April 20, 2015 meeting of Executive Committee, a report of the General Manager, Asset & Financial Management Department dated April 20, 2015 was considered regarding the above.

Attachment

Report of the General Manager, Asset & Financial Management Department dated April 20, 2015.

Preliminary Year-End Financial Results - December 31, 2014

Recommendation

That the Executive Committee recommend to City Council:

1. That the non-transfer of the fuel surplus amount of \$0.343 million to the Fuel Stabilization Reserve be approved;
2. That the non-transfer of the Snow Removal and Ice Management Program allowable deficit amount of \$0.489 million from the Snow and Ice Management Reserve be approved; and
3. That the transfer of the preliminary civic surplus of \$0.553 million to the Fiscal Stabilization Reserve be approved.

Topic and Purpose

The purpose of this report is to inform City Council of the preliminary year-end financial results for the 2014 fiscal year, which reflects an estimated net surplus of \$0.553 million subject to the approval of the above recommendations and the confirmation by the external audit.

Report Highlights

1. Preliminary civic year-end results indicate a net surplus of \$0.553 million that is subject to an external audit.
2. Saskatoon Light & Power (SL&P) and the Wastewater Utility posted surpluses of \$0.932 million and \$2.5 million respectively, while Storm Water Management and the Water Utility posted deficits of \$0.276 and \$0.334 million.
3. The City of Saskatoon's (City) Boards and Commissions all reported preliminary surpluses in 2014.
4. The actual to budgeted fuel expenditures for mill-rate programs resulted in a surplus of \$0.343 million. The Administration is recommending a non-transfer of the surplus to the Fuel Stabilization Reserve due to a sufficient balance within the reserve.
5. The Snow Removal and Ice Management Program posted a \$2.277 million deficit.
6. Subject to approval of the recommendations, the remaining surplus of \$0.553 million will be transferred to the Fiscal Stabilization Reserve which has a current balance of \$6.151 million.

Strategic Goal

Strong financial performance and budget adherence are necessary in order to meet the Strategic Goal of Asset and Financial Sustainability and in particular, the priority to maintain the City of Saskatoon's "AAA" Credit Rating.

Background

Prior to the external audit of the City's year-end financial statements, the Administration tables a report with City Council to inform Councillors and the public on the preliminary year-end financial results.

The external audit of the financial statements is expected to be completed in May 2015, at which time the finalized audited financial statements will be tabled with the Executive Committee and then City Council for approval. At that point, the year-end financial results will be confirmed or adjusted based on the external audit.

Report

Civic Year-End Results – Summary

Attachment 1 is a summary of the preliminary year-end financial results. Attachment 2 is the preliminary financial results by business and service line for the year-ended December 31, 2014.

The preliminary results indicate a surplus of \$0.553 million subject to confirmation by the external auditor.

There were a number of factors that contributed to the overall surplus, most notably:

- \$4.866 million favorable variance in Taxation and General Revenues mainly due to increased gains on residual bonds, increased interest earnings for cash, higher tax penalties and increased traffic violations;
- \$1.867 million surplus in Corporate Governance and Finance primarily due to cost savings related to staff vacancies, discretionary spending freeze and utilization of in-house training;
- \$4.672 million unfavourable variances in Transportation Services is mainly due to higher than anticipated Snow and Ice Management costs, due to increased service levels (\$2.277 million) and lower than expected Transit Operations revenues from decreased ridership and the labour disruption (\$1.893 million); and
- \$1.576 million deficit in Environmental Health that is largely due to waste handling services which had lower than expected landfill revenues (\$0.920 million) and higher costs related to equipment rentals and repairs (\$0.5 million).

SL&P and the Wastewater Utility posted surpluses of \$0.932 million and \$2.5 million respectively, while Storm Water Management and the Water Utility posted deficits of \$0.276 million and \$0.334 million. All utilities subsequently transferred funds to and from their respective Utility Stabilization Reserve.

The City's Boards and the Saskatoon Police Service (SPS) all posted surpluses in 2014. SPS posted a surplus of \$0.558 million which is incorporated within the civic year-end results. SaskTel Centre has a preliminary surplus of \$0.497 million, while

TCU Place reported a \$1.286 million surplus. The Mendel Art Gallery had a small surplus of \$0.098 million.

Fuel Stabilization Reserve

The Fuel Stabilization Reserve was established to accumulate funds for the purpose of offsetting any over-expenditure in the City's tax-supported fuel budget attributable to variations in fuel pricing.

The actual to budgeted fuel expenditures for mill-rate programs resulted in a surplus of \$0.343 million. The allowable maximum in the reserve, as per Council Policy C03-003, Reserves for Future Expenditures, is \$2.0 million. The Administration considers the reserve balance of \$1.325 million to be sufficient based on current fuel trends and is recommending that this amount not be transferred to the Fuel Stabilization Reserve.

Snow and Ice Management Reserve

The operating results for this program in 2014 indicate a \$2.277 million deficit due to increased levels of service.

The Snow and Ice Management Reserve is used to stabilize this program in fiscal years where deficits occur. The balance in the reserve of \$0.489 million could be used to offset this variance leaving a net program deficit of \$1.788 million.

The Administration recommends not transferring these funds from the reserve due to the current civic surplus position and in order to accumulate reserve funds for future needs. This requires City Council's approval.

Fiscal Stabilization Reserve

The Fiscal Stabilization Reserve was established to mitigate mill-rate impacts from fluctuations in operating results from year to year and has a balance of \$6.151 million.

Assuming City Council approves the recommendations to not transfer funds to and from the Fuel Stabilization Reserve and Snow and Ice Management Reserve respectively, the net surplus would be \$0.553 million.

The civic surplus of \$0.553 million would be transferred to the Fiscal Stabilization Reserve.

Options to the Recommendation

- City Council can choose to transfer the Fuel Expenditure Surplus of \$0.343 million to the Fuel Stabilization Reserve. This would reduce the overall civic surplus from \$0.553 million to \$0.210 million and increase the Fuel Stabilization Reserve from \$1.325 million to \$1.668 million.

- City Council can choose to use the reserve funds in the Snow and Ice Management Reserve of \$0.489 million to offset the Snow Removal and Ice Management Program deficit of \$2.277 million. This would increase the overall civic surplus from \$0.553 million to \$1.042 million and reduce the Snow and Ice Management Reserve to zero.

Communication Plan

The year-end financial results for the fiscal year 2014 will be communicated to the public with a news release and annual report which will be issued subsequent to the year-end audit.

Policy Implications

City Council must approve the recommendation to not transfer the fuel surplus to the Fuel Stabilization Reserve and to not transfer the reserve balance from the Snow and Ice Management Reserve.

Financial Implications

The financial implications of the recommendations are identified under the options section of the report.

Other Considerations/Implications

There are no environmental, privacy, or CPTED considerations or implications, and public and/or stakeholder involvement is not required.

Due Date for Follow-up and/or Project Completion

The external audit is currently underway and will be completed in May at which time the Executive Committee will review the preliminary financial statements and forward the approved Consolidated Financial Statements and other reports to City Council in June 2015.

Public Notice

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

Attachments

1. Summary of Preliminary Year-end Financial Results
2. Preliminary Financial Results by Business Line for the Year Ended December 31, 2014

Report Approval

Written by: Clae Hack, Director of Finance & Supply
Reviewed by: Kerry Tarasoff, CFO/General Manager, Asset & Financial Management Department
Approved by: Murray Totland, City Manager

Summary of Preliminary Year-End Financial Results

City of Saskatoon General Fund 2014 Summary				
	2014 Budget	2014 Actuals	Variance	Percent
Revenues	\$411,925,500	\$414,774,697	\$2,849,197	0.69%
Expenditures	\$411,925,500	\$414,221,882	(\$2,296,382)	(0.56%)
Surplus (Deficit)	\$ 0	\$552,815	\$552,815	0.13%

Mill Rate Year-End Results – Summary

- The preliminary surplus for the City’s mill rate operations is \$0.553 million. The Administration is recommending non-transfers related to the Fuel Stabilization Reserve (\$0.343 million surplus) and the Snow and Ice Management Reserve (\$2.277 million deficit), and that the preliminary surplus of \$0.553 million be transferred to the Fiscal Stabilization Reserve.
- The main contributors to the civic surplus in 2014 are as follows:
 - General Revenue had a \$3.748 million favorable variance due to gains on residual bonds, increased interest earnings for cash, stronger utility consumption and increases from cheque fees.
 - Corporate Support Services had a \$1.688 million surplus mainly due to staff vacancies, the discretionary spending freeze, utilization of in-house training and Corporate licensing savings.
 - City-Owned Property – Land realized a \$0.807 million surplus due to increased lease revenue and decreased lease costs due to civic offices relocating to Civic Square East.
 - Road Maintenance had a \$0.859 million operating surplus due to under expenditures in maintenance from work being diverted to capital programs and increases in cost recovery for utility cuts.
 - Saskatoon Police Service had a \$0.558 favorable variance due to increased revenue from Provincial grants, criminal record checks and special duty.
 - Fines and Penalties were \$0.665 million over budget due to increases in traffic violations revenue

These favorable variances were offset by the following service line deficits:

- Fire Services was over budget by \$1.313 million due to the union contract settlement (2011 - 2014).

- Snow and Ice Management had a \$2.277 million deficit mainly due to increased service levels for city-wide grading and snow removal, as well as costs related to contract over-runs, stockpiling of street sand and other labour, equipment and materials increases.
- Street Sweeping was over budget by \$0.995 million due to the cost of delivering an increased service level to residents and businesses.
- Transit Operations operated at a \$1.893 million deficit mainly due to decreased ridership, the labour disruption, and higher equipment and building maintenance costs due to an aging fleet and facility.
- Waste Handling Services had a \$1.569 million unfavorable variance due to less revenue at the landfill and higher costs for equipment rentals and repairs.

Utility Year-End Results – Summary

- **Saskatoon Light & Power** recorded a year end surplus result of \$0.932 million due to savings realized in bulk power purchases of \$1.50 million, offset by less than expected meter revenue of \$0.4 million. The remaining variance is due to an over expenditure in salaries of \$1.10 million offset by a net decrease in operational costs. The surplus will be transferred to the Saskatoon Light & Power Stabilization Reserve, which will increase the reserve to a balance of \$0.932 million.
- The **Storm Water Management Utility** posted a deficit of \$0.276 million due to revenue of \$0.683 million not realized due to an over estimation of billable units and over expenditures of \$0.137 million related to the fall sweep program. These unfavourable variances were offset by \$0.442 million in savings related to fewer required replacements of storm sewer catch basin leads and manholes. The deficit will be covered by the Storm Water Stabilization Reserve, which will reduce the overall reserve balance to \$1.100 million
- The **Wastewater Utility** posted a surplus of \$2.5 million due to revenues realized in excess of budget of \$0.506 million, plant savings of \$0.737 million due to the deferral on non-critical maintenance and maintenance of the sewer distribution system was under spent by a net \$1.74 million in response to the expenditure freeze and deferring purchases to 2015. These savings were offset by expenditures due to remedial work on the Rotary Park Lift Station (\$0.277 million) and additional overtime incurred (\$0.206 million). A portion of this surplus will be transferred to the Water and Wastewater Stabilization Reserve, which will maximize allowable contributions with the remainder to be transferred to the Wastewater Capital Projects Reserve and Water Capital Projects Reserve. After transfers, the balances of the Water and Wastewater Stabilization Reserve, Wastewater Capital Projects Reserve and Water Capital Projects Reserve will be \$6.80 million, \$4.042 million and \$0.159 million respectively.
- The **Water Utility** posted a deficit of \$0.334 million due to reduced revenues of \$0.590 million and maintenance of the water distribution system that was over spent by \$0.989 million due to the high volume of water main breaks in the first four months of 2014. These unfavourable variances were offset by plant savings of \$0.885 million due to the deferral of non-critical maintenance and discretionary

spending decreases, \$0.225 million in savings from process efficiencies and \$0.278 million in savings due to decreased power consumption from lower demand and project delays. The deficit will be transferred from the Water and Wastewater Stabilization Reserve, which as stated above will have a year-end balance of \$6.80 million.

Boards and Commissions Year-End Results – Summary

- **The Saskatoon Police Service** ended 2014 with a budget surplus of \$0.558 million with favourable budget variances in revenues (\$0.837 million) and unfavourable variances in expenditures (\$0.279 million). The overall favourable variance is contributed to increased revenue from Provincial grants, increased criminal record checks and special duty. These increased revenues were offset by increases in overtime and facility and operating maintenance.
- **TCU Place** is reporting a preliminary surplus of \$1.286 million which will be transferred to its Equipment Replacement Reserve and Capital Expansion Reserve respectively.
- **SaskTel Centre** has posted a preliminary surplus of \$1.017 million and will be transferred to its Stabilization Reserve (\$0.452 million), Equipment Replacement Reserve (\$0.35 million), and the Capital Enhancement Reserve (\$0.215 million).
- The preliminary result for the **Mendel Art Gallery** indicates a year-end surplus of \$0.254 million.

Preliminary Financial Results by Business Line for the Year Ended December 31, 2014 (in \$000's)

	2013 Year End Actuals	2013 Total Budget	2014 YTD Actuals December	2014 Total Budget	2014 Budget vs Actual
Community Support	12,202	12,039	12,743	12,481	262
Corporate Asset Management	8,247	8,038	6,458	7,770	(1,313)
Corporate Governance & Finance	(59,036)	(56,074)	49,847	51,715	(1,867)
Environmental Health	11,479	10,405	12,733	11,157	1,576
Fire & Protective Services	43,367	41,626	43,544	42,187	1,356
Land Development	0	0	0	0	0
Policing	70,596	72,031	75,451	76,009	(558)
Recreation & Culture	29,284	29,384	30,831	30,622	209
Taxation & General Revenues	(192,388)	(191,124)	(321,474)	(316,608)	(4,866)
Transportation	74,740	68,635	83,871	79,199	4,672
Urban Planning & Development	5,112	5,041	5,443	5,467	(24)
TOTAL DEFICIT / (SURPLUS)	3,603	(0)	(553)	0	(553)

	2013 Year End Actuals	2013 Total Budget	2014 YTD Actuals December	2014 Total Budget	2014 Budget vs Actual
Utilities	(6,951)	0	(2,822)	0	(2,822)
Utilities Transfers to Reserve	6,951	0	2,822	0	2,822
UTILITIES TOTAL DEFICIT / (SURPLUS)	0	0	0	0	0

2014 OPERATING BUDGET VARIANCE SUMMARY

<p>The 2014 ending financial position for the corporation is a \$0.533M surplus. This surplus is comprised of the consolidation of the corporation's 12 business lines. The 2014 Financial Summary of each "contributing" business line is as follows:</p>	
1. Community Support	\$262.1k unfavourable variance due to participation increases in the Mortgage Flex & Vacant Lot Programs, and audit recommending all costs associated with the provision of civic services (special events) be charged to this program.
2. Corporate Asset Management	\$1.313M favourable variance due to increased lease revenue and decreased lease costs of Civic Square East, partially offset by transfers to reserve. Also, staff vacancies in the Energy Management Program and reduced utility costs due to mild weather conditions.
3. Corporate Governance & Finance	\$1.867M favourable variance due to staff vacancies and discretionary spending freeze cost reductions. Further savings resulted from utilization of in-house training, and corporate licensing savings.
4. Environmental Health	\$1.576M unfavourable variance due to \$900k in reduced landfill revenue from further diversion efforts and two additional competing landfills. Nearly \$500k in additional equipment rentals and repairs for landfill and collections due to aging equipment. Increased HHW operating costs due to increasing volumes and participants.
5. Fire & Protective Services	\$1.356M unfavourable variance due to the outstanding union contract settlement for 2011 - 2014 not settled until 2014.
6. Police	\$558k favourable variance due to increased revenue from provincial grants, criminal record checks, and special duty. These were only partially offset by increased expenditures in overtime and facility and operating maintenance.
7. Recreation & Culture	\$209k unfavourable variance mainly due to recreation facility programs whereby leisure card sales are declining due to an increase in private fitness options, increases in staffing costs for statutory holidays and shift differential, and increased credit card fee for the hosted registration site.
8. Taxation & General Revenues	\$4.866M favourable variance due to increased revenues from gains on residual bonds, increased interest earnings from cash on hand, stronger utility consumption, and increases from cheque fees. In addition, increases in traffic violation revenues from city growth, and municipal and library grants-in-lieu assessment values coming in higher than anticipated were large contributors to this surplus.
9. Transportation	\$4.672M unfavourable variance due to: Snow & Ice: \$2.3M over-run for increased service level of city-wide grading and snow removal relating to contract cost over-runs, stockpiling of street sand, and labour, equipment, and material increases. Street Cleaning: Increased service level resulted in overruns of \$712,000 in contract costs and \$313,000 for the signing program. Transit: \$1.5M decreased revenue from labour disruption and ridership decrease, \$300k higher equipment and building maintenance costs due to an aging fleet and facility.
10. Utilities	\$2.822M favourable variance due to: Saskatoon Light and Power: \$0.932M surplus due to savings realized in bulk power purchases of \$1.5M and net decrease in operational costs, offset by an over expenditure in salaries of \$1.1M. Storm Water Management Utility: \$0.276M deficit due to \$0.683M not realized in revenue due to an over estimation of billable units offset by \$0.442M in savings related to fewer required replacements of catch basin leads and manholes. Wastewater Utility: \$2.5M surplus due to \$0.506M in revenues realized in excess of budget, \$1.74M in under expenditures related to the expenditure freeze and \$0.737M in plant savings due to the deferral of non-critical maintenance. Water Utility: \$0.334M deficit due to \$0.989M in over expenditures due to the high volume of water main breaks offset by plant savings of \$0.885M due to the deferral of non-critical maintenance. The net surplus of \$2.822M was subsequently transferred to the appropriate utility reserve as per policy.



EXECUTIVE COMMITTEE

Proposed Amendments to the Corman Park-Saskatoon Planning District Official Community Plan – Commercial and Industrial Policies and Grasswood Mixed-Use Node

Recommendation of the Committee

1. That the advertising, in respect to the proposed amendments to the Corman Park–Saskatoon Planning District Official Community Plan Bylaw No. 8844, be approved;
2. That the General Manager, Community Services Department, be requested to prepare the required notices for advertising the proposed amendments to the Corman Park – Saskatoon Planning District Official Community Plan Bylaw No.8844;
3. That the City Solicitor be requested to prepare the required bylaw to amend the Corman Park – Saskatoon Planning District Official Community Plan Bylaw No.8844; and
4. That at the time of public hearing, City Council consider the Administration’s recommendation that the proposed text and Future Land Use Map amendments to the Corman Park – Saskatoon Planning District Official Community Plan Bylaw No. 8844, as outlined in the report of the General Manager, Community Services Department dated April 20, 2015, be approved.

History

At the April 20, 2015 meeting of Executive Committee, a report of the General Manager, Community Services Department dated April 20, 2015 was considered regarding the above.

Attachment

Report of the General Manager, Community Services Department dated April 20, 2015.

Proposed Amendments to the Corman Park-Saskatoon Planning District Official Community Plan - Commercial and Industrial Policies and Grasswood Mixed-Use Node

Recommendation

That a copy of this report be forwarded to City Council recommending:

1. That the advertising, in respect to the proposed amendments to the Corman Park–Saskatoon Planning District Official Community Plan Bylaw No. 8844, be approved;
2. That the General Manager, Community Services Department, be requested to prepare the required notices for advertising the proposed amendments to the Corman Park – Saskatoon Planning District Official Community Plan Bylaw No. 8844;
3. That the City Solicitor be requested to prepare the required bylaw to amend the Corman Park – Saskatoon Planning District Official Community Plan Bylaw No. 8844; and
4. That at the time of public hearing, City Council consider the Administration’s recommendation that the proposed text and Future Land Use Map amendments to the Corman Park – Saskatoon Planning District Official Community Plan Bylaw No. 8844, as outlined in this report, be approved.

Topic and Purpose

The purpose of this report is to request approval to advertise and to consider proposed text and Future Land Use Map (FLUM) amendments to the Corman Park-Saskatoon Planning District Official Community Plan (DOCP) Bylaw No. 8844.

Report Highlights

1. Public Notice Policy No. C01-021 requires City Council approval to advertise the proposed DOCP amendments, prior to a public hearing at City Council.
2. During recent boundary alteration discussions, the City of Saskatoon (City) agreed with the Rural Municipality of Corman Park (RM) to consider DOCP amendments to respond to development pressures and guide development decisions in the Corman Park-Saskatoon Planning District (Planning District) during the next two years.
3. Proposed map and text amendments have been drafted.

Strategic Goal

Under the City’s Strategic Goal of Sustainable Growth, this report supports the strategy to plan collaboratively with regional partners and stakeholders.

Proposed Amendments to the Corman Park – Saskatoon Planning District Official Community Plan – Commercial and Industrial Policies and Grasswood Mixed-Use Node

Background

The City and the RM agreed, as part of recent boundary alteration discussions, to prepare DOCP amendments by the end of 2014. Additional time has been required due to the complexity and significance of the policy issues.

The proposed amendments focus on high-priority commercial and industrial development nodes in the Planning District. The proposed amendments will enable certain proposals in the Planning District to begin the development review process over the next two years.

Report

Approval of Advertising

Public Notice Policy No. C01-021 requires City Council approval to advertise the proposed amendments, prior to a public hearing at City Council. At the time of writing this report, these amendments are scheduled to be considered by the District Planning Commission (DPC) on April 8, 2015.

Summary of Proposed Approach for Amendments to the DOCP

As reported to City Council at its meeting on June 23, 2014, the Boundary Alteration Committee, which comprised City and RM representatives, highlighted the need for a prioritized review of development policies in the Planning District. The proposed amendments to the DOCP are now presented for consideration. They are based on the following policy approach:

- a) balancing the needs and interests of both municipalities to continue to attract economic growth;
- b) consistency with the proposed land use, phasing, and servicing identified in the Concept Plans for the Planning District;
- c) consideration of both municipalities' growth plans: the City recognizes the RM's desire for alternative growth models, particularly south of City limits; concurrently, the City is interested in further long-term urban growth north, west, and east of City limits; and
- d) consideration of market, servicing, and infrastructure impacts.

Proposed amendments to the Corman Park-Saskatoon Planning District Zoning Bylaw (District Zoning Bylaw) would follow after the approvals of the DOCP amendments. The District Zoning Bylaw is adopted solely by the RM, but it must be consistent with the jointly-adopted DOCP, including the FLUM.

Summary of Proposed Future Land Use Map (FLUM) Amendments

The DOCP's FLUM shows current and proposed future residential, commercial, and industrial lands. A map is attached that shows the FLUM, plus the following lands that are proposed to be added to the FLUM (see Attachment 1). The proposed changes to the FLUM align with the Concept Plans that were drafted for the Planning District.

- a) industrial lands: Three proposed sites to the north and northwest of the City, all in areas with existing rural industrial development;

Proposed Amendments to the Corman Park – Saskatoon Planning District Official Community Plan – Commercial and Industrial Policies and Grasswood Mixed-Use Node

- b) residential lands: A proposed extension to the Greenbryre Estates acreage development south of the City;
- c) Grasswood Mixed-Use Node - A proposed node that requires special policy treatment as described below:
 - i) lands around the intersection of Highway 11 South and Grasswood Road that are already designated on the FLUM for commercial or future commercial use; and
 - ii) adjacent First Nation and privately-owned lands, extending north to City limits; and
- d) additional Future Growth Sector lands: The lands that are part of the 2015 boundary alteration have been shown on the FLUM as “Proposed Future Growth Sector.”

Summary of Proposed Text Amendments to the DOCP

The proposed text amendments that are being provided to the DPC for review are in Attachment 2. A verbal update on the DPC’s feedback will be provided at the meeting. The following is a summary of the proposed text amendments and their implications for development.

Before development could occur on proposed additional industrial and commercial lands, the following would be required:

- a) developments would be designed to transition to centralized municipal services when those are available. All costs associated with the transition and provision of such services would be the responsibility of the developer; and
- b) compliance with all current DOCP and District Zoning Bylaw policies, including obtaining approval of Comprehensive Development Reviews (which are similar to Neighbourhood Concept Plans) and appropriate zoning.

Before development could occur in the Grasswood Mixed-Use Node, the following would be required:

- a) completion of the baseline Market Impact Study for the area, which is being cost-shared by the RM and the City and will guide land use, phasing, and other policy decisions and ensure the viability of the region's existing markets is not compromised;
- b) a land use plan for the area, building on the more general South East Concept Plan;
- c) support for providing centralized municipal services to the area, subject to inter-municipal agreements to address timing, costs, and development design;
- d) a servicing and transportation plan for the area, with developments designed to transition to centralized municipal services as described above;

Proposed Amendments to the Corman Park – Saskatoon Planning District Official Community Plan – Commercial and Industrial Policies and Grasswood Mixed-Use Node

- e) revenue-sharing and cost-sharing agreements between the RM and the City; and
- f) compliance with the over-arching plans for the area and all current DOCP and District Zoning Bylaw policies, including obtaining approval of Comprehensive Development Reviews (which are similar to Neighbourhood Concept Plans), a Market Impact Assessment, and appropriate zoning.

Public and/or Stakeholder Involvement

The draft Concept Plans for the Planning District were developed with public and stakeholder involvement. As noted, the proposed amendments will be considered by the DPC on April 8, 2015. A verbal report of the DPC's comments will be provided at the Executive Committee meeting.

Communication Plan

Notification of the public hearing for the proposed amendments will be advertised in The StarPhoenix and Clark's Crossing Gazette in accordance with Public Notice Policy No. C01-021 and *The Planning and Development Act* requirements respectively.

Policy Implications

As noted, the proposed amendments are changes to the policies of the DOCP. Implementation of the proposed amendments may have further policy implications, and these would be addressed in subsequent reports.

Other Considerations/Implications

There are no options, environmental, privacy, financial, or CPTED implications or other considerations at this time. As noted above, implementation of some of the proposed amendments will involve revenue-sharing and cost-sharing agreements between the RM and the City.

Due Date for Follow-up and/or Project Completion

The proposed amendments require the approval of both City and RM Councils. If recommended for approval, a report would be presented to Saskatoon City Council on April 27, 2015, requesting advertising approval. A City public hearing date is anticipated for May 25, 2015. An RM public hearing date is anticipated for May 19, 2015.

Public Notice

Public notice is required for consideration of this matter, pursuant to Section 3 of Public Notice Policy No. C01-021.

Attachments

1. Future Land Use Map – Proposed Amendments
2. Overview of Proposed Text Amendments

Proposed Amendments to the Corman Park – Saskatoon Planning District Official Community Plan – Commercial and Industrial Policies and Grasswood Mixed-Use Node

Report Approval

Written by: Laura Hartney, Regional Planning Manager, Planning and Development
Christine Gutmann, P4G Regional Plan Project Manager

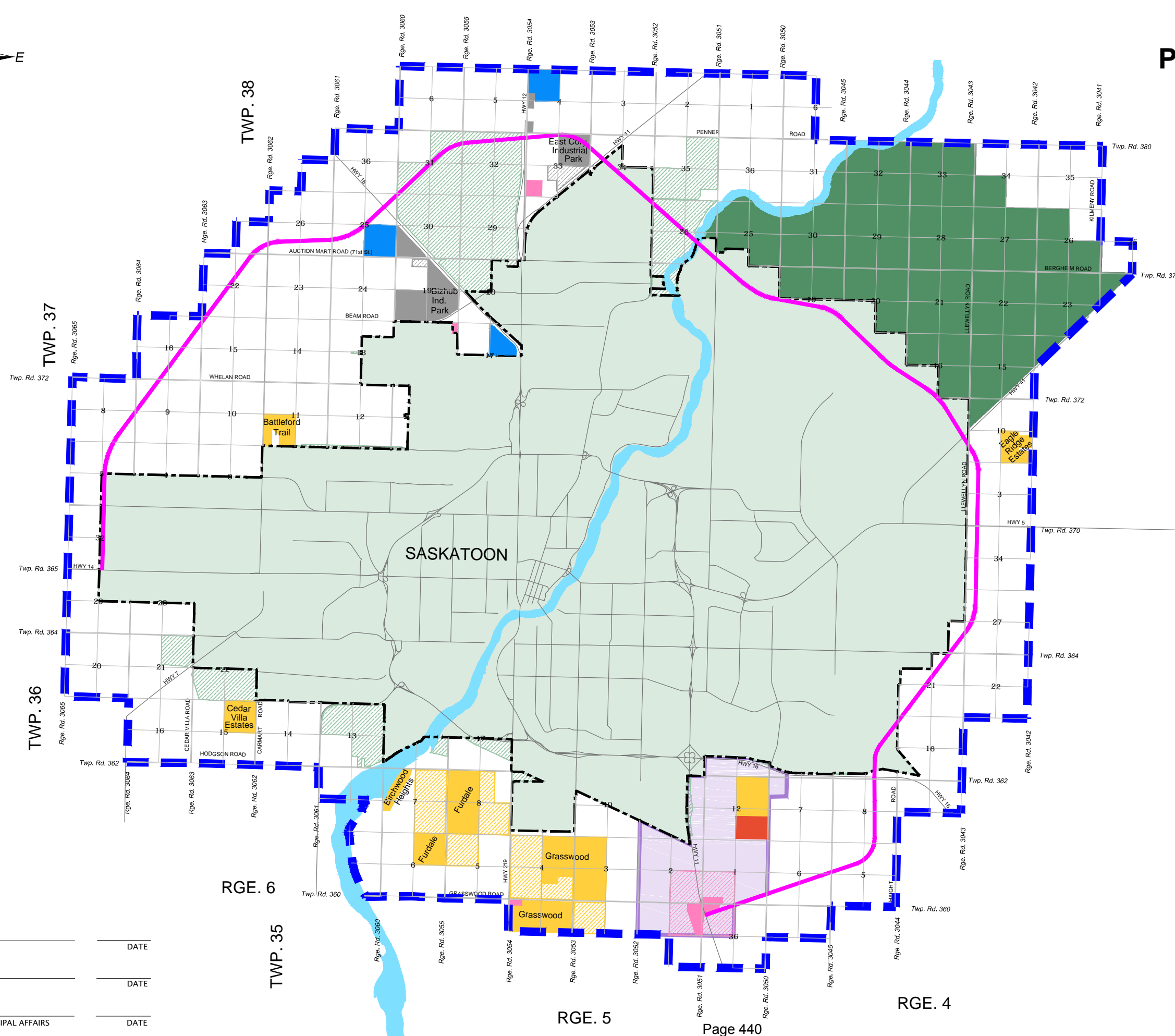
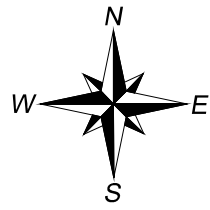
Reviewed by: Alan Wallace, Director of Planning and Development

Approved by: Randy Grauer, General Manager, Community Services Department

Approved by: Murray Totland, City Manager

S:\Reports\CP\2015\EXEC – Proposed Amendments to the Corman Park-Saskatoon Planning District OCP – Commercial and Industrial Policies and Grasswood Mixed-use Node/ks

Future Land Use Map PROPOSED AMENDMENTS



- Corman Park - Saskatoon Planning District Boundary
- Perimeter Highway Alignment
- City of Saskatoon
- Saskatoon Future Growth Sector
- Proposed Saskatoon Future Growth Sector
- Existing Residential Areas
- Future Residential Areas
- Proposed Future Residential Areas
- Existing Commercial Areas
- Future Commercial Areas
- Existing Industrial Areas
- Future Industrial Areas
- Proposed Future Industrial Areas
- Proposed Grasswood Mixed Use Node

MAYOR _____ DATE _____
 CITY CLERK _____ DATE _____
 MINISTER OF MUNICIPAL AFFAIRS _____ DATE _____



City of Saskatoon
 Planning & Development

NOTE: The information contained on this map is for reference only and should not be used for legal purposes. All proposed line work is subject to change. This map may not be reproduced without the expressed written consent of the Regional Planning, Mapping & Research Section.
 DRAWING NOT TO BE SCALED
 March 12, 2015

Future Land Use Map - Proposed Amendments

ATTACHMENT 1

Overview of Proposed Text Amendments to the Corman Park – Saskatoon Planning District Official Community Plan

Section 3: Industrial Sector Objectives and Policies

Amendments to Section 3: Industrial Sector Objectives and Policies of the District Official Community Plan (DOCP) are proposed to:

- amend the process for amendments to the Future Land Use Map (FLUM) by removing the requirement for a Concept Plan to be completed prior to allowing an amendment to the FLUM to be considered. Currently, a Concept Plan must be adopted before the FLUM can be changed to enable most types of industrial development; this requirement would be removed. However, prior to approval, development proposals must meet the test of “significant economic benefit to the Saskatoon Region” and complete a Comprehensive Development Review;
- require a Comprehensive Development Review to be completed for specific discretionary uses, including: Industrial Complex; Local Waste Management and Remediation Industry; Chemical Plant; and Waste Transfer Station;
- require developments to be designed to transition to centralized municipal services when they are available and require developers to be responsible for all costs associated with providing and transitioning to centralized municipal services. Independent systems may only be considered where the RM and Saskatoon agree this is feasible;
- amend the access policies to include consideration of transportation studies; and
- consider additional housekeeping amendments to this policy section, such as the requirement for both municipal Councils to approve industrial uses outside of industrial parks.

Section 7: Commercial Sector Objectives and Policies

Amendments to Section 7: Commercial Sector Objectives and Policies of the DOCP are proposed to:

- amend the process for amendments to the FLUM by removing the requirement for a Concept Plan to be completed prior to allowing an amendment to the FLUM to be considered. Currently, a Concept Plan must be adopted before the FLUM can be changed to enable most types of arterial commercial development; this requirement would be removed. However, prior to approval, development proposals must meet the test of “significant economic benefit to the Saskatoon Region” and complete a Comprehensive Development Review;
- require a Comprehensive Development Review to be completed for specific discretionary uses, including Commercial Complex;
- require arterial commercial developments to be designed to transition to centralized municipal services when they are available and require developers to be responsible for all costs associated with providing and transitioning to centralized municipal services. Independent systems may only be considered where the RM and Saskatoon agree this is feasible; and
- consider additional housekeeping amendments to this policy section such as ensuring consistent use of the term “commercial development.”

New Section: Section 8: Grasswood Mixed-Use Node Objectives and Policies

Amendments to the DOCP will include the addition of a new Section - Section 8: Grasswood Mixed-Use Node Objectives and Policies. The Grasswood Mixed-Use Node has been identified as a significant priority. This new node would provide for inter-municipal agreements (revenue/cost sharing) between the RM and the City. In addition, the policies would provide for different forms of development than typical in the rest of the Planning District (mixed use, etc.). A new Zoning District that would allow for unique forms of development in the area would also be developed. The exact form this would take has not been determined.

Prior to development proceeding in the Node, a Market Impact Study, as well as servicing and transportation infrastructure, would need to be considered as follows:

Market Impact Study and Assessment

A baseline Market Impact Study for the Node is being completed by the RM and the City and is anticipated to be completed by September 2015. At the time of rezoning, subdivision, or development, an applicant would be required to complete a Market Impact Assessment as part of their proposal.

Requirements of the applicant's study would be identified after the baseline Market Impact Study is completed. Generally speaking, it would be expected that the site-specific Market Impact Assessment would compare itself to the recommendations in the baseline Market Impact Study as a means to support development on the site.

Centralized Municipal Services

Proposed policies for the Grasswood Mixed-Use Node would support the provision of centralized municipal services to the area. It is expected that inter-municipal agreements would provide the servicing connection details (timing, costs, etc.).

Proposed development would be considered if it is not connected to centralized municipal services, subject to considerations such as the development being designed so that it could be transitioned to centralized municipal services when or if services are available. City engineers have provided guidance on what these requirements would be, and a fact sheet will be developed to provide guidance to developers on how to implement this requirement. The proposed policies would also require developers to be responsible for all costs associated with provision of services, including direct and off-site levies.

Transportation Impacts

Proposed development would also need to consider transportation impacts prior to approval.

All remaining sections of the DOCP will be renumbered to reflect this new section.

Section 12: Plan Implementation

Amendments to Section 12: Plan Implementation of the DOCP are proposed to:

- amend the process for amendments to the FLUM as per the proposed changes to Sections 3 and 7 and include the Grasswood Mixed-Use Node where appropriate as noted above;
- require a Comprehensive Development Review to be completed for specific discretionary uses as per the proposed changes to Sections 3 and 7 as well as for development within the Grasswood Mixed-Use Node as noted above;
- require Comprehensive Development Reviews to be undertaken according to the standards outlined in this report;
- require developments to be designed to transition to centralized municipal services, including consideration of all related costs as per the proposed changes to Sections 3 and 7, as well as the proposed Section 8: Grasswood Mixed-Use Node;
- include the requirement for Market Impact Assessments as required for the proposed Section 8: Grasswood Mixed-Use Node; and
- correct an editorial error in the description of the Corman Park – Saskatoon Planning Commission.

FLUM amendments must still be approved by both City Council and the RM Council. Rezoning, which are approved by the RM Council, must continue to align with the FLUM.

Definitions

Proposed amendments to the DOCP also include a new definition for the terms “Economic Benefit” and “Centralized Municipal Services.”



EXECUTIVE COMMITTEE

City Councillors' Common Travel and Training Expenses - 2014

Recommendation of the Committee

That the information be received and posted on the City's website.

History

At the April 20, 2015 meeting of Executive Committee, a report of the City Clerk dated April 20, 2015 was considered regarding the above.

Attachment

Report of the City Clerk dated April 20, 2015.

City Councillors' Common Travel and Training Expenses – 2014

Recommendation

That the information be forwarded to City Council and posted on the City's website.

Topic and Purpose

The purpose of this report is to provide a summary of Councillors' common travel and training expenses for 2014.

Strategic Goal

The information contained in this report and attachment aligns with the Strategic Goal of Continuous Improvement and demonstrates the Leadership Commitment of Openness and Accountability.

Report

Section 3.4 of Policy No. C01-023, "City Councillors' Travel and Training", states that the City Clerk will, on an annual basis, prepare a report listing the total cost of Councillors' combined travel and training from the Councillors' Common Travel and Training Budget. Upon approval of the Councillors, the report is to be submitted to City Council, for information.

A Common Travel and Training Budget is provided in order for Councillors to attend annual conferences or board meetings of any organization on which he or she sits as an official representative of the City of Saskatoon, or as a Board member, such as the Trans Canada Yellowhead Highway Association or FCM Board and Committees. The total amount budgeted for Common Travel and Training in 2014 was \$24,000.00. The amount is pro-rated in an election year.

The following are the expenditures in 2014 for Common Travel and Training including applicable taxes.

Council Common Travel, Training and Car Allowance 2014

Total Amount Budgeted	\$	24,000.00
Total Amount Spent	\$	10,810.09

Individual Expenditures

Councillor C. Clark	\$	0.00
Councillor T. Davies	\$	0.00
Councillor R. Donauer	\$	0.00
Councillor D. Hill	\$	7,903.85
Councillor A. Iwanchuk	\$	70.00
Councillor Z. Jeffries	\$	2,836.24
Councillor M. Loewen	\$	0.00
Councillor P. Lorje	\$	0.00
Councillor E. Olauson	\$	0.00
Councillor T. Paulsen	\$	0.00

Attachment 1 sets out the details of the above expenditures.

Executive Committee, at its meeting held on September 7, 2010, considered the matter of posting the expenses of all members of City Council, including the Mayor, on the City's website and resolved that the information be posted on the City's website annually in order to demonstrate City Council's commitment to transparency.

A summary of travel expenses for Mayor Atchison for 2014 has been included with the report dealing with Individual Travel and Training Expenses.

Public Notice

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

Attachments

1. Common Travel/Training Expenses – Councillors – 2014

Report Approval

Written by: Janice Hudson, Council Assistant
Approved by: Joanne Sproule, City Clerk

Admin Report – Councillors' Common Travel and Training Expenses 2014.docx

**COMMON TRAVEL/TRAINING EXPENSES – COUNCILLORS
FOR THE PERIOD JANUARY 1, 2014 – DECEMBER 31, 2014**

FCM = Federation of Canadian Municipalities
SAMA = Saskatchewan Assessment Management Agency
TCYHA = Trans Canada Yellowhead Highway Association

Councillor Clark

DESTINATION	DATE	PURPOSE	TOTAL COST
TOTAL			\$0.00

Councillor Davies

DESTINATION	DATE	PURPOSE	TOTAL COST
TOTAL			\$0.00

Councillor Donauer

DESTINATION	DATE	PURPOSE	TOTAL COST
TOTAL			\$0.00

Councillor Hill

DESTINATION	DATE	PURPOSE	TOTAL COST
Charlottetown, PEI	Feb. 11-14	FCM Sustainable Communities Conference *	\$1,528.56
Thunder Bay, ON	Mar. 4-9	FCM Standing Committees & Board Meetings	1,572.74
Niagara Falls, ON	May 28 – June 3	FCM Annual Conference & Tradeshow **	0.00
Saquenay, QC	Sept. 2-6	FCM Standing Committees & Board Meetings	2,148.27
Ottawa, ON	Nov. 17-22	FCM Standing Committees & Board Meetings; Joint Meeting w/National Parole Board & Corrections Canada	2,654.28
TOTAL			\$7,903.85

* 50% paid by SUMA for Board members – cost shown is City of Saskatoon’s share

** 100% paid by SUMA for Board members

Councillor Iwanchuk

DESTINATION	DATE	PURPOSE	TOTAL COST
Regina, SK	Apr.16	SAMA Annual General Meeting	\$70.00
TOTAL			\$70.00

Councillor Jeffries

DESTINATION	DATE	PURPOSE	TOTAL COST
Edmonton and Compeer, AB	Feb.28 and Mar.1	TCYHA Meeting and Interprovincial Highway Summit	\$847.13
Valemount, BC	May 15-17	TCYHA Annual General Meeting	1,322.30
Calgary, AB	Nov. 2-4	Institute of Corporate Directors Training*	666.81
TOTAL			\$2,836.24

* Meewasin Valley Authority paid tuition for Board member.

Councillor Loewen

DESTINATION	DATE	PURPOSE	TOTAL COST
TOTAL			\$0.00

Councillor Lorje

DESTINATION	DATE	PURPOSE	TOTAL COST
TOTAL			\$0.00

Councillor Olauson

DESTINATION	DATE	PURPOSE	TOTAL COST
TOTAL			\$0.00

Councillor Paulsen

DESTINATION	DATE	PURPOSE	TOTAL COST
TOTAL			\$0.00



EXECUTIVE COMMITTEE

City Councillors' Individual Travel and Training Expenses - 2014

Recommendation of the Committee

That the information be received and posted on the City's website.

History

At the April 20, 2015 meeting of Executive Committee, a report of the City Clerk dated April 20, 2015 was considered regarding the above.

Attachment

Report of the City Clerk dated April 20, 2015.

City Councillors' Individual Travel and Training Expenses – 2014

Recommendation

That the information be forwarded to City Council and posted on the City's website.

Topic and Purpose

The purpose of this report is to provide a summary of Councillors' Individual Travel and Training expenses for 2014.

Strategic Goal

The information contained in this report and attachment aligns with the Strategic Goal of Continuous Improvement and demonstrates the Leadership Commitment of Openness and Accountability.

Report

Section 3.4 of Policy No. C01-023, "City Councillors' Travel and Training", states that the City Clerk will, on an annual basis, prepare a report listing the total cost of each Councillor's Individual Travel and Training. Upon approval of the Councillors, the report is to be submitted to City Council, as information.

Each Councillor is allotted funds annually for general travel and training, such as attendance at the annual SUMA and FCM conferences. The total amount budgeted for 2014 for all Councillors was \$35,000.00 (\$3,500.00 each). This amount is pro-rated in an election year.

The following are the expenditures in 2014 for Individual Travel and Training including applicable taxes.

Individual Travel and Training

Total Amount Budgeted	\$	35,000.00
Total Amount Spent	\$	26,828.11
Individual Expenditures		
Councillor C. Clark	\$	588.40
Councillor T. Davies	\$	3,303.63
Councillor R. Donauer	\$	4,466.34
Councillor D. Hill	\$	0.00
Councillor A. Iwanchuk	\$	3,078.09
Councillor Z. Jeffries	\$	4,266.51
Councillor M. Loewen	\$	856.25
Councillor P. Lorje	\$	2,904.71
Councillor E. Olauson	\$	4,326.92
Councillor T. Paulsen	\$	3,037.26

Attachment 1 sets out the details of the above expenditures.

Executive Committee, at its meeting held on September 7, 2010, considered the matter of posting the expenses of all members of City Council, including the Mayor, on the City's website and resolved that the information be posted on the City's website annually in order to demonstrate City Council's commitment to transparency.

In this regard, included as Attachment 2 is a summary of travel expenses for Mayor Atchison for 2014. It should be noted this summary includes car allowance for 2014, which is the subject of another report.

Public Notice

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

Attachments

1. Individual Travel/Training Expenses – Councillors – 2014
2. Travel Expenses – Mayor Don Atchison – 2014

Report Approval

Written by: Janice Hudson, Council Assistant

Approved by: Joanne Sproule, City Clerk

Admin Report – Councillors' Individual Travel and Training Expenses.docx

**INDIVIDUAL TRAVEL/TRAINING EXPENSES - COUNCILLORS
FOR THE PERIOD JANUARY 1, 2014 – DECEMBER 31, 2014**

CPBI = Canadian Pension & Benefits Institute
 FCM = Federation of Canadian Municipalities
 NSBA = North Saskatoon Business Association
 SAW = Saskatchewan Association of Watersheds
 SUMA = Saskatchewan Urban Municipalities Association

Councillor Clark

DESTINATION	DATE	PURPOSE	TOTAL COST
Saskatoon, SK	Feb. 5-6	Healing Steps Conference	\$150.00
Saskatoon, SK	Mar. 19-21	SAW Conference	150.00
Niagara Falls, ON	May 29 – June 3	FCM Conference & Tradeshaw – Hotel Deposit – late cancellation	233.40
Saskatoon, SK	Oct. 15	CPBI Luncheon	55.00
TOTAL			\$588.40

Councillor Davies

DESTINATION	DATE	PURPOSE	TOTAL COST
Saskatoon, SK	Apr. 2	State of the City Address - Chamber Luncheon	\$36.75
Niagara Falls, ON	May 29 – June 3	FCM Conference & Tradeshaw	3,230.13
Saskatoon, SK	June 5	Chamber Luncheon ft. Kevin Howlett	36.75
TOTAL			\$3,303.63

Councillor Donauer

DESTINATION	DATE	PURPOSE	TOTAL COST
Regina, SK	Feb. 2-5	SUMA Convention	\$1,191.65
Saskatoon, SK	Mar. 21	NSBA Luncheon ft. Hon. Ken Krawetz	29.40
Saskatoon, SK	Apr. 2	State of the City Address - Chamber Luncheon	36.75
Niagara Falls, ON	May 29 – June 3	FCM Conference & Tradeshow	3,142.39
Saskatoon, SK	June 5	Chamber Luncheon ft. Kevin Howlett	36.75
Saskatoon, SK	Nov. 20	NSBA Luncheon ft. His Worship Mayor Atchison	29.40
TOTAL			\$4,466.34

Councillor Hill

DESTINATION	DATE	PURPOSE	TOTAL COST
TOTAL			\$0.00

Councillor Iwanchuk

DESTINATION	DATE	PURPOSE	TOTAL COST
Saskatoon, SK	Feb.	International Women's Day Dinner ft. Michaelle Jean	\$101.00
Niagara Falls, ON	May 29 – June 3	FCM Conference & Tradeshow	2,977.09
TOTAL			\$3,078.09

Councillor Jeffries

DESTINATION	DATE	PURPOSE	TOTAL COST
Regina, SK	Feb. 2-5	SUMA Convention	\$1,333.91
Niagara Falls, ON	May 29 – June 3	FCM Conference & Tradeshow	2,907.60
Saskatoon, SK	Sept. 18	“All My Relations”: Aboriginal Education & the Future	25.00
TOTAL			\$4,266.51

Councillor Loewen

DESTINATION	DATE	PURPOSE	TOTAL COST
Regina, SK	Feb. 2-5	SUMA Convention	\$663.50
Saskatoon, SK	Feb.	International Women’s Day Dinner ft. Michaelle Jean	101.00
Saskatoon, SK	June 5	Chamber Luncheon ft. Kevin Howlett	36.75
Saskatoon, SK	Oct. 15	CPBI Luncheon	55.00
TOTAL			\$856.25

Councillor Lorje

DESTINATION	DATE	PURPOSE	TOTAL COST
Saskatoon, SK	Apr. 2	State of the City Address - Chamber Luncheon	36.75
Niagara Falls, ON	May 29 – June 3	FCM Conference & Tradeshow	2,794.46
Saskatoon, SK	June 5	Chamber Luncheon ft. Kevin Howlett	36.75
Saskatoon, SK	Sept. 25	Chamber Luncheon ft. Claude Mongeau	36.75
TOTAL			\$2,904.71

Councillor Olauson

DESTINATION	DATE	PURPOSE	TOTAL COST
Regina, SK	Feb. 2-5	SUMA Convention	\$827.98
Saskatoon, SK	Mar. 21	NSBA Luncheon ft. Hon. Ken Krawetz	29.40
Saskatoon, SK	Apr. 2	State of the City Address - Chamber Luncheon	36.75
Niagara Falls, ON	May 28 – June 3	Collaborating to Compete Conference and FCM Conference & Tradeshow	3,366.64
Saskatoon, SK	June 5	Chamber Luncheon ft. Kevin Howlett	36.75
Saskatoon, SK	Nov. 20	NSBA Luncheon ft. His Worship Mayor Atchison	29.40
TOTAL			\$4,326.92

Councillor Paulsen

DESTINATION	DATE	PURPOSE	TOTAL COST
Saskatoon, SK	Feb.	International Women's Day Dinner ft. Michaelle Jean	\$101.00
Niagara Falls, ON	May 29 – June 3	FCM Conference & Tradeshow	2,936.26
TOTAL			\$3,037.26



EXECUTIVE COMMITTEE

City Council Car Allowance - 2014

Recommendation of the Committee

That the information be received and posted on the City's website.

History

At the April 20, 2015 meeting of Executive Committee, a report of the City Clerk dated April 20, 2015 was considered regarding the above.

Attachment

Report of the City Clerk dated April 20, 2015.

City Council Car Allowance – 2014

Recommendation

That the information be forwarded to City Council and posted on the City's website.

Topic and Purpose

The purpose of this report is to provide a summary of car allowance expenses for Councillors and the Mayor for 2014.

Strategic Goal

The information contained in this report and attachment aligns with the Strategic Goal of Continuous Improvement and demonstrates the Leadership Commitment of Openness and Accountability.

Report

At its meeting of June 13, 2005, City Council resolved in part that, effective July 1, 2005, Councillors be reimbursed for use of their personal vehicle for City business, based on a per kilometre reimbursement equal to the limits set by the Canada Revenue Agency for tax-exempt allowances for the use of personal vehicles.

The following are the expenditures for 2014 for each Councillor.

Car Allowance – Councillors

Total Amount Estimated	\$	15,000.00
Total Amount Spent	\$	13,108.60
Individual Expenditures		
Councillor C. Clark	\$	0.00
Councillor T. Davies	\$	1,082.70
Councillor R. Donauer	\$	1,603.26
Councillor D. Hill	\$	2,601.00
Councillor A. Iwanchuk	\$	876.04
Councillor Z. Jeffries	\$	1,647.00
Councillor M. Loewen	\$	0.00
Councillor P. Lorje	\$	2,809.20
Councillor E. Olauson	\$	1,761.48
Councillor T. Paulsen	\$	727.92

Also included is the following summary from Mayor Atchison:

2014 Budget:	\$	18,000.00
Total Spent:	\$	9,609.93

The above summary will be posted on the City's website.

Public Notice

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

Report Approval

Written by: Janice Hudson, Council Assistant

Approved by: Joanne Sproule, City Clerk

Admin Report – Council Car Allowance 2014.docx



EXECUTIVE COMMITTEE

Appointments – Board of Trustees for the Mendel Art Gallery & Civic Conservatory and the Rемаi Modern Art Gallery of Saskatchewan

Recommendation of the Committee

That the City's representative be instructed to vote the City's proxy at the Annual General Meetings of the Board of Trustees for the Mendel Art Gallery & Civic Conservatory and the Rемаi Modern Art Gallery of Saskatchewan for the appointments of Trent Bester and Carolyn Knafelc to the Board of Trustees for each, throughout a term expiring at the conclusion of the 2017 Annual General Meeting.

History

Your Committee is recommending appointments of Trent Bester and Carolyn Knafelc to the Board of Trustees for each, throughout a term expiring at the conclusion of the 2017 Annual General Meeting.



EXECUTIVE COMMITTEE

Appointment – Marr Residence Management Board

Recommendation of the Committee

That Dustin Crawford be appointed to the Marr Residence Management Board to the end of 2016 to fill the remaining vacancy on the Board.

History

Your Committee is recommending the appointment of Dustin Crawford to the Marr Residence Management Board to the end of 2016 to fill the remaining vacancy on the Board.



EXECUTIVE COMMITTEE

Appointment – Saskatchewan Urban Municipalities Association Board of Directors

Recommendation of the Committee

That Councillor Olauson be nominated for appointment to the Saskatchewan Urban Municipalities Association (SUMA) Board of Directors and Councillor Paulsen be nominated as an alternate member for the remainder of 2015.

History

Councillor Paulsen was previously appointed as a City Representative on the Saskatchewan Urban Municipalities Association Board of Directors and Councillor Olauson was appointed as an alternate member. Executive Committee is recommending Councillor Olauson be nominated for appointment to the SUMA Board of Directors and Councillor Paulsen be nominated as an alternate member for the remainder of 2015.

Parcel YY, River Landing Phase I Request for Consent of City to Transfer of Interest and Amendments to Memorandum of Sale

Recommendation

1. That City Council consent to the transfer of an interest in Parcel YY, Plan No. 101971807 Extension 0, and the development to be constructed thereon, to River Landing GP Inc., a general partner of River Landing Limited Partnership;
2. That the amendments to the Memorandum of Sale between the City and Victory Majors Investments Corporation as outlined in this report be approved; and
3. That the Mayor and City Clerk be authorized to execute the Amending Agreement.

Topic and Purpose

This report deals with a request that the City consent to the transfer of an interest in Parcel YY, River Landing Phase I and a request that certain amendments be made to the sale agreement between the City and Victory Majors Investment Corporation (“Victory Majors”) and recommends that the City consent to the transfer and proposed amendments.

Report Highlights

1. Victory Majors has requested that the City consent to the transfer of an interest in Parcel YY, River Landing Phase I to River Landing GP Inc., a general partner of River Landing General Partnership.
2. Victory Majors has requested amendments to the Memorandum of Sale for Parcel Y. The amendments will facilitate the proposed development of the site which is to be developed in phases.
3. The City retains regulatory control over development on the site through the Direct Control District approval process and architectural guidelines under the South Downtown Local Area Design Plan.

Report

The City sold Parcel Y, River Landing Phase I, to Lake Placid Developments (Saskatchewan) Inc. by way of a Memorandum of Sale dated June 14, 2010. This agreement was subsequently assigned to Victory Majors with the consent of the City. Parcel Y is now included in Parcel YY, Plan 101971807 Extension 0 which resulted from a consolidation of Parcel Y, a closed lane and the former Royal Canadian Legion site.

Victory Majors has advised the City that it intends to develop Parcel YY by way of a Joint Venture through a limited partnership between Victory Majors and a Greystone Managed Investments Inc. investment entity as limited partners, with a general partner known as River Landing GP Inc. A clause in the Memorandum of Sale requires that, until such time as an approved development has been constructed, the City must consent to any sale or transfer of Victory Majors' interest in the land or the development in circumstances where the interest to be sold or transferred exceeds 49%. Victory Majors has requested that the City provide its consent to such a transfer.

Victory Majors has also requested that several amendments be made to the Memorandum of Sale. The Memorandum of Sale provided for the sale of Parcel Y and the adjacent closed lane. As referred to above, that sale has taken place and the land was consolidated with other land to form the current Parcel YY. Even though the land has been sold, the Memorandum of Sale contains certain provisions which have survived the transfer of the land and remain in place. Victory Majors has requested amendments to certain of these provisions as outlined in this report. For the most part, the requested amendments are consequent upon the transfer of an interest in the land and with the fact that the original Memorandum of Sale was drafted to reflect the development proposed by Lake Placid Developments. The amendments are intended to reflect the proposed shared ownership and deal with the further development of the site as a phased development.

A summary of the requested amendments is as follows:

- redefine the development described in the agreement from a hotel, residential, office and retail complex to that of a phased mixed use development which may include one or more office phases with ancillary commercial spaces, a hotel phase and a residential phase, with below grade parking beneath each phase (itself constructed as a separate phase) and public amenity space. All development must still need to be approved and constructed in accordance with the required statutory approvals (DCD approval, MVA approval and architectural control approval);
- provide for an amended construction requirement which would be completion of excavation for the first phase of the parking structure described in the definition of "Development" (exclusive of footings, shoring and foundations) within 18 months of notification to the City that work was to begin. There would be no further construction requirement and corresponding option to re-purchase. The current

**Parcel YY, River Landing Phase I
Request for Consent of City to Transfer of Interest
and Amendments to Memorandum of Sale**

provision requires that the excavation for the entire project would have to be completed. This is not compatible with a phased development;

- provide that the partners may further sell or transfer one or more portions of the land created by way of further subdivision or condominium plans to one or more third parties to complete any approved development without further City approval;
- provide for the transfer of partnership interests in the partnership between the partners or registered pension funds or similar entities managed by Greystone Managed Investments Inc. without further City approval;
- provide for the discharge of the existing DCD1 Development Agreement (which is specific to the Lake Placid Developments proposal). Amendments to the existing DCD approvals will be required in order to construct the development. A new DCD1 Development Agreement will be required as a condition of such approvals; and
- housekeeping amendments which delete clauses no longer applicable as the site was sold in 2010, and which confirm those clauses still applicable.

As indicated above, the proposed amendments are intended to reflect the proposed shared ownership and deal with the further development of the site as a phased project. The main amendments requested are to recognize the phasing of the development, to limit the construction requirement to the first phase of the development and to provide that further subdivisions or transfers of interests may be taken without further City approval, subject to the Subdivision Regulations. The Administration recommends that these changes be approved. The phasing of the development is a matter for the developer and reflects how the developer will be proceeding. With respect to the construction requirement, it is neither practical nor reasonable to retain a construction requirement with its attendant option to re-purchase once the first phase of the development has been commenced. The requirement for further City approval of subsequent subdivisions or transfers of interest which may be necessary to complete development of the site is not conducive to attracting further investment to the site or completing the development. In considering this recommendation, it should be remembered that development on the site remains subject to the DCD1 regulations and that DCD approval, or amendments of the existing approvals, will be required. These approvals are made by City Council.

Report Approval

Written by: J. R. Manning, Solicitor
Approved by: Patricia Warwick, City Solicitor
Approved by: Murray Totland, City Manager

AdminReport-ParcelYYRiverLandingPhase1.docx
220-0089-jrm-2.docx

Proposed Amendments to Bylaw No. 7767, The Recreation Facilities and Parks Usage Bylaw, 1998

Recommendation

That City Council consider Bylaw No. 9272, *The Recreation Facilities and Parks Usage Amendment Bylaw, 2015*.

Topic and Purpose

To provide City Council with Proposed Bylaw No. 9272, *The Recreation Facilities and Parks Usage Amendment Bylaw, 2015*. If passed, proposed Bylaw No. 9272 would allow vendors who have obtained a permit to operate a Seasonal Commercial Enterprise in a public park.

Report

At its meeting held on January 26, 2015, City Council considered a motion that Bylaw No. 7767, *The Recreation Facilities and Parks Usage Bylaw, 1998*, be amended to exempt vendors with a Seasonal Commercial Enterprise permit from the provisions of this Bylaw.

City Council resolved that the City Solicitor prepare the necessary amendments to Bylaw No. 7767 to exempt vendors with a Seasonal Commercial Enterprise permit from the provisions of this Bylaw.

In accordance with City Council's instructions, we are pleased to submit Bylaw No. 9272, *The Recreation Facilities and Parks Usage Amendment Bylaw, 2015*, for City Council's consideration.

Attachment

1. Proposed Bylaw No. 9272, *The Recreation Facilities and Parks Usage Amendment Bylaw, 2015*.

Report Approval

Written by: Jodi Manastyrski, Solicitor

Approved by: Patricia Warwick, City Solicitor

Admin – amendments to recreation.docx
237-0002-jlm-3.docx

BYLAW NO. 9272

The Recreation Facilities and Parks Usage Amendment Bylaw, 2015

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as *The Recreation Facilities and Parks Usage Amendment Bylaw, 2015*.

Purpose

2. The purpose of this Bylaw is to make those amendments to Bylaw No. 7767, *The Recreation Facilities and Parks Usage Bylaw, 1998*, to allow vendors who have obtained a permit to operate a Seasonal Commercial Enterprise in a public park.

Bylaw No. 7767 Amended

3. Bylaw No. 7767 is amended in the manner set forth in this Bylaw.

Section 3 Amended

4. Section 3 is amended by adding the following definition after subsection 3(h):

“(h.1) “Seasonal Commercial Enterprise” means any person who has obtained a permit to sell goods or services in a park on a temporary basis with specific start and end dates.”

New Section 5.1

5. The following section is added after Section 5:

“5.1 Notwithstanding Section 5, the City may issue a permit to operate a Seasonal Commercial Enterprise in a park.”

Neighbourhood Level Infill Development Strategy - Sidewalks – Private Crossings

Recommendation

That City Council consider Bylaw No. 9251, *The Private Crossing Amendment Bylaw, 2015*.

Topic and Purpose

The purpose of this report is to provide City Council with Bylaw No. 9251, *The Private Crossing Amendment Bylaw, 2015* which implements the restriction on sidewalk crossing provided for in the Neighbourhood Level Infill Development Strategy.

Report

City Council, at its Regular Business Meeting held on March 23, 2015 resolved that this Office prepare the required bylaw to amend Bylaw No. 4785, “*A bylaw to regulate the installation of private crossings in the City of Saskatoon*” should the Zoning Bylaw amendments regarding the Neighbourhood Level Infill Development Strategy be passed.

City Council passed the Zoning Bylaw amendments at the Public Hearing portion of the March 23, 2015 meeting. Accordingly, we have prepared and attach proposed Bylaw No. 9251, *The Private Crossing Amendment Bylaw, 2015*. Proposed Bylaw No. 9251 prohibits the construction of sidewalk crossings or the expansion of existing sidewalk crossings for a site in a Category I neighbourhood on which primary dwelling exists or is to be constructed and which has access to a rear lane.

Attachment

1. Proposed Bylaw No. 9251, *The Private Crossing Amendment Bylaw, 2015*.

Report Approval

Written by: Jack Manning, Solicitor
Approved by: Patricia Warwick, City Solicitor

Admin – neighbourhood level infill.docx
191-1537-jrm-2.docx

ROUTING: City Solicitor – City Council
April 27, 2015 – File No. CK 4350-63, x 6220-1
Page 1 of 1

DELEGATION: P. Warwick

cc: City Manager, General Manager of Community Services,
Director of Planning and Development, Development Review
Manager – Planning and Development

BYLAW NO. 9251

The Private Crossing Amendment Bylaw, 2015

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as *The Private Crossing Amendment Bylaw, 2015*.

Purpose

2. The purpose of the Bylaw is to amend Bylaw No. 4785, “*A bylaw to regulate the installation of private crossings in the City of Saskatoon*” by prohibiting further private crossings or the expansion of private crossings for primary dwellings in category 1 neighbourhoods.

Bylaw No. 4785 Amended

3. Bylaw No. 4785 is amended in the manner set forth in this Bylaw.

New Section 7.1

4. The following is added after Section 7:

“7.1 (1) In this Section:

“primary dwelling” means a primary dwelling as defined in the Zoning Bylaw; and

“category 1 neighbourhood” means a category 1 neighbourhood as defined in the Zoning Bylaw.

- (2) Notwithstanding any other provision of this Bylaw, a sidewalk crossing or the expansion of an existing sidewalk crossing shall not be permitted for a site in a category 1 neighbourhood which contains a primary dwelling or upon which a primary dwelling is to be constructed and which has access to a rear lane.”.

Coming into Force

5. This Bylaw shall come into force on the day of its final passing.

Read a first time this _____ day of _____, 2015.

Read a second time this _____ day of _____, 2015.

Read a third time and passed this _____ day of _____, 2015.

Mayor

City Clerk

Fees for Service, Bylaw No. 7990, The Fire and Protective Services Bylaw, 2001

Recommendation

That City Council consider Bylaw No. 9277, *The Fire and Protective Services Amendment Bylaw, 2015*.

Topic and Purpose

The purpose of this report is to provide City Council with Bylaw No. 9277, *The Fire and Protective Services Amendment Bylaw, 2015*, which implements City Council's decision to amend Bylaw No. 7990, *The Fire and Protective Services Bylaw, 2001*, to include fees for permit issuance and to update fees for services.

Report

At Special Meetings of City Council held on December 2, 3 and 9, 2014, regarding the Corporate Business Plan and Detailed Budget, City Council considered a report of the Fire Chief requesting approval to amend Bylaw No. 7990, *The Fire and Protective Services Bylaw, 2001*, to authorize charging fees for issuance of fireworks permits, implement fees for services including lift assists and false alarms, and update existing fees for services.

In his report, the Fire Chief recommended fees for issuance of fireworks permits and inspections performed in response to a third-party request based on a comparison with fees charged by other jurisdictions. Under subclause 8(3)(c)(i) of *The Cities Act*, the City may establish fees for the purpose of raising revenues to pay for the costs of administering, regulating and enforcing a system of licences, inspections, permits or approvals. The fees which the City charges are limited and must reflect the cost of administering these systems.

The Saskatoon Fire Department determined the average actual costs of permit issuance and inspections done on request. This has resulted in a few small changes to the fees previously requested and approved by City Council. A summary is provided below.

Service	Previous Request	Average Actual Cost	Updated Request
File Search	\$100.00	\$98.67	\$100.00
3 rd Party and On-site Inspection	\$100.00	\$87.91	\$90.00
Fireworks Sale Permit	\$75.00	\$78.57	\$75.00
Fireworks Display – High Hazard	\$100.00	\$98.67	\$100.00
Fireworks Display - Indoor	\$125.00	\$98.67	\$100.00

The changes have been reviewed and approved by the Saskatoon Fire Department and incorporated into the draft bylaw.

We are pleased to submit Bylaw No. 9277, *The Fire and Protective Services Amendment Bylaw, 2015*, for City Council's consideration. Bylaw 9277 implements the amendments approved by City Council at the Special Meetings held on December 2, 3 and 9, 2014 as modified by the requirements of *The Cities Act*.

Attachment

1. Proposed Bylaw No. 9277, *The Fire and Protective Services Amendment Bylaw, 2015*.

Report Approval

Written by: Kim Bodnarchuk, Solicitor
Approved by: Patricia Warwick, City Solicitor

Admin Report – Fees for Services Bylaw No 7990.docx
175-5657-kmb-1.docx

BYLAW NO. 9277

The Fire and Protective Services Amendment Bylaw, 2015

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as *The Fire and Protective Services Amendment Bylaw, 2015*.

Purpose

2. The purpose of this Bylaw is to amend Bylaw No. 7990, *The Fire and Protective Services Bylaw, 2001*, to include fees for permit issuance and to update fees for services.

Bylaw No. 7990 Amended

3. Bylaw No. 7990 is amended in the manner set forth in this Bylaw.

Subsection 6(1) Amended

4. Subsection 6(1) is amended by adding “issuance of permits and provision of” before “various”.

Subsection 41.1(3) Amended

5. Subsection 41.1(3) is amended by adding “the application fee set out in Schedule “A” and” before “such information”.

Schedule “A” Amended

6. Schedule “A” is amended by:
 - (a) striking out “\$55.00/first hour” and “\$30.00/additional hour” in subsection 1(1) and substituting “\$90.00/hour”;
 - (b) striking out “\$50.00” in subsection 1(2) and substituting “\$100.00”;
 - (c) striking out “\$55.00/first hour” and “\$30.00/additional hour” in subsection 1(3) and substituting “\$90.00/hour”; and

(d) adding the following sections:

“4.	Lift Assist	\$150.00/lift
5.	Response to False Alarm	
(1)	1 st	no charge
(2)	2 nd	\$250.00
(3)	3 rd	\$500.00
(4)	4 th and subsequent	\$750.00

*If no false alarm call occurs for a period of 12 consecutive months, then a subsequent false alarm is deemed to be a first false alarm.

Permit Fees

6.	Fireworks Permits	
(1)	Fireworks sale	\$ 75.00
(2)	Fireworks display – high hazard	\$100.00
(3)	Fireworks display – indoor	\$100.00".

Coming into Force

7. The Bylaw shall come into force on the first day of its final passing.

Read a first time this _____ day of _____, 2015.

Read a second time this _____ day of _____, 2015.

Read a third time and passed this _____ day of _____, 2015.

Mayor

City Clerk



STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES & CORPORATE SERVICES

Landfill Gas Engine-Generator Maintenance Equipment Services

Recommendation of the Committee

1. That the proposal submitted by Orrocal Enterprises Inc. for the Landfill Gas Engine-Generator Maintenance Equipment Services be accepted; and
2. That Purchasing Services be authorized to issue a Blanket Purchase Order to Orrocal Enterprises Inc. for the supply of maintenance services for a one-year term, for a total estimated cost (including GST and PST) of \$297,550.

History

At the April 14, 2015 Standing Policy Committee on Environment, Utilities & Corporate Services meeting, a report of the A/General Manager, Transportation & Utilities Department dated April 14, 2015 was considered.

Attachment

April 14, 2015 Report of the A/General Manager, Transportation & Utilities.

Landfill Gas Engine-Generator Maintenance Equipment Services

Recommendation

That the Standing Policy Committee on Environment, Utilities and Corporate Services recommend to City Council:

1. That the proposal submitted by Orrocal Enterprises Inc. for the Landfill Gas Engine-Generator Maintenance Equipment Services be accepted; and,
2. That Purchasing Services be authorized to issue a Blanket Purchase Order to Orrocal Enterprises Inc. for the supply of maintenance services for a one-year term, for a total estimated cost (including GST and PST) of \$297,550.

Topic and Purpose

That City Council approve a Blanket Purchase Order to Orrocal Enterprises Inc. (Orrocal) for the supply of maintenance services for the Landfill Gas Engine-Generator sets.

Report Highlights

1. A Request for Proposal (RFP) was advertised February 12, 2015. Two proposals were received, and the proposal submitted by Orrocal was the highest rated proponent based on a predetermined set of evaluation criteria.
2. The landfill gas project performed well over its first year of operation yet fell short of an ambitious goal set in 2012 when construction of the project began.

Strategic Goals

This report supports the Strategic Goal of Environmental Leadership by reducing greenhouse gas (GHG) emissions tied to City operations. It also supports the Strategic Goal of Asset and Financial Sustainability to increase revenue sources and reduce reliance on residential property taxes.

Background

On September 29, 2014, City Council approved a Blanket Purchase Order with Kramer Ltd. for the supply of maintenance services for the Landfill Gas Engine-Generator Sets for the initial one-year warranty period. Administration advised that at the end of the warranty period, the maintenance services would be competitively procured or brought in-house.

Report

Request for Proposal

An RFP was issued February 12, 2015, for a qualified engine-generator service provider to perform regular maintenance services for two Caterpillar engine-generator sets.

Two proposals were received on March 2, 2015 from Orrocal and Wajax Power Systems. The evaluation team reviewed both proposals and ranked the proposals based on the following evaluation criteria:

- 60% cost for each required maintenance service;
- 20% for previous work experience;
- 10% references; and,
- 10% shop rates.

The proposal submitted by Orrocal rated the highest scoring proponent based on the evaluation criteria and was determined to be the most favourable for the City. The estimated costs are in line with costs paid for a similar scope of work provided by Kramer Ltd. over the initial one-year warranty period.

Both proposals exceeded the budgeted amount allotted in the 2015 Operating Budget. Operational costs will be adjusted to compensate for any shortfall in the program. These services are essential to allow continued operation of the facility. Administration will work with Orrocal to investigate options to reduce costs, including the use of lower-cost-equivalent engine oil, remanufactured parts, and the adoption of predictive maintenance practices.

Landfill Gas Project Performance

In 2012, Administration set a goal to operate the facility at 100% of its rated capacity, 95% of the time throughout each year. If achieved, this performance would rival some of the most efficiently operated coal-fired power stations in the country, and in this case by using a renewable source of energy (i.e. landfill gas).

Throughout the first year of operation (beginning in April, 2014), 11,350 megawatt-hours of electricity was sold to SaskPower (enough to power 1,135 homes). This represents an average capacity factor of 81% throughout the year, which is 14% short of the 95% target. This resulted in revenues of approximately \$100,000 per month, which exceeded projections in the approved operating budget for 2014.

Project performance improved steadily every month throughout the first year of operation, and Administration will continue to strive to reach the 95% efficiency target.

The initial financial performance for the landfill gas project, as reported to City Council in 2012, estimated a payback of 7.5 years with an Internal Rate of Return (IRR) of 11%. Administration is now projecting a payback of 10-12 years with an IRR in the range of 4-7.5%. This IRR includes the capital cost of clay-capping the landfill and gas capture costs, which would have been incurred without the landfill gas project. Performance is expected to improve through operational efficiencies resulting from experience gained over the first year of operation, and consolidation of some operating responsibilities among Civic Divisions (i.e. SL&P and Public Works).

Options to the Recommendation

As part of the RFP, the City has reserved the right to perform some maintenance services in-house. Administration will continue to explore this option to reduce overall maintenance costs, and may exercise this option in the future.

Financial Implications

Maintenance service is recommended every 1,000 hours of engine runtime, for an estimated eight (8) services per year. In addition, a minor overhaul of the engines is recommended every 8,000 hours of engine runtime, or once per year. Funding for these services will be provided from the approved Saskatoon Light & Power Operating Budget 03-200 – Landfill Gas. A breakdown of the proposal price is as follows:

Proposal Amount: Labour Costs	\$ 77,000.00
Proposal Amount: Parts Costs	135,500.00
Proposal Amount: Living Out Allowance	8,000.00
Proposal Amount: Engine Oil & Filters	50,000.00
Taxes (GST & PST)	<u>27,050.00</u>
Total Cost	<u>\$297,550.00</u>

Environmental Implications

The ultimate goal for any landfill gas project is to prevent the uncontrolled release of harmful gases into the atmosphere. By collecting and combusting these gases, landfill operators are able to reduce GHG emissions and improve local air quality. In most Canadian provinces, regulations are in place to require large emitters to control and manage their landfill gases.

Throughout the first year of operation, GHG emissions from the landfill were reduced by over 50,000 tonnes CO₂e, which is the equivalent of removing over 10,000 vehicles from the road. This exceeded the original GHG reduction estimate, as reported to City Council in 2012, to reduce annual GHG emissions by 45,000 tonnes CO₂e.

Other Considerations/Implications

There are no public and/or stakeholder involvement, communication plan, policy, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

Procurement of maintenance services will be required a minimum of once every three years. If Administration is not satisfied with the performance of services, they could be competitively procured again after one year.

Public Notice

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

Report Approval

Written by: Nathan Ziegler, Sustainable Electricity Engineer

Landfill Gas Engine-Generator Maintenance Equipment Services

Reviewed by: Brendan Lemke, A/Director of Saskatoon Light & Power
Reviewed by: Kerry Tarasoff, General Manager, Asset & Financial Management
Department
Approved by: Angela Gardiner, Acting General Manager, Transportation &
Utilities Department

EUCS NZ - Landfill Gas Engine-Generator Maintenance Equipment Services



STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES & CORPORATE SERVICES

Proposed Hydropower Station at the Saskatoon Weir - Update

Recommendation of the Committee

That the Administration be directed to report back to the Standing Policy Committee on Environment, Utilities and Corporate Services with development options and potential next steps to advance the hydropower initiative.

History

At the April 14, 2015 Standing Policy Committee on Environment, Utilities & Corporate Services meeting, a report of the A/General Manager, Transportation & Utilities Department dated April 14, 2015 was considered.

Your Committee received a presentation that indicated there is an alternative to the proposed Hydropower Station at the weir.

Attachment

1. April 14, 2015 Report of the A/General Manager, Transportation & Utilities.
2. Presentation from Paul Van Pul.

Proposed Hydropower Station at the Saskatoon Weir - Update

Recommendation

That the Standing Policy Committee on Environment, Utilities and Corporate Services recommend to City Council:

That the Administration be directed to report back to the Standing Policy Committee on Environment, Utilities and Corporate Services with development options and potential next steps to advance the hydropower initiative.

Topic and Purpose

The purpose of this report is to provide an update on the possible Hydropower Station at the Saskatoon Weir.

Report Highlights

1. Identifying opportunities for viable green-energy projects is a priority in the City's Strategic Plan.
2. Studies have shown that a hydropower station at the Saskatoon Weir could be technically feasible and economically viable.
3. Saskatoon Light & Power (SL&P) has met with several groups who have expressed interest in a potential partnership opportunity.
4. Further project investigation and evaluation, including public amenity options such as a pedestrian bridge, is required before proceeding to the development stage.

Strategic Goals

This report supports all of the City's Strategic Goals. In particular, this report supports the following 4-year Priorities:

"Explore alternate sources of revenue to pay for ongoing operations". (Asset & Financial Sustainability).

"Identify opportunities to replace conventional energy sources with green energy technologies and find alternate ways of generating capacity to support operations". (Environmental Leadership).

Background

SL&P has studied potential development of a hydropower station at the existing Saskatoon Weir. Design concepts have included a variety of turbine technologies and possible increases to the height of the existing weir structure. Three project concepts have been studied which include raising the height of the weir by 1 metre, 2 metres, or leaving the weir at its current height.

Pre-feasibility engineering and environmental baseline studies were conducted in 2009 by Knight Piésold Consulting (Knight Piésold). Knight Piésold is a specialist international consulting firm based in Vancouver, with experience in over 200 hydropower projects in North America and world-wide. The prefeasibility study concluded that a proposed hydropower station at the Saskatoon Weir was technically feasible and could be economically viable. City Council received the Pre-feasibility Report at the May 10, 2010 regular meeting of City Council.

Report

Hydropower Station at the Saskatoon Weir is Technically Feasible

Since City Council received a Pre-feasibility Report at the May 10, 2010 regular meeting of City Council, SL&P commissioned a local hydraulic consultant, C.D. Smith, P.Eng. to complete a third-party technical review. With his review and the information provided on the effects of ice on winter tail-water levels and a new downstream rating curve, Knight Piésold updated the annual energy production estimates. Updated energy estimates were completed for a weir raise of 1.0, 1.2, and 1.4 metres, which are considered the most relevant scenarios. The following table shows the updated annual energy production estimates considering increased tailwater levels and downstream icing effects for 5.5 MW Hydropower Station (costs in 2009 dollars).

Hydropower Development Concept	Installed Capacity (MW)	Design Flow (m3/sec)	Annual Energy Production (GWH)	Estimated Capital Cost	Annual Revenue Year 2016	Annual Operating Cost	Power to Number of Homes	Annual GHG Reduction (tonnes CO2)
Weir Raise 1 metre	5.5	209	28.8	\$ 48.8 M	\$ 3.3 M	\$ 1.04 M	2,880	23,000
Weir Raise 1.2 metres	5.5	209	30.9	\$ 50.1 M	\$ 3.6 M	\$ 1.09 M	3,090	25,000
Weir Raise 1.4 metres	5.5	209	35.2	\$ 51.7 M	\$ 4.0 M	\$ 1.13 M	3,520	28,000

In 2011, Midgard Consulting was contracted by SL&P to conduct a third-party validation of the financial viability of the project. A financial sensitivity analysis was completed to determine the effects of decreased energy production, varying capital cost, bulk power rates, and projected rate escalation. The sensitivity analysis suggests that the most relevant project is a 5.5 MW Hydropower Station with a weir raise of 1.2 to 1.4 metres, and in most scenarios, the project remains economically viable with Internal Rates of Return in the range of 7 to 10%.

There is a Strong Potential for Partnership Opportunities

Over the past five years, SL&P has met with several groups that have expressed interest in a potential partnership opportunity to build a hydropower station at the weir. There would be a large capital input should the project proceed, and proponents have indicated they would be prepared to make this investment. The proponents have expressed to SL&P that they are interested in developing this project because the project has low impact on the environment, the project has a reasonable long-term rate of return, and it is being built in the community who will benefit from the project.

Further Investigation is Required

Before proceeding to the development stage, there are some fundamental questions that still need to be answered:

1. What is the maximum practical weir height increase?
2. Are there environmental impact limitations to the maximum weir height increase?
3. What are the accurate upstream and downstream water level rating curves?

SL&P recommends reporting back to City Council with development options and potential next steps to answer the questions above.

There are potential public amenities that could be coupled with a hydropower facility at the weir site. One amenity could be a pedestrian footbridge on the weir to allow fully accessible crossing of the river. This could support the Strategic Goal of developing an integrated network that is practical and useful for vehicles, buses, bikes, and pedestrians. Other possible public amenities include a whitewater park to provide recreation and tourist opportunities.

Financial Implications

Project investigation is funded from Capital Project #1281 - Sustainable Power Generation Options.

Environmental Implications

An Environmental Impact Assessment would be completed as part of a full Feasibility Study and Environmental Impact Assessment, and would consider all environmental implications of proceeding with the proposed development.

Public and/or Stakeholder Involvement

SL&P hosted public open houses in June 2010 and a public information meeting in November 2010 to inform the public on the results of the studies and proposed next steps, and to gather input and feedback.

One-hundred and nine (109) people attended the public information meeting in November. This meeting focused on the proposed hydropower station only. A total of seventy-five (75) comment submissions were received as a result of the community engagement: 68 comments (91%) expressed support for the hydropower station; and, 7 comments (9%) expressed concerns.

Attachment 1 provides a summary of the open house sessions. There has been no significant change to the conditions/circumstances since this consultation five years ago. No further public consultation has been conducted.

Further to the public open houses in 2009/2010, SL&P consulted with a number of civic, provincial, federal, and external stakeholders.

Communication Plan

No formal communications are required at the investigation and discussion stage. If the proposed hydropower station at the Saskatoon Weir were to move forward, a comprehensive communication plan to support the project would be required.

Other Considerations/Implications

There are no options, policy, privacy or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

Administration recommends reporting back to City Council with development options and potential next steps within the next fiscal quarter.

Public Notice

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

Attachment

1. Public Involvement Summary

Report Approval

Written by: Nathan Ziegler, Sustainable Electricity Engineer, and
Kevin Hudson, Metering & Sustainable Electricity Manager at SL&P
Reviewed by: Brendan Lemke, Acting Director of Saskatoon Light & Power
Approved by: Angela Gardiner, Acting General Manager, Transportation &
Utilities Department

EUCS NZ – Proposed Hydropower Station at the Saskatoon Weir - Update

Public Involvement Summary

Hydropower Station

SL&P hosted public open houses in June 2010 and a public information meeting in November 2010 to inform the public on the results of the studies and proposed next steps, and to gather input and feedback.

Two-hundred and thirty-five (235) people attended the open houses in June. A total of ninety-seven (97) comment submissions were received as a result of the community engagement. A brief summary of the submissions is shown below (note: some comments were included in more than one category):

36 comments (38%) expressed support for the entire project;
5 comments (5%) expressed support for a hydropower station only;
32 comments (34%) expressed a need for additional information;
21 comments (22%) expressed opposition for the entire project;
10 comments (11%) expressed appreciation of the consultation process; and
17 comments (18%) expressed concerns regarding the consultation process.

One-hundred and nine (109) people attended the public information meeting in November. This meeting focused on the proposed hydropower station only. A total of seventy-five (75) comment submissions were received as a result of the community engagement.

68 comments (91%) expressed support for the hydropower station, and
7 comments (9%) expressed concerns.

The following is a summary of feedback received from the open houses and public information meeting.

Supportive comments were received regarding the economic and environmental benefits of this green power source, improvements to fish habitat and continued opportunities for pelican viewing, integration of a proposed pedestrian bridge, and an exciting recreational opportunity to attract and retain youth in our community.

Concerns for the most part were regarding potential environmental impacts to the physical, biological, and social environment. There was also some distrust of the economic analysis and concerns regarding the consultation process overall and expecting more opportunity for public input. Issues with respect to the physical environment included concerns for water quality, sediment movement, upstream impacts resulting from a proposed water level increase, and long-term river hydrology considering the prospect of lower stream-flows in the South Saskatchewan River resulting from the effects of climate change. Issues with respect to the biological

environment included concerns for impacts to flora and fauna, with particular mention of pelican viewing opportunities, and preservation of the heritage and natural environment of the area. Issues with respect to the social environment included concerns for safety and security of the project area, increased noise, traffic, and parking needs, and particular mention was made to ensure that a proposed recreational whitewater park would serve the needs of the many, as opposed to a small group of users.

Mister Mayor and Councillors,

In september 2008, I stood at this desk for the first time presenting my alternative proposal on the future of the weir. Now, almost seven years later, most of you did not hear or see my presentation back then. Since the hydropower proposal suddenly has resurfaced, I am back before you.

For those that do not know me, I am a land surveyor, specialized in hydraulic archaeology. My expertise is in military hydrology but when it comes to historic dams, sluices and navigation locks in general, I always wonder: how and why was this built ... and why here ?

One of the results was that in 2012 I wrote the first, comprehensive history of the weir while the year before I published an article covering the first hydropower dam ever proposed for Saskatoon. Please, before you make any further decisions on this important urban issue, read my articles to enlighten yourself.

But on to the hydrodam proposal.

From a river morphology point-of-view, I know that the site of the weir is *not* a good location for a hydropower project. There are certainly better spots along the river where a more efficient set-up - of the same size - would be a lot more cost effective. *We can only spend the money ONCE*. So why not in the best location available?

The reason why this question has never been raised, is because of a historical and a totally outdated provincial hydropower policy. But I'm not here to solve this political issue. I'm here as citizen who wants his tax dollars spend wisely.

First I would like to say, leave the weir alone - for the moment. It is aging, it has a number of defects that will aggravate in the years to come, but since the weir does not serve any purpose (it never did), I would suggest, in a number of years to remove the structure.

This might seem a radical proposal, especially to those who grew up with the dam. But look at it this way: the weir is a concrete WALL, today sitting in the middle of the city, that prevents us from enjoying the full potential of this often undervalued prairie jewel.

First of all, with the weir gone the city would divest itself from a humongous amount of silt that has built-up behind the dam and destroyed the natural channel forming processes of the stream flow. The river would finally return to its natural state.

Secondly, with the weir removed we solve already some of the fear-factor that has gone with it for 75 years.

On a sunny August day in 2011, I walked along the well-known, sandy beach just north of the Circle Drive Bridge. The place was packed at the time and there had been a suggestion in the news to anchor a bath-boat downtown so people would be able to swim, as it were, in the river. I asked some thirty people on the beach what they would prefer: a bath-boat or a city beach along the river bank. No-one, nobody, wanted a bath-boat, everyone asked for a city beach!

Without a dam across the river, a city beach - no, TWO - become a real possibility. I won't get into the technical details today.

Some concerned citizens have raised the sentimental issue of the pelicans by the dam. Even with the weir gone, I see a solution to their concerns.

As a last look into the realm of possibilities, and possibly the most important one: after 75 years we would open up the river, finally restoring unimpeded leisure boating along the river. Just as ONE exemple:

We could board a river boat at some embarkation point in the city centre and travel to Wanuskewin Heritage Park. We would arrive at this historical valley, not on our mechanical horse at the concrete parking lot and look DOWN, but at the foot of the valley, on a small jetty by the river and humbly look UP into this unique, green archaeological setting. Think of it ...

I am preparing a new slide presentation on the vision I just touched on, but four days of preliminary advice on such an important and complex urban issue is really not enough to put a first-rate presentation together.

I therefore want to ask you, Mayor and Council, to give me the opportunity to present to you, in pictures, my alternate proposal on the weir at the next City Council meeting.

Thank you.

Paul VAN PUL

Saskatoon, April 14, 2015.



STANDING POLICY COMMITTEE ON FINANCE

2015 Property Tax Levy and BID Levies

Recommendation of the Committee

1. That the \$500,000 contingency, as agreed by the Combined Business Group, be added to the Commercial/Industrial property class for 2015;
2. That Bylaw 9276, The Saskatoon Property Tax Bylaw, 2015 be considered;
3. That Bylaw 9275, The School Divisions Property Tax Bylaw 2015 be considered; and
4. That Bylaw 9274, The Business Improvement Districts Levy Bylaw, 2015 be considered.

History

At the April 13, 2015 Standing Policy Committee on Finance meeting, a report of the CFO/General Manager, Asset & Financial Management Department dated April 13, 2015 was considered.

Attachments

April 13, 2015 Report of the CFO/General Manager, Asset & Financial Management.

2015 Property Tax Levy and BID Levies

Recommendation

That the Standing Policy Committee on Finance recommend to City Council:

1. That the \$500,000 contingency, as agreed by the Combined Business Group, be added to the Commercial/Industrial property class for 2015;
2. That Bylaw 9276, The Saskatoon Property Tax Bylaw, 2015 be considered;
3. That Bylaw 9275, The School Divisions Property Tax Bylaw 2015 be considered; and
4. That Bylaw 9274, The Business Improvement Districts Levy Bylaw, 2015 be considered.

Topic and Purpose

The purpose of this report is to obtain City Council's approval for the 2015 mill rate bylaws.

Report Highlights

1. The average residential property will see an increase of \$87 (3.03%) in the 2015 property taxes which includes municipal, library and education taxes.
2. The 2015 mill rate bylaws include:
 - A tax increase of 5.2% for the City (1.9% is dedicated to roadways, 0.2% dedicated to traffic noise attenuation and 3.1% for general revenue), 4.2% for the Saskatoon Public Library and 0% for Education;
 - A shift of 0.02% of taxes to commercial from residential to retain the 1.75 tax ratio policy; and
 - A contingency against appeal losses on commercial properties.
3. The 2015 BID levies bylaw includes the levy for the newly formed 33rd Street Business Improvement District.

Strategic Goals

This report supports the Strategic Goal of Asset and Financial Sustainability by ensuring that services are aligned with what citizens expect and are able to pay, as well as the ten-year strategy of reducing the gap in the funding required to rehabilitate and maintain the City's infrastructure.

The information in this report also supports the City of Saskatoon's Strategic Plan under the Strategic Goal of Continuous Improvement, with a focus on improving service delivery to citizens, and streamlining operations.

Background

Each year, in accordance with *The Cities Act*, City Council approves the property tax bylaws which authorize the Administration to issue the annual tax notices to all taxable properties. The attached bylaws include the tax rates sufficient to raise the amount of funds as approved in the budget and also include the decisions on tax policies, such as

the City's municipal tax policy and appeal loss contingencies for non-residential properties.

Report

Contingency for Assessment Losses – Commercial

As has been the practice historically, the contingency amount for commercial properties is established by joint agreement of the Administration and the Combined Business Group. In 2014, a commercial contingency of \$500,000 was approved by City Council.

Based on recent discussions, the Administration is recommending the approval of a \$500,000 commercial contingency for 2015 with a review of appeal losses to be done annually to ensure adequacy of the contingency balance in future years. The amount of \$500,000 is included in the uniform mill rate but redistributed through the mill rate factors so that only the commercial property class is levied the contingency.

Previous Decisions Incorporated in Mill Rate Bylaws

A number of decisions have been made by City Council, all of which result in the final tax notice. These decisions include:

- Finalization of the 2015 Budget, resulting in a municipal tax increase 5.34% and a library tax increase of 4.31%. After the adjustment for increased actual assessment growth, the increase to the municipal property tax is 5.2% (1.9% dedicated to roadways, 0.2% dedicated to traffic noise attenuation, and 3.1% for general revenue), and the library property tax increase is 4.2%;
- Adoption of the recommendations to approve the 2015 Budgets for all five Business Improvement Districts (BIDs), including the newly formed 33rd Street BID which was approved by City Council at its meeting on November 24, 2014;
- Authorization of a four-year phase-in for both residential and commercial tax changes as a result of the 2013 property reassessment (2015 is year three of the four-year phase-in); and
- Continuation of the existing 1.75 tax ratio between residential and non-residential properties, which for 2015 resulted in a 0.02% shift from residential to commercial properties.

The tax notice will also include education taxes as determined by the Provincial Government (Attachment 1). While the Province sets the education mill rates, the City is responsible for the collection of property taxes and distribution to the appropriate school board.

As a result of the above-noted decisions, an average residential property will see an increase of \$87 to its total 2015 property tax bill (municipal, library and school) or a 3.03% increase. The following table illustrates the changes in taxes from 2014 to 2015 for a residential property with an average assessed value of 325,000.

	2014 Taxes	2015 Budget	2015 Shift	2015 Taxes
City	\$1,560	\$81	\$-1	\$1,640
Library	\$ 158	\$ 7	\$ 0	\$ 165
Education	\$1,144	\$ 0	n/a	\$1,144
Total Taxes	\$2,862	\$88	\$-1	\$2,949
% increase 2015 taxes compared to 2014 taxes				3.03%

The attached bylaws (Attachments 2, 3 and 4) reflect the above-noted decisions.

Communication Plan

Attachment 5 is a detailed communication plan supporting the 2015 Property Tax Notice.

Financial Implications

The financial implications are outlined within this report.

Other Considerations/Implications

There are no policy, environmental, privacy, or CPTED implications or considerations.

There are no options to the recommendation, and public and/or stakeholder involvement is not required.

Due Date for Follow-up and/or Project Completion

Approval of the attached three bylaws will facilitate production of the 2015 Property Tax Notices which will be mailed starting the first week of May 2015.

Public Notice

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

Attachments

1. Letter from the Minister of Government Relations, Province of Saskatchewan
2. Bylaw 9276, The Saskatoon Property Tax Bylaw, 2015
3. Bylaw 9275, The School Divisions Property Tax Bylaw, 2015
4. Bylaw 9274, The Business Improvement Districts Levy Bylaw, 2015
5. Communication Plan – 2015 Property Tax Notices
 - 5a. Brochure - Your 2015 Property Tax Notice – Explained
 - 5b. Web Version – 2015 Sample Property Tax Notice
 - 5c. FAQs – 2015 Property Taxes: Understanding Phase-in
 - 5d. Brochure – Keep More of Your Money – This Year
 - 5e. 2015 Property Tax Deferral Program for Low-Income Seniors Citizens – Application
 - 5f. FAQs – 2015 Property Tax Deferral Program for Low-Income Senior Citizen Homeowners

Report Approval

Written by: Joanne Stevens, Acting Corporate Budget Manager
Reviewed by: Clae Hack, Director of Finance & Supply
Approved by: Kerry Tarasoff, CFO/General Manager, Asset & Financial
Management Department

2015 Property Tax Levy and BID Levies.docx

Minister of
Government Relations



Legislative Building
Regina, Saskatchewan S4S 0B3

MAR 25 2015

To: All Mayors/Reeves and Members of Council

RE: 2015 Potential Education Mill Rates

This is to advise you of the 2015 education mill rates to be levied with respect to every school division and property class for the 2015 taxation year, as follows:

Agricultural Property	2.67 mills
Residential Property	5.03 mills
Commercial/Industrial	8.28 mills
Resource (oil and gas, mines and pipelines)	11.04 mills

These rates are pending adoption of an Order in Council as required by legislation.

The 2015 education mill rates are the same as in 2014.

Municipalities will continue to collect education property taxes (EPT) and remit them directly to school divisions. The revenues will continue to be used for education purposes.

As per their constitutional right, separate school divisions may levy EPT and collect from members of the minority faith. Their rates may differ from those set by the province, but the rates must be in the same proportion by property class.

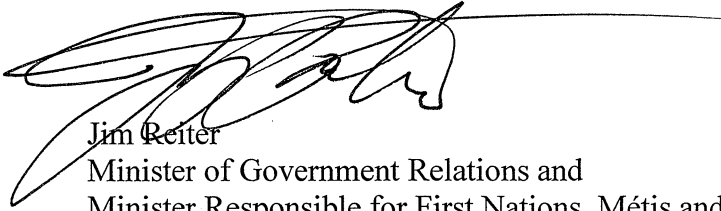
Any minority faith board of education wishing to determine its own levy must pass a bylaw. A board of education of a minority faith school division can only make or repeal a bylaw after a general election. Any minority faith school divisions opting out of the provincial EPT mill rates must send notification of their EPT mill rates to the Ministry of Education and all municipalities within their boundaries by May 1. The next opportunity for these minority faith boards of education to revisit this decision is after their general election in October 2016.

...2

To: All Mayors/Reeves
Page 2

If you require additional information, please call the Policy and Program Services Branch at (306) 787-2657.

Sincerely,



Jim Reiter
Minister of Government Relations and
Minister Responsible for First Nations, Métis and Northern Affairs

cc: Policy and Program Services, Government Relations

BYLAW NO. 9276

The Saskatoon Property Tax Bylaw, 2015

The Council of The City of Saskatoon enacts as follows:

Short Title

1. This Bylaw may be cited as *The Saskatoon Property Tax Bylaw, 2015*.

Definitions

2. In this Bylaw:
 - (a) “**Act**” means *The Cities Act*;
 - (b) “**Agricultural property class**” means the agricultural class of assessment of property prescribed for the purpose of mill rate factors pursuant to subsection 255(6) of the Act and clause 15(a) of *The Cities Regulations*;
 - (c) “**City**” means The City of Saskatoon;
 - (d) “**Commercial and Industrial property class**” means the commercial and industrial class of assessment of property prescribed for the purpose of mill rate factors pursuant to subsection 255(6) of the Act and clause 15(c) of the Regulations;
 - (e) “**condominium**” means a condominium within the meaning of *The Condominium Property Act, 1993* that is designed and used for or intended to be used for, or in conjunction with, a residential purpose;
 - (f) “**Council**” means the Council of The City of Saskatoon;
 - (g) “**Library Board**” means the Saskatoon Public Library Board;
 - (h) “**library mill rate**” means a special levy for the purpose of raising the amount of money the Library Board estimates is required for the maintenance of the Saskatoon Public Library during that year, exclusive of all fees and other revenues it estimates will be collected or due to the Saskatoon Public Library, and any additional

amount that it considers expedient for permanent improvements in that year;

- (i) **“mill rate”** means a tax rate expressed as mills per dollar (i.e. one mill is equal to 1/1,000 of a dollar or \$1 in tax for every \$1,000 of assessment);
- (j) **“multi-unit residential”** means:
 - (i) land and improvements designed and used for or intended to be used for, or in conjunction with, a residential purpose and to accommodate four or more self-contained dwelling units within a parcel; and
 - (ii) vacant land zoned for use for multiple dwelling units;
- (k) **“privately-owned light aircraft hangar”** means land and improvements designed and used exclusively for the storage and maintenance of non-commercial, privately-owned aircraft and which meet the following conditions:
 - (i) the aircraft must be operated for recreational or non-profit purposes only;
 - (ii) the aircraft must be operated by the owner of the aircraft only;
 - (iii) the property must contain minimal services only;
 - (iv) the hangar must not exceed 280 square metres in area;
 - (v) the property must be situated entirely within the legal boundaries of the land of the Saskatoon Airport Authority;
- (l) **“Regulations”** means *The Cities Regulations*;
- (m) **“Residential property class”** means the residential class of assessment of property prescribed for the purpose of mill rate factors pursuant to subsection 255(6) of the Act and clause 15(b) of the Regulations, but does not include condominiums or multi-unit residential property;
- (n) **“tax rate”** means the rate of taxation determined for a class or sub-class of property pursuant to section 255 of the Act and is calculated by multiplying the mill rate by the mill rate factor for each class or sub-class of property.

Principles and Purposes of Bylaw

3. The purpose of this Bylaw is:
- (a) to authorize Council to impose a tax on all taxable assessments in the City at a uniform rate considered sufficient to raise the amount of taxes required to meet the estimated expenditures and transfers, having regard to estimated revenues from other sources, set out in the budget of the City for 2015;
 - (b) to authorize Council to impose the library mill rate on all taxable assessments in the City for 2015;
 - (c) to establish classes and sub-classes of property for the purposes of establishing tax rates; and
 - (d) to set mill rate factors that, when multiplied by the uniform rates described in clauses 253(2)(a) and (b) of *The Cities Act* establish a tax rate for each class or sub-class of property in Saskatoon for the 2015 taxation year.

Mill Rates

4. Council is hereby authorized to impose a tax on all taxable assessments in the City at the following rates for 2015:
- (a) the uniform rate considered sufficient to raise taxes for the City under section 253 of the Act 7.6300 mills;
 - (b) the library mill rate required under *The Public Library Act, 1996* 0.7657 mills.

Classes and Sub-Classes of Property

5. (1) The following classes of property are hereby established for the purposes of establishing tax rates pursuant to section 254 of the Act for 2015:
- (a) the Agricultural class of assessment of property prescribed for the purpose of mill rate factors pursuant to subsection 255(6) of the Act and clause 15(a) of the Regulations;
 - (b) the Residential class of assessment of property prescribed for the purpose of mill rate factors pursuant to subsection 255(6) of the Act and clause 15(b) of the Regulations;

- (c) the Commercial and Industrial class of assessment of property prescribed for the purpose of mill rate factors pursuant to subsection 255(6) of the Act and clause 15(c) of the Regulations.
- (2) The following sub-classes of the Residential class of assessment of property are hereby established for the purposes of establishing tax rates pursuant to section 254 of the Act for 2015:
 - (a) condominiums;
 - (b) multi-unit residential.
- (3) The following sub-class of the Commercial and Industrial class of assessment of property is hereby established for the purposes of establishing tax rates pursuant to section 254 of the Act for 2015:
 - (a) privately-owned light aircraft hangars.

Mill Rate Factors

- 6. (1) The following mill rate factors are hereby set for the classes and sub-classes of property established under section 5:
 - (a) the Agricultural class of assessment of property 1.1676;
 - (b) the Residential class of assessment of property 0.9447;
 - (c) the condominium sub-class of the Residential property class 0.9447;
 - (d) the Multi-unit Residential sub-class of the Residential property class..... 0.9447;
 - (e) the Commercial and Industrial class of assessment of property 1.1676;
 - (f) the privately-owned light aircraft hangar sub-class of the Commercial and Industrial property class 0.6613.
- (2) The mill rate factors set out in subsection (1) shall not apply to the tax required to be levied pursuant to *The Education Act, 1995*.

Tax Rate

- 7. (1) The tax rate for the classes and sub-classes of property established under section 5 for the City are:
 - (a) the Agricultural class of assessment of property 0.0089088;
 - (b) the Residential class of assessment of property 0.0072081;
 - (c) the condominium sub-class of the Residential property class 0.0072081;
 - (d) the multi-unit residential sub-class of the Residential property class..... 0.0072081;
 - (e) the Commercial and Industrial class of assessment of property 0.0089088;
 - (f) the privately-owned light aircraft hangar sub-class of the Commercial and Industrial property class 0.0050457.

- (2) The tax rate for the classes and sub-classes of property established under section 5 for the Library Board are:
 - (a) the Agricultural class of assessment of property 0.0008940;
 - (b) the Residential class of assessment of property 0.0007234;
 - (c) the condominium sub-class of the Residential property class 0.0007234;
 - (d) the multi-unit residential sub-class of the Residential property class..... 0.0007234;
 - (e) the Commercial and Industrial class of assessment of property 0.0008940;
 - (f) the privately-owned light aircraft hangar sub-class of the Commercial and Industrial property class 0.0005064.

Calculating Amount of Property Tax

- 8. The amount of property tax to be imposed pursuant to this Bylaw with respect to a property is calculated by multiplying the taxable assessment for the property by the tax rate to be imposed on that property.

BYLAW NO. 9275**The School Division Property Tax Bylaw, 2015**

The Council of The City of Saskatoon enacts as follows:

Short Title

1. This Bylaw may be cited as *The School Division Property Tax Bylaw, 2015*.

Definitions

2. In this Bylaw:
 - (a) “**Agricultural property class**” means the agricultural property class as defined in *The Education Regulations, 1986*;
 - (b) “**Boards of Education**” means the Board of Education of the Saskatoon School Division No. 13 of Saskatchewan and the Board of Education of the St. Paul’s Roman Catholic Separate School Division No. 20 of Saskatchewan;
 - (c) “**City**” means The City of Saskatoon;
 - (d) “**Commercial and Industrial property class**” means the commercial and industrial property class as defined in *The Education Regulations, 1986*;
 - (e) “**Residential property class**” means the residential property class as defined in *The Education Regulations, 1986*;
 - (f) “**tax rate**” means a rate mentioned in section 288 of *The Education Act, 1995* for school divisions applied to a class or sub-class of property.

Principles and Purposes of Bylaw

3. The purpose of this Bylaw is to authorize the City to levy and collect taxes on property of the taxable assessment of the Boards of Education.

BYLAW NO. 9274**The Business Improvement Districts Levy Bylaw, 2015**

The Council of The City of Saskatoon enacts as follows:

Short Title

1. This Bylaw may be cited as *The Business Improvement Districts Levy Bylaw, 2015*.

Definitions

2. In this Bylaw:
 - (a) **“Broadway Business Improvement District”** means the Broadway Business Improvement District as designated in Bylaw No. 6731, *The Broadway Business Improvement District Bylaw*;
 - (b) **“business improvement district”** means the Broadway Business Improvement District, the Downtown Business Improvement District, the Riversdale Business Improvement District and the Sutherland Business Improvement District;
 - (c) **“Downtown Business Improvement District”** means the Downtown Business Improvement District as designated in Bylaw No. 6710, *The Downtown Business Improvement District Bylaw*;
 - (d) **“Riversdale Business Improvement District”** means the Riversdale Business Improvement District as designated in Bylaw No. 7092, *The Riversdale Business Improvement District Bylaw*;
 - (e) **“Sutherland Business Improvement District”** means the Sutherland Business Improvement District as designated in Bylaw No. 7891, *The Sutherland Business Improvement District Bylaw, 1999*;

- (f) **“33rd Street Business Improvement District”** means the 33rd Street Business Improvement District as designated in Bylaw No. 9235, *The 33rd Street Business Improvement District Bylaw, 2014*.

Principles and Purposes of Bylaw

3. The purpose of this Bylaw is to authorize a levy to be paid by the operators of businesses within the various business improvement districts in the City of Saskatoon at a uniform rate sufficient to raise the amount required in 2015 for the proposed expenditures of the respective business improvement districts as shown in their approved 2015 revenue and expenditure estimates.

Levy

4. A levy is hereby imposed on all property used or intended to be used for business purposes within each business improvement district at the following rates for 2015:

(a)	Broadway Business Improvement District	0.27988%
(b)	Downtown Business Improvement District	0.05262%
(c)	Riversdale Business Improvement District	0.17238%
(d)	Sutherland Business Improvement District	0.06418%
(e)	33 rd Street Business Improvement District	0.09615%

Business Operators Liable for Levy

5. The levy mentioned in section 4 is to be paid by the operators of the businesses in each business improvement district.

Collection of Levy

6. (1) Where any levy payable under this Bylaw is payable by a tenant, the landlord is deemed to be The City of Saskatoon’s agent for the collection of the levy, and shall promptly pay all amounts collected over to The City of Saskatoon.

Communications Plan – 2015 Property Tax Notices

The following communication tools will be used in conjunction with the 2015 Property Tax Notices:

- Residents will be notified that they should be watching their mailbox for delivery of their 2015 Property Tax Notice – PSA will be issued, social media triggered.
- A new, revised brochure “Your 2015 Property Tax Notice Explained” will be included with the property tax notice (Attachment 5a).
- A web version of “Your 2015 Property Tax Notice Explained” will be available on the City’s website, saskatoon.ca. This format will give the viewer an understanding of the property tax notice with easy to follow numbers for each section (Attachment 5b).
- The property tax notice will be mailed to residents in an envelope marked “This is your Property Tax Notice” which will provide the website address/link to the 2015 Property Tax Information page for residents who have additional tax questions.
- Easy-to-understand FAQs regarding property taxes (Attachment 5c) will be updated on saskatoon.ca.
- Saskatoon.ca will be updated with the 2015 Mill Rate Bylaws which will include the tax rates used on the 2015 Property Tax Notice, along with a Property Tax Timeline listing important dates for residents.
- The following two ways can be used to access the online Property Assessment & Tax Tool on saskatoon.ca:
 - on the homepage, under *Popular Services for Residents>Look Up My Assessment*; or
 - under *Services for Residents>Property Tax & Assessments>Property Tax>Online Assessment & Tax Tool*.
- The online tax tool allows the viewer to see:
 - assessment and property details for a specific address;
 - details on how the City distributes taxes to key civic services;
 - market area information/sales; and
 - information on nearby properties.
- The 2015 tax information found in draft brochures/and on saskatoon.ca will be updated once all new calculations are completed.
- The following communications will be used in conjunction with the Property Tax Deferral Program for Low-Income Senior Citizens:
 - revised brochure “Keep More of Your Money – This Year” (Attachment 5d), which outlines the new program options and benefits available to qualified residents
 - revised program application form has been uploaded to saskatoon.ca (Attachment 5e); and
 - FAQs about the deferral program (Attachment 5f).

9 The **Property Tax Deferral Program for Low-Income Senior Citizen Homeowners** offers four options to defer payment of *all – or a portion of* annual municipal & library taxes for the tax year. **Who qualifies?** Seniors age 65 or older, who own and reside in a single family home, townhouse or apartment condo, and meet the set low-income requirements of the program. Complete the application form annually and submit by October 31. Visit saskatoon.ca, look under *Services for Residents > Property Tax & Assessments > Tax Payment* or call 306-975-2400 to learn more about this helpful program.

10 Interested in how the City allocates property tax dollars to the civic services and programs you rely on every day? This section shows the **City Tax Distribution** to Police, Fire, Civic Services, Dedicated Roadways and Sound Walls. For more details on how the City distributes the municipal portion of your property taxes, try the *Property Assessment & Tax Tool* on saskatoon.ca – look under *Services for Residents > Property Tax*.

11 **Tax Phase-In.** The tax impact of the 2013 Reassessment is phased-in over 4 years – at a rate of 25% per year. **We are in year 3 of the 4 year phase-in.** In 2016, the Phase-In will be complete for your property. Visit saskatoon.ca/propertytax for more detailed information on understanding how Phase-In works, or call **306-975-2400** to speak with one of our customer service representatives about your property.

12 Pay your **2015 Property Taxes** using any of these **Payment Options:** Internet or Telephone Banking through financial institutions, by mail, or in-person at *City Hall Payment Centre* open Monday-Friday, 8:00 a.m. to 5:00 p.m. A *24-Hour Deposit Box* is also located outside the main entrance of City Hall, 222-3rd Avenue North. Credit card payments are not accepted. **2015 Property Taxes are due June 30, 2015.**

13 **TIPPS Program.** This is our **Tax Installment Payment Plan Service.** You can join TIPPS anytime. You make monthly payments for your property taxes rather than one annual payment. Visit the City of Saskatoon website saskatoon.ca – look under *Services for Residents > Property Tax & Assessments > Tax Payment* or call **306-975-2400** for more information or to apply for TIPPS.

SAMPLE
Conditions and Terms

Where Your Tax Dollars Go: Provincial legislation requires the City of Saskatoon to collect property taxes on behalf of the following three taxing authorities: the School Boards, the Saskatchewan Public Library, and the City of Saskatoon. To find detailed information about how taxes are distributed for a specific property and how the City allocates property tax dollars, visit saskatoon.ca and look under **Popular Services for Residents**, select **Look up my property assessment**.

Education Property Tax: The Province of Saskatchewan determines the Education Property Tax Mill Rate which is applied on a province-wide basis. Legislation requires each municipality to bill and collect Education Property Tax and to then send the money directly to the school boards within its municipality. **Have Questions on the Education Property Tax?** Ministry of Education **1-866-984-6577** or visit education.gov.sk.ca/finance/education-property-tax

Tax Questions? Have other questions about property taxes or assessment on your tax notice? Visit our website saskatoon.ca or call **306-975-2400**.

Low-Income Senior Property Tax Deferral Program: **9** Are you a low-income senior citizen age 65 or older, who owns and resides in your own property in Saskatoon? **You may choose to defer payment of all or a portion of your Municipal and Library Taxes for this year if you qualify for this program. To learn more about the deferral program and how to apply, visit saskatoon.ca and look under **Services for Residents - Tax Payment**.**

Explanation of Terms:

Assessed Value	The value of a property as of a given date determined by using legislative guidelines.
Deferred Taxes	The tax amount to be paid at a later date for approved low-income applicants (e.g. Low Income Senior Deferral Program).
Taxable Assessment	The amount of the assessed value used to calculate property taxes based on the property classification (e.g. taxable assessment for residential properties is 70% of the assessed value).
Lien Year	The year a tax lien was registered on the title of the property.
Tax Rate	Mill Rate/1000 a Mill Rate Factor (the Mill Rate Factor is not applied to Education Taxes).
Previous Balance	Payments, arrears, or other charges added to the tax account prior to issuing the tax notice. Arrears are related to a prior tax year and subject to tax enforcement.

Late Payment Penalty:

- Payment received after June 30 of the current tax year will have a late payment penalty of 1.75% per month applied.
- If you pay your property taxes after June 30 of the current tax year, call 306-975-2400 to confirm the amount due, including penalties.
- If your tax account is not paid in full by December 31 of the tax year, a 1.5% monthly penalty will be assessed and the property becomes subject to **The Tax Enforcement Act**.

Other Charges: (if applicable)

- The Tax Phase-In** (if applicable for this property) is displayed in the box below.
- Special Charges** (if applicable for this property) are for encroachments and/or awnings that extend onto City property.
- BID Levy** (if applicable for this property) is an additional tax on commercial properties collected on behalf of each BID (Business Improvement District).

10 **City Tax Distribution**
The Municipal portion of the 2015 property taxes are distributed as follows:

Police	21.5%
Fire	12.1%
Dedicated to Roadways	6.5%
Dedicated Sound Walls	0.2%
Civic Services	59.7%

For more information on how taxes are distributed for a specific property visit saskatoon.ca and look under **Popular Services for Residents > Look up my property assessment**.

11 **TAX PHASE-IN CALCULATION**
(The tax impact of the 2013 reassessment is phased in over 4 years at a rate of 25% per year.)

2012 Tax Base	\$2,681.46
2013 Tax Base (before Mill Rate changes)	\$2,784.15
Increase to be phased in over 4 years.	\$102.69

Taxes are based on the 2013 reassessment which includes the \$102.69 (100% of the increase). Phase-in is at a rate of 25% over four years; therefore the following amounts are subtracted from property taxes. We are in year 3 of the 4 year phase-in.

2013	-\$77.03	(75% of \$102.69)
2014	-\$51.25	(50% of \$102.69)
2015	-\$25.68	(25% of \$102.69)
2016	\$0.00	(phase-in complete)

12 **Your Payment Options:**

Internet or Telephone Banking: Register your payment with the Roll Number located on the front of this notice.

By Mail: Mail your cheque or bank draft to:
P.O. Box 1788, Saskatoon, SK S7N 8E1
Please do not enclose original. Please do not endorse cash.

24 Hour Deposit Box: Located outside City Hall's main entrance. Please include the tax payment stub with your cheque or bank draft.

In Person: City Hall Payment Centre open from 8:00 am – 5:00 pm Monday to Friday.
Payment methods accepted: Cash, Cheque, or Debit.

Have Questions?

Telephone: **306-975-2400**
Toll-Free: **1-800-667-9944**
Fax: **306-975-7975**
Email: revenue@saskatoon.ca
Website: saskatoon.ca
In-Person: **City Hall, 222 3rd Ave N**

13 **TIPPS:** Make monthly payments for property taxes rather than one annual payment. You may join the TIPPS program anytime. Visit us at saskatoon.ca or call **306-975-2400**. **Already on TIPPS?** Your TIPPS amount showing is for information only.

Please make cheques payable to:
City of Saskatoon

Important Information for Property Owners
Unpaid charges for utility services supplied to a parcel may be added to the tax roll, whether the service was supplied to the owner or the tenant of the land or building. This is subject to provisions provincially legislated in *The Cities Act*. Please call **306-975-2405** to request further information on this process.

Have Other Tax Questions?
Visit saskatoon.ca/propertytax
or call **306-975-2400**

YOUR 2015

PROPERTY TAX NOTICE EXPLAINED

If you have other tax questions, please contact a customer service representative using any of the following methods:

Our website: saskatoon.ca/propertytax

By phone: 306-975-2400 or 1-800-667-9944

Visit City Hall: Main Floor, 222-3rd Ave North

1 The City of Saskatoon is required by provincial legislation to collect property taxes on behalf of **three taxing authorities:** School Boards, the City of Saskatoon, and the Saskatoon Public Library.

2 The Province of Saskatchewan requires the City of Saskatoon to conduct a revaluation of all properties every four years. Your 2015 **Assessed Value** is based on the property valued as at January 1, 2011.

3 Taxable Assessment – Provincial legislation determines the percentage of the assessed value that is taxable by a municipality. **The taxable assessment on residential properties is 70% of the assessed value.** For example, this means that if your residential property has an assessed value of \$325,000, your taxable assessment is 70% of \$325,000 which is \$227,500 – so your taxes would be based on a value of \$227,500.

4 You might be looking for *Mill Rate* – but you now see **Tax Rate**. The ‘Tax Rate’ is the Mill Rate divided by 1000 and then multiplied by the Mill Rate Factor (the Mill Rate Factor is not applied to Education Taxes.) The ‘Tax Rate’ is shown as a **single number** on the tax notice. **Have other questions?** Visit saskatoon.ca and look under *Services for Residents > Property Tax & Assessments > Tax Rates & Mill Rates*.

How is the ‘Tax Rate’ calculated?

Here is an example:

The 2015 Residential ‘Tax Rate’ for each taxing authority was calculated as:

Tax Authority	2015 Mill Rate (MR)	2015 Mill Rate Factor (MRF)	2015 Tax Rate (MR/1000 x MRF)
City	7.6300	.9447	.0072081
Library	0.7657	.9447	.0007234
Schools	5.0300	N/A	.0050300

City of Saskatoon
2015 SAMPLE PROPERTY TAX NOTICE

Provincial legislation requires the City of Saskatoon to collect property taxes on behalf of the three taxing authorities:
1 School Boards | City of Saskatoon | Saskatoon Public Library

Property Address 123 ABC Street	Assessed Value 327,700	Deferred Taxes	Lien Year	Roll Number 123456789
Legal Description Parcel(s) 123456789	Registered Owners Doe, John; Doe, Jane	Notice Date May 03, 2015		
Additional Information (if applicable)				

Education Taxes <small>(100% Public)</small>	Tax Class Residential	Taxable Assessment 229,390	x Tax Rate 0.0050300	= Amount 1,153.83
Total Education Taxes (39.99%) \$1,153.83				
Municipal Taxes	Tax Class Residential	Taxable Assessment 229,390	x Tax Rate 0.0068560	= Amount 1,572.70
Total Municipal Taxes (54.49%) \$1,572.70				
Library Taxes	Tax Class Residential	Taxable Assessment 229,390	x Tax Rate 0.0006947	= Amount 159.36
Total Library Taxes (5.52%) \$159.36				
Other Charges	Tax Phase-In			
Total Other Charges -\$ (51.35)				

6 Have Questions? Visit saskatoon.ca and look under <i>Popular Services for Residents</i> to look up detailed assessment and tax information on your property, or find out how the City distributes the taxes it receives.	Total 2015 Taxes \$2,834.54
	Previous Balance \$0.00
	Balance at May 03, 2015 \$2,834.54

03/19/2015 5:24:46 PM 402844 01ppw/79

For more information and payment options, call 306-975-2400 or visit saskatoon.ca/propertytax

Property Address
123 ABC Street

Roll Number 123456789	Date of Notice May 03, 2015
Amount Due Jun. 30, 2015 \$2,834.54	

Doe, John
123 ABC Street
SASKATOON SK S0K 0K0

8

12345678900000283454513

5 Education Taxes. Like other municipalities in Saskatchewan, **the City of Saskatoon collects education property tax from all property owners** – based on tax rates that are set by the Province. The City of Saskatoon collects the Education Taxes and forwards to the two school boards; Public and Separate.

6 The Property Assessment & Tax Tool is our online tool that gives you detailed assessment and tax information on your own property. You can also find details about where your tax dollars go and how the City distributes the taxes it receives. Also find market area information on your neighbourhood. Find this easy to use tool on saskatoon.ca under *Popular Services for Residents > Look up my property assessment*.

7 Visit saskatoon.ca/propertytax – this will take you right to the page on our website where you can find more information on property taxes, payment options, and other tax-related items. You can also call us at **306-975-2400**, we’re happy to answer your questions!

8 Your 2015 Property Taxes are due June 30, 2015. Pay by June 30 to avoid a late payment penalty. Payments made after June 30 of the current tax year will have a late penalty of 1.25% per month applied. If you are paying after June 30 of the current tax year, call our customer service representatives at **306-975-2400** to confirm your amount due, including any penalties.



Get involved in the City’s Financial Future...

Planning for our **Financial Future** is inspired by this idea; **we invest in what matters to residents.**

Watch for upcoming opportunities at saskatoon.ca to see how you can participate in shaping Saskatoon’s 2016 Budget.



2015 SAMPLE PROPERTY TAX NOTICE

1 Provincial legislation requires the City of Saskatoon to collect property taxes on behalf of the three taxing authorities:
School Boards | City of Saskatoon | Saskatoon Public Library

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Property Address 123 ABC Street	Roll Number 123456789
Assessed Value 327,700	Notice Date May 03, 2015
Legal Description Parcel(s) 123456789	
Registered Owners Doe, John; Doe, Jane	
Additional Information (if applicable)	

Education Taxes	Tax Class	Taxable Assessment	x	Tax Rate	=	Amount
(100% Public)	Residential	229,390		0.0050300		1,153.83
Total Education Taxes (39.99%)						\$1,153.83

Municipal Taxes	Tax Class	Taxable Assessment	x	Tax Rate	=	Amount
	Residential	229,390		0.0068560		1,572.70
Total Municipal Taxes (54.49%)						\$1,572.70

Library Taxes	Tax Class	Taxable Assessment	x	Tax Rate	=	Amount
	Residential	229,390		0.0006947		159.36
Total Library Taxes (5.52%)						\$159.36

Other Charges	Tax Phase-In	Amount
		-51.35
Total Other Charges		-\$ (51.35)

6 Have Questions? Visit saskatoon.ca and look under Popular Services for Residents to look up detailed assessment and tax information on your property, or find out how the City distributes the taxes it receives.	Total 2015 Taxes Previous Balance Balance at May 03, 2015	\$2,834.54 \$0.00 \$2,834.54
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For more information and payment options, call **306-975-2400** or visit saskatoon.ca/propertytax



Property Address 123 ABC Street	Roll Number 123456789
	Date of Notice May 03, 2015
A 113 (B) 10026	Amount Due Jun. 30, 2015 \$2,834.54
Doe, John 123 ABC Street SASKATOON SK S0K 0K0	

123456789000000283454513

1 The City of Saskatoon is required by provincial legislation to collect property taxes on behalf of **three taxing authorities**: School Boards, the City of Saskatoon, and the Saskatoon Public Library.

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Have Questions on the Education Property Tax?

Ministry of Education **1-866-984-8577** or visit education.gov.sk.ca/finance/education-property-tax

Tax Questions?

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Low-Income Senior Property Tax Deferral Program:

9

Are you a low-income senior citizen age 65 or older, who owns and resides in your own property in Saskatoon? **You may choose to defer payment of all or a portion of your Municipal and Library Taxes for this year if you qualify for this program. To learn more about the deferral program and how to apply, visit saskatoon.ca and look under *Services for Residents - Tax Payment*.**

Explanation of Terms:

- Assessed Value** The value of a property as of a given date determined by using legislative guidelines.
- Deferred Taxes** The tax amount to be paid at a later date for approved low-income applicants (e.g. Low Income Senior Deferral Program).
- Taxable Assessment** The amount of the assessed value used to calculate property taxes based on the property classification (e.g. taxable assessment for residential properties is 70% of the assessed value).
- Lien Year** The year a tax lien was registered on the title of the property.
- Tax Rate** Mill Rate/1000 x Mill Rate Factor (the Mill Rate Factor is not applied to Education Taxes).
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Other Charges:
(if applicable)

- The **Tax Phase-In** (if applicable for this property) is displayed in the box below.
- **Special Charges** (if applicable for this property) are for encroachments and/or awnings that extend onto City property.
- **BID Levy** (if applicable for this property) is an additional tax on commercial properties collected on behalf of each BID (Business Improvement District).

10 City Tax Distribution

The Municipal portion of the 2015 property taxes are distributed as follows:

Police	21.5%
Fire	12.1%
Dedicated to Roadways	6.5%
Dedicated Sound Walls	0.2%
Civic Services	59.7%

For more information on how taxes are distributed for a specific property visit saskatoon.ca and look under *Popular Services for Residents > Look up my property assessment*.

TAX PHASE-IN CALCULATION 11

(The tax impact of the 2013 reassessment is phased in over 4 years at a rate of 25% per year.)

2012 Tax Base	\$2,681.46
2013 Tax Base (before Mill Rate changes)	\$2,784.15
<i>Increase to be phased in over 4 years.</i>	\$102.69

Taxes are based on the 2013 reassessment which includes the \$102.69 (100% of the increase). Phase-in is at a rate of 25% over four years; therefore the following amounts are subtracted from property taxes. We are in year 3 of the 4 year phase-in.

2013	-\$77.03	(75% of \$102.69)
2014	-\$51.35	(50% of \$102.69)
2015	-\$25.68	(25% of \$102.69)
2016	\$0.00	(phase-in complete)

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12 Your Payment Options:

Internet or Telephone Banking: Register your payment with the Roll Number located on the front of this notice.

By Mail:

Mail your cheque or bank draft to:
P.O. Box 1788, Saskatoon, SK S7K 8E1
Post-dated cheques are accepted. Please do not enclose cash.

24 Hour Deposit Box: Located outside City Halls' main entrance. Please include the tax payment stub with your cheque or bank draft.

In Person: City Hall Payment Centre open from 8:00 am - 5:00 pm Monday to Friday.

Payment methods accepted: Cash, Cheque, or Debit.

Have Questions?

- Telephone: **306-975-2400**
- Toll-Free: **1-800-667-9944**
- Fax: **306-975-7975**
- Email: revenue@saskatoon.ca
- Website: saskatoon.ca
- In-Person: **City Hall, 222 3rd Ave N**

Please make cheques payable to:
City of Saskatoon

13 TIPPS: Make monthly payments for property taxes rather than one annual payment. You may join the TIPPS program anytime. Visit us at saskatoon.ca or call **306-975-2400**. **Already on TIPPS?** Your TIPPS amount showing is *for information only*.

9 The Property Tax Deferral Program for Low-Income Senior Citizen Homeowners

offers four options to defer payment of *all – or a portion of* annual municipal & library taxes for the tax year. **Who qualifies?** Seniors age 65 or older, who own and reside in a single family home, townhouse or apartment condo, and meet the set low-income requirements of the program. Complete the application form annually and submit by October 31. Visit saskatoon.ca, look under *Services for Residents > Property Tax & Assessments > Tax Payment* or call 306-975-2400 to learn more about this helpful program.

10 Interested in how the City allocates property tax dollars to civic services and programs you rely on every day? This section shows the **City Tax Distribution** to Police, Fire, Civic Services, Dedicated Roadways and Sound Walls. For more details on how the City distributes the municipal portion of your property taxes, try the *Property Assessment & Tax Tool* on saskatoon.ca – look under *Services for Residents > Property Tax*.

11 Tax Phase-In. The tax impact of the 2013 Reassessment is phased-in over 4 years – at a rate of 25% per year. **We are in year 3 of the 4 year phase-in.** In 2016, the Phase-In will be complete for your property. Visit saskatoon.ca/propertytax for more detailed information on understanding how Phase-In works, or call **306-975-2400** to speak with one of our customer service representatives about your property.

12 Pay your **2015 Property Taxes** using any of these **Payment Options:** Internet or Telephone Banking through financial institutions, by mail, or in-person at *City Hall Payment Centre* open Monday-Friday, 8:00 a.m. to 5:00 p.m. A *24-Hour Deposit Box* is also located outside the main entrance of City Hall, 222-3rd Avenue North. Credit card payments are not accepted. **2015 Property Taxes are due June 30, 2015.**

13 TIPPS Program. This is our **Tax Installment Payment Plan Service.** You can join TIPPS anytime. You make monthly payments for your property taxes rather than one annual payment. Visit the City of Saskatoon website saskatoon.ca – look under *Services for Residents > Property Tax & Assessments > Tax Payment* or call **306-975-2400** for more information or to apply for TIPPS.



Get involved in the City's Financial Future...

Planning for our **Financial Future** is inspired by this idea; **we invest in what matters to residents.** Watch for upcoming opportunities at saskatoon.ca to see how you can participate in shaping Saskatoon's 2016 Budget.



FREQUENTLY ASKED QUESTIONS

2015 Property Taxes: Understanding Phase-in

Q. What does phase-in mean? How does it work?

A. Property tax notices will include the full increased or decreased amount based on the new 2013 assessment of your property. Your tax notice for 2013, 2014 and 2015 will have an adjustment for the phased-in amount. **We are now in year 3 of the 4-year phase-in.** Your 2016 tax notice will be at the full increased or decreased amount and, therefore, will have no adjustment.

Example of phase-in for a property tax increase:

If your property taxes were \$2,500 in 2012, and for 2013 your taxes increased to \$2600 as a result of your new assessment, this \$100 tax increase would be phased in over the next 4 years (25% increase per year). This means you would pay:

<u>Year</u>	<u>Tax Phase-in</u>
2013:	\$2,525 (\$2,500 plus 25% of \$100)
2014:	\$2,550 (\$2,500 plus 50% of \$100)
2015:	\$2,575 (\$2,500 plus 75% of \$100)
2016:*	\$2,600 (\$2,500 plus \$100)

*In 2016 you will pay the full increased amount due to the reassessment.

Example of phase-in for a property tax decrease:

If your property taxes were \$2,500 in 2012, and for 2013 your taxes decreased to \$2,400 as a result of your new assessment, this \$100 tax decrease would be phased in over the next 4 years (25% decrease per year). This means you would pay:

<u>2014</u>	<u>Tax Phase-in</u>
2013:	\$2,475 (\$2500 minus 25% of \$100)
2014:	\$2,450 (\$2500 minus 50% of \$100)
2015:	\$2,425 (\$2500 minus 75% of \$100)
2016	\$2,400 (\$2500 minus \$100)

Q. Why does my property tax notice show a tax phase-in increase on the front of my notice, when the phase-in calculation on the back shows I have a decrease.

A. The tax impact of the 2013 reassessment (increases and decreases) is phased-in over 4 years at a rate of 25% per year. This means that if your taxes decreased in 2013 due to the reassessment, your taxes will be reduced 25% each year until you have reached the full reduction in 2016.

Example of tax phase-in calculation:

If your taxes in 2012 were \$2,500 and in 2013 were \$2,400 you would have a total decrease of \$100 (before any annual budget changes).

This would be shown on a property tax notice as:

Tax phase-in calculation example:

2012 Tax Base	\$2,500
2013 Tax Base	\$2,400
Decrease to be phased-in over 4 years:	\$ 100

The taxes shown on your tax notice include the entire –\$100 (100% of the decrease). Because the \$100 decrease is phased in over 4 years at 25% per year, the following amounts are then added back to property taxes each year:

<u>Year</u>	<u>Tax Phase-in</u>
2013:	+\$75 (75% added)
2014:	+\$50 (50% added)
2015:	+\$25 (25% added)
2016:	+\$0 (0% added)



saskatoon.ca

Give us a call at 306-975-2400. We're happy to give you more information on this beneficial program offered to low-income senior citizen homeowners in Saskatoon.

- ✓ on the City of Saskatoon website saskatoon.ca – look under *Services for Residents > Tax Payment*
- ✓ at City Hall, Saskatoon Leisure Centres, and Saskatoon Public Library locations
- ✓ at the Saskatoon Council on Aging Office, located in the Saskatoon Field House

APPLICATIONS ARE AVAILABLE:

Complete your application form annually, and submit by **OCTOBER 31**.

IT'S EASY TO APPLY.



KEEP MORE OF YOUR MONEY – THIS YEAR.

Consider the **Property Tax Deferral Program for Low-Income Senior Citizen Homeowners**



The City of Saskatoon

PROPERTY TAX DEFERRAL PROGRAM

for LOW-INCOME SENIOR CITIZEN HOMEOWNERS

This program may help you manage monthly expenses, allowing you to stay in your home longer. The tax deferral program offers various options to defer payment of all, or a portion of your annual municipal and library taxes. You may choose the deferral option that best suits you.

DO I QUALIFY FOR THIS PROGRAM?

YOU QUALIFY FOR THE TAX DEFERRAL PROGRAM IF YOU:

- ✓ are 65 or older; *and*
- ✓ own and reside in a single family home, townhouse or apartment condo in Saskatoon; *and*
- ✓ meet the set low-income requirements of the program.

Choosing to defer payment of all, or part of your municipal and library taxes for the tax year **will not** complicate the sale of your home, or the transfer of your property title.

The deferred portion of property tax is due and payable to the City of Saskatoon – when you transfer ownership, no longer reside in, or sell your property.

HOW THE PROPERTY TAX DEFERRAL PROGRAM WORKS:

Choose to **defer payment of all - or part** of your annual municipal and library taxes for the tax year.

	The program offers FOUR tax deferral options:	Your Benefit:
1	Choose to defer payment of the FULL AMOUNT of your municipal and library property taxes for this tax year. *	May be greater than \$100/month, based on your property assessment.
2	Choose to defer payment of \$1200 of your municipal and library property taxes for this tax year. *	\$100/month
3	Choose to defer payment of \$600 of your municipal and library property taxes for this tax year. *	\$50/month
4	Choose to defer only the incremental increase to your municipal and library property taxes for this tax year.	This option freezes your annual municipal and library tax amounts for as long as you qualify for the program.

* **When you choose Option 1, 2, or 3 an interest charge of 4% will be added annually to the deferred tax amount.**

Note: The Tax Deferral Program does not apply to the Education portion of property taxes.

2015 Property Tax Deferral Program for Low-Income Senior Citizen Homeowners

Program Description:

The Property Tax Deferral Program for Low-Income Senior Citizen Homeowners may help you manage monthly expenses, allowing you to stay in your home longer. The tax deferral program offers four options to defer payment of all, or a portion of your annual municipal and library taxes. You may choose the option that best suits you.

The deferred portion of property tax is due and is payable to the City of Saskatoon when you transfer ownership, no longer reside in, or sell your property. Choosing to defer payment of all, or part of the municipal and library taxes for the tax year will not complicate the sale of your home, or the transfer of your property title.

It's easy to apply!

To participate in the tax deferral program you must submit a new application each year by October 31, and meet the income and residency requirement of the program.

APPLICATION DEADLINE:

October 31st

Submit Your Completed Application:

BY MAIL:

City of Saskatoon
Corporate Revenue
Box 1788
Saskatoon, SK S7K 8E1

IN PERSON:

Corporate Revenue
Main Floor, City Hall
222 3rd Avenue North

- or -

Drop off your application in the Night Deposit Box outside City Hall

Who Qualifies for the Tax Deferral Program?

APPLICANTS MUST BE:

- **65 years of age** or older;
- **Own and reside in** a single family home, townhouse, or apartment condominium in Saskatoon (this must be your principal residence); and
- **Meet the income requirement** of the program.

The income requirement for this program is based on the total income of all individuals who live at your residence, and varies year to year based on data from Statistics Canada. The combined family income of all adults residing at your property cannot exceed Statistics Canada Low-Income Cut-Off (LICO).

To determine your combined family income, add the totals from line 150 of the Canada Revenue Agency Notice of Assessment from the previous year for you, the applicant, and the other residents at the property address. If the total household income is equal to or lower than the LICO amounts below, you are eligible to apply for the 2015 Property Tax Deferral Program for Low-Income Senior Citizen Homeowners.

Size of your Family Unit	Your Total Household Income
1	\$20,550
2	\$25,582
3	\$31,450
4	\$38,185
5	\$43,307
6	\$48,845
7 or more	\$54,381

Required Documents

The following documentation **MUST BE SUBMITTED** with your application:

- PROOF OF INCOME:** provide a copy of the Canada Revenue Agency Notice of Assessment from the previous year for you, the applicant, and for each individual residing in the household. If you do not have a copy of your Notice of Assessment, it can be obtained by calling Canada Revenue Agency at 1-800-959-8281 and it will be mailed to you. Request the Option C Form or a Verified Copy of your most recent Income Tax Return.
- PROOF OF RESIDENCY:** provide a current statement in your name for services at the property address such as the City of Saskatoon, SaskPower, SaskEnergy, SaskTel or another service provider. Also accepted are government-issued letters or notices confirming your residency.

For more information, read *Services for Residents - Tax Payment* on saskatoon.ca

Property Address: _____ Roll Number: _____

Total number of people currently living at this property address (including you, the applicant): _____

APPLICANT INFORMATION:				
1	LAST NAME		FIRST NAME	MIDDLE NAME
	MAILING ADDRESS			
	CITY	POSTAL CODE	DAYTIME PHONE	ALTERNATE PHONE
	DATE OF BIRTH (yyyy/mm/dd)		<i>The applicant must be 65 years of age or older, own and reside at the property address noted above.</i>	

OTHER RESIDENTS at the Property Address noted above:					
	LAST NAME	FIRST NAME	MIDDLE NAME	RELATIONSHIP	DATE OF BIRTH
2					YYYY / MM / DD
3					YYYY / MM / DD
4					YYYY / MM / DD

SELECT YOUR TAX DEFERRAL OPTION:

I/we authorize the City of Saskatoon to defer payment of:

1. the **FULL AMOUNT** of my annual municipal and library property taxes for this tax year.*
2. **\$1200** of the annual municipal and library property taxes for this tax year.*
3. **\$600** of the annual municipal and library property taxes for this tax year.*
4. **only the incremental increase** to my municipal and library property taxes for this tax year.

** When you choose Option 1, 2 or 3, an interest charge of 4% will be added annually to the deferred tax amount.*

TERMS AND CONDITIONS: PROPERTY TAX DEFERRAL PROGRAM FOR LOW-INCOME SENIOR CITIZEN HOMEOWNERS

1. To qualify, the applicant must be 65 year of age or older, and own and reside at the property address noted on this application.
2. The combined family income must be within the limits set by Statistics Canada Low-Income Cut-Off (LICO) threshold.
3. The tax deferral program does not apply to the Education portion of property taxes.
4. Once the accumulated deferred amount is \$200 or greater, a lien will be registered on the property with ISC (Land Titles) and a one-time registration fee of \$90.00 will be added to the deferred tax amount.
5. The total deferred tax and lien fee is repaid when the approved applicant no longer resides at the home or if the property is sold. The applicant (or a representative of his or her estate) must notify the City within 60 days if they no longer reside at the property address or if the property is sold.
6. Applicants must apply (or reapply) for the tax deferral program by October 31, annually.
7. *When you choose Option 1, 2 or 3, an interest charge of 4% will be added annually to the deferred tax amount.

I certify that I am the owner and that I reside at the property address noted in this application. I have read and understand the terms and conditions listed for the Property Tax Deferral Program for Low-Income Seniors, and I agree to abide by the terms and conditions herein. The information I have provided is accurate and I am aware that if any information I have provided is fraudulent, this application will be rejected and any deferred taxes will be due immediately and subject to penalty.



FREQUENTLY ASKED QUESTIONS

2015 Property Tax Deferral Program for Low-Income Senior Citizen Homeowners

Q. Do I submit a new application each year if I want to continue to defer my municipal and library taxes on the tax deferral program?

A. Yes. To participate in the tax deferral program you must submit a new application each year by October 31.

Q. Am I able to defer the education portion of my property taxes on this program?

A. No. The deferral program only applies to your municipal and library taxes each year.

Q. Will I pay any interest on the amount of property tax I choose to defer?

A. Yes. A 4% annual interest charge is added to your deferred tax amount for Options 1, 2 or 3. Option 4, choosing to defer only the incremental increase to the municipal and library property taxes, will not have interest applied.

Q. Will there be a registration and/or a lien fee applied to my tax deferred amount?

A. Once the accumulated deferred tax amount is \$200 or greater, a lien will be registered on your property with ISC (Land Titles) and a **one-time** registration fee of \$90 will be added to your deferred tax amount.

Q. What is the process if I no longer live in my home, sell my home, or transfer the property title?

A. The City must be notified within 60 days if you no longer reside at the property address, or when the property is sold. The total deferred tax and charges are then due and payable to the City.

Q. If I choose to defer payment of all, or a portion, of my municipal and library taxes, will it complicate the sale of my home or when I transfer property title?

A. No. The deferred portion of property tax is due and payable to the City of Saskatoon when you transfer ownership, no longer reside in, or sell your property.



EXECUTIVE COMMITTEE

2016 Preliminary Budget – The 2016 Business Plan and Budget Process

Recommendation of the Committee

That City Council:

1. Reaffirm Council's four-year priorities listed in Attachment 1 of the report of the City Manager dated April 20, 2015;
2. Approve the proposed performance measures listed in Attachment 3 of the report of the City Manager dated April 20, 2015; and
3. Endorse the proposed process for the 2016 Business Plan and Budget, described in Attachment 4 of the report of the City Manager dated April 20, 2015.

History

At the April 20, 2015 meeting of Executive Committee, a report of the City Manager dated April 20, 2015 was considered regarding the above.

During consideration of this matter, your Committee expressed an interest in also receiving details of the consultation feedback and the performance measures referenced in the report. In this regard, *Performance Measures for Our 2013-2023 Strategic Plan Community Engagement Summary* is provided as Attachment 2.

Your Committee also received the attached submission from the Saskatoon Environmental Advisory Committee regarding community greenhouse gas emissions and waste diversion targets and requested The Administration to respond to the appropriate committee.

Finally, your Committee agreed to extend its regular meeting scheduled for June 15, 2015 to allow for the public to provide direct communication on The 2016 Business Plan and Budget.

Attachment

1. Report of the City Manager dated April 20, 2015.
2. *Performance Measures for Our 2013-2023 Strategic Plan Community Engagement Summary*
3. SEAC submission dated April 13, 2015

The 2016 Business Plan and Budget Process

Recommendation

That the Executive Committee recommend to City Council that it:

1. Reaffirm Council's four-year priorities listed in Attachment 1;
2. Approve the proposed performance measures listed in Attachment 3; and
3. Endorse the proposed process for the 2016 Business Plan and Budget, described in Attachment 4.

Topic and Purpose

The purpose of this report is to address several elements that will direct the City of Saskatoon's 2016 Business Plan and Budget Process. The Administration is proposing a more integrated, transparent, and accountable process that attempts to help it and City Council make more informed decisions on how best to allocate resources to the proposed projects, programs, and services in the 2016 Business Plan and Budget.

Report Highlights

1. In addition to the City of Saskatoon's Strategic Plan, Council's priorities will provide direction and focus to the Administration in the preparation of the 2016 Business Plan and Budget.
2. Performance measures will be integrated into the 2016 Business Plan and Budget Process, so as to provide an objective method to measure the City's performance in achieving measurable results.
3. A public engagement component so that the people of Saskatoon have an opportunity to provide input into the 2016 Business Plan and Budget.
4. The City of Saskatoon's 2016 Business Plan and Budget will need to carefully balance the fiscal constraints facing the City and the expanding service demands of a growing city.

Strategic Goal

The information contained in this report aligns with all of the City's Strategic Goals because Council Priorities, Performance Measures, and the Business Plan and Budget process attempt to address all seven goals.

Background

- In 2013, Saskatoon City Council adopted a ten-year Strategic Plan. The Vision, Strategic Goals and other elements that make up the Plan were based on extensive public consultations.
- In alignment with the ten-year Strategic Plan, Council also adopted its four-year priorities.

- At its October 21, 2013, meeting, City Council adopted the recommendation that Hemson Consulting Ltd. (Toronto) be awarded a contract to conduct a Financing Growth Study.
- In December 2014, additional scope was added to the Study to investigate the relationship between property taxes and growth, as well as the impact of different types of growth.
- At a January 31, 2015, Special Council Strategic Planning meeting, Council reviewed the four- and ten-year priorities set out in the Strategic Plan.
- At its February 23, 2015, meeting, City Council directed “that the Administration proceed with public engagement and consultation on the performance targets...” to obtain community input on the City’s proposed performance measures for the 2016 Business Plan and Budget.
- Following City Council’s 2015 Business Plan and Budget deliberations in December 2014, members of Council and the City Manager discussed the possibility of implementing a new approach to the City of Saskatoon’s Business Plan and Budget Process.

Report

This report will address several elements that will contribute to the preparation of the City of Saskatoon’s 2016 Business Plan and Budget.

1. Strategic Direction/Council Priorities

The strategic direction for the 2016 Business Plan and Budget will be provided through the City’s ten-year Strategic Plan and more directly, Council’s priorities. Council’s priorities are based on achieving the City’s seven strategic goals and will provide direction and focus to the Administration in preparing the Business Plan and Budget.

A list of Council’s four year priorities is provided in Attachment 1. The priorities are ranked in order of importance and support the seven strategic goals and Council’s ten year priorities as stated in the Strategic Plan. Many of Council’s priorities originally identified in 2013 are either complete or substantially underway. Although it may be difficult for the 2016 Business Plan and Budget to fulfill all of Council’s priorities, the Administration will place significant emphasis on identifying initiatives and allocating resources to achieve the most important priorities.

2. Performance Measures

Performance measures are a way of monitoring progress toward achieving the City’s Strategic Goals, and determining whether investments made are achieving results at a corporate or community level. Tracking progress related to performance targets also helps to identify when a program or service is not being delivered effectively or efficiently which can result in insufficient services to the public.

A balanced scorecard, published annually, will keep the public informed of the City’s progress towards achieving the performance targets. Annual public

reporting strengthens the City's accountability to citizens. Citizens can also use the report to become more involved in discussing service needs and priorities with City Council.

From March 5, 2015, to March 22, 2015, the City of Saskatoon conducted an extensive public engagement and consultation process to obtain community input on the City's 25 performance measures, 19 performance targets, and 6 performance indicators. The results of this consultation process are provided in Attachment 2.

Of note, the engagement and consultation process resulted in the following changes to the performance measures:

1. Change the indicator for "Satisfaction with Civic Services" to a target of "Citizen Satisfaction with Civic Services of 90% or more".
2. Replace "Retail Space per Capita" with "Business Growth" measured by the number of business licenses as an indicator of Economic Diversity and Prosperity.
3. Track "Residential Development Density" as a supporting measure rather than reported as a strategic target.

The final proposed list of performance measures is shown on Attachment 3 for Committee's consideration. These performance measures reflect the changes identified above, based on public input. Once approved by City Council, the performance targets will be used for resource allocation decisions during the preparation of the 2016 Corporate Business Plan and Budget.

3. Community Input into Business Plan and Budget

Subsequent to the approval of the 2015 Business Plan and Budget, the Administration investigated various options and ideas to improve the City of Saskatoon's Business Plan and Budget Process. Although the City of Saskatoon's process has been evolving and improving in very incremental steps since 2010, the Administration found Saskatoon's process is lacking in three key areas: transparency, engagement; and technology.

As a result, the Administration is proposing to change the process to prepare the 2016 Business Plan and Budget by ensuring that it:

- a) is open and transparent so that Council and the public have the necessary information to provide input;
- b) includes extensive public engagement and consultation; and
- c) uses digital tools and web-based applications to make the process more interactive.

The process will also include an extensive education process so as to create a better public understanding of the factors and constraints that the City needs to consider in preparing the Business Plan and Budget.

Attachment 4 provides an overview of the new Business Plan and Budget Process.

4. Addressing Fiscal Constraints in a Time of Growth

Provincial legislation requires that the City must pass a balanced operating budget each year. In other words, revenues must match expenditures. In recent years, concerns have been raised about the level of property tax increases that are required to balance the City's budget. As a result, the City hired a consulting firm to investigate the reasons for this.

A review by Hemson Consulting concludes that there are several factors contributing to a rise in property tax increases:

1. Population growth has increased faster than household growth.
2. A decreasing trend in per capita property assessment.
3. Residential taxable assessment is growing faster than non-residential assessment (i.e. residential sector is funding a greater share of costs than non-residential).
4. City, non-tax revenues (general revenues, user fees, and grants-in-lieu of property taxes) are not keeping pace with costs.
5. Major cost increases are related to capital investments and service level increases.
6. Inflation as measured by the Municipal Price Index (MPI).

These findings suggest that the City has some structural fiscal issues that it will need to address in order to reduce reliance on the property tax. The City will also continue to control expenditures and manage its variable costs through continuous improvement efforts.

Public and/or Stakeholder Involvement

The 2016 Business Plan and Budget will include a variety of public and stakeholder engagement opportunities in five major project phases.

Phase One – inform the public about the budgeting process using a digital first approach – including the website and videos. Other opportunities may include in-person and live stream presentations.

Phase Two – opportunities to provide feedback by telephone, online, and in-person. There will be a variety of ways to participate depending on individual's available time and interest:

- a) Time Sensitive – opportunities for those who have limited time but are willing to invest 5-15 minutes (e.g. short telephone, online, or in-person/intercept surveys).

- b) Interested and Busy – opportunities for those who have limited time but are willing to invest 15-30 minutes (e.g. social media chats and budget information sessions).
- c) Interested and Invested – opportunities for those who are interested and able to invest more than 30 minutes time (e.g. in person and/or virtual public meetings).

Phases Three and Four – informing the public on the results of the various community engagement activities. More specifically, phase three evaluates the public engagement process so as to help the Administration begin constructing the 2016 Business Plan and Budget. Phase four consolidates all inputs and any additional information that emerges to assist in Administration in preparing the 2016 preliminary Business Plan and Budget.

Phase Five – an online citizen’s budget tool so the public can play a more active role in the budgeting process and see how their own decisions would impact the City budget. Civic staff will also complete in-person surveys by bringing the citizen’s online budgeting tool to them, and we will look at providing opportunities to “book a session” to host a simulated experience for a group to deliberate the 2016 Budget using the citizen’s online budgeting tool as the framework.

The Administration is also proposing to use the June Executive Committee meeting as a forum for the public and key stakeholders to attend to provide early input on the 2016 Business Plan and Budget directly to Committee Members. At this point, the City will have the results of the Annual Civic Services Survey to help inform the discussion that would occur that day.

As part of the City’s Performance Measures, over 400 individuals participated in an online or in-person survey to provide their input. In addition, 40 environmental stakeholders participated in an engagement session. Refer to Attachment 2 for more information.

Communication Plan

A communication and engagement plan has been prepared for the 2016 Business Plan and Budget. The goal is to inform citizens of the budgeting process, and to provide an opportunity for citizens to give their input into the budget, well in advance of City Council approval.

All tools will be created using plain language, imagery, and videos. The City will take a digital first approach to communications including the development of a webpage to inform the public about the budgeting process. It will demonstrate that the similarities and challenges the City has to budgeting are similar to citizens own households, and it will address the top questions on citizens’ minds such as:

- How do you spend my tax dollars?
- What are the basic building blocks used when the City develops a budget?
- Why are my taxes going up when the population of Saskatoon is growing?

A series of at least three videos will help to inform citizens on a variety of budget topics such as:

- How your City Budget works.
- Are tax increases caused by population growth?
- How are my property taxes calculated?

A variety of traditional and digital communications tools will be used during all project phases including, but not limited to, the following:

- News Media (technical briefings, news releases, and public service announcements);
- Print advertising (City Page StarPhoenix newspaper ads);
- Community Association advertisements;
- Posters;
- Twitter and Facebook promotions and postings;
- Social media and other online banner advertising; and
- Radio advertising may also be considered.

The Performance Targets are an important component to the 2016 Business Plan and Budget. The goal of the communication plan for the targets is to build broad public awareness in how the City is making progress toward the strategic goals. Development of webpages on saskatoon.ca will feature a dashboard with progress updates on performance indicators and targets, monthly stories, and regular updates on the City's continuous improvement efforts.

Policy Implications

There are no policy implications at this time. However, during the preparation of the 2016 Business Plan and Budget the Administration may propose various policy changes for consideration by Executive Committee and/or City Council.

Due Date for Follow-up and/or Project Completion

The Administration will provide regular updates to Executive Committee and/or City Council. The preliminary 2016 Business Plan and Budget will be tabled at the October 19, 2015, Executive Committee meeting.

Public Notice

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

Attachments

1. Strategic Plan – Four-Year Priorities for the 2016 Business Plan and Budget (April 20, 2015)
2. Consultation Results – Performance Measures – Making Progress Towards our Strategic Goals (April 20, 2015)
3. Proposed Performance Measures – Making Progress Towards our Strategic Goals (April 20, 2015)
4. The 2016 Business Plan and Budget Process (April 20, 2015)

Report Approval

Written by: Mike Jordan, Director of Government Relations

Approved by: Murray Totland, City Manager

Exec – The 2016 Business Plan and Budget Process

Strategic Plan – Four-Year Priorities for the 2016 Business Plan and Budget

Listed in order of priority:

- Establish service levels for the repair and maintenance of our roads, streets, lanes, sidewalks, and bridges.
- Increase transit ridership.
- Begin the process of implementing Service Saskatoon.
- Create incentives to promote density.
- Maintain competitive rates for residential and business property taxes.
- Work on the new North Commuter Parkway Project.
- Provide opportunities for activities in a winter city.
- Develop partnerships and programs with Aboriginal organizations.
- Implement the Immigration Action Plan.
- Build a leisure centre located within the core neighbourhoods.
- Establish levels of service for rehabilitation of assets and identify supporting financial strategies.
- Identify opportunities to replace conventional energy sources with green energy technologies.
- Prepare a transportation plan and table a budget to develop a mix of transportation modes, address downstream effects, and promote active transportation.
- Develop a regional planning partnership.
- Continue to create and support a business-friendly environment, and increase the tax base that is non-residential.
- Develop funding strategies for expenses related to new capital expenditures.
- Reassessment cycle changed to a minimum of every two years.
- Explore alternate sources of revenue to pay for ongoing operations.
- Complete an assessment to determine the costs and revenues related to growth.
- Consider mitigation strategies for the impact of severe weather events on the City's infrastructure.
- Eliminate the need for a new landfill by eliminating waste and/or diverting waste.
- Complete the City Centre Plan.
- Create "complete communities" in new neighbourhoods and existing neighbourhoods.
- Establish rapid mass transit corridors for Saskatoon.

Other Priorities identified that are not specifically in the Strategic Plan

The Administration will report further on each of these items:

- Service level approved for snow removal.
- External audit on efficiencies.
- Improve IT functions.
 - Focus of IT is business development and direct support to improving services to citizens.
- Recreation Master Plan and funding plan.
- More input into process to determine principles for neighborhood traffic plans.
- Define rules around transparency with the goal of becoming more transparent – move more items out of In Camera.
- Better understanding of the priorities within Police.
- Finish all of the big projects, such as the Remai Modern Art Gallery of Saskatchewan and the North Commuter Parkway.
- Develop a better budget process.
- Improvements to Lead Pipe Connection Replacement Program.
- Inner city neighbourhood park refurbishing.

Consultation Results - Performance Measures Making Progress Towards our Strategic Goals

Introduction

A robust performance measurement program will contribute to the City's strategic goal of "A Culture of Continuous Improvement" and the vision of becoming the best-managed city in Canada. Performance measures and targets will help focus resources and actions to make progress on our strategic goals.

A citizen and stakeholder engagement strategy was implemented to create awareness of proposed performance measures and to seek feedback. A total of 424 surveys were completed. In addition, 40 environmental stakeholders participated in a target engagement session. A summary of the consultation feedback is included in this report.

Feedback Highlights

The following are general highlights from consultations:

- People are generally supportive of targets being set.
- No target had unanimous agreement: opposing views were expressed for many targets with comments ranging from targets being too low/not ambitious enough to being too high/not realistic.
- Some people said they would like more emphasis on environmental and quality of life measures that impact them directly and less emphasis on growth measures.
- Many comments focused on the need for action on targets and improved services, particularly road maintenance.
- Some people commented that they didn't understand certain measures, particularly "B Service Level", "per capita" measures, and some financial and economic-related measures.
- Several suggestions were made for performance measures in other areas such as community-wide greenhouse gas reduction, targets aimed at waste reduction, income and employment growth, and others. Additional measures will be considered as the Performance Measurement Program evolves.

Revisions to Performance Measures Based on Consultation Feedback

The following revisions resulted from the public consultations and have been included in Attachment 3 - *Performance Measures: Making Progress Towards our Strategic Goals*.

1. Change the indicator for "Satisfaction with Civic Services" to a target of "Citizen Satisfaction with Civic Services of 90% or more".
2. Replace "Retail Space per Capita" with "Business Growth" measured by the number of business licenses as an indicator of Economic Diversity and Prosperity.
3. Track "Residential Development Density" as a supporting measure rather than reported as a strategic target.

More detailed consultation feedback as well as details on the performance measures is available under Corporate Performance on the saskatoon.ca website or from the City Clerk's Office.

Summary of Consultation Feedback on Proposed Performance Measures Targets

Strategic Goal	Performance Measure	Target	*Level of Importance	*Level of Agreement
A Culture of Continuous Improvement	Overall Satisfaction with Civic Services	90% or more	High	N/A
	Workforce Diversity	City of Saskatoon's workforce represents the diversity of Saskatoon's population	Low	Relatively High Disagreement
	Frequency of Lost Time Injuries	Zero	Medium	Medium
Asset and Financial Sustainability	Annual Municipal Property Tax Increase	Equal or less than Municipal Price Index (MPI)	Medium	Relatively High Disagreement
	Debt Supported By Taxes	Debt supported by taxes is less than \$1,750 per person	Medium	Relatively High Disagreement
	Key Infrastructure Status	Maintain bridges, roads, sidewalks, water lines, and sewer lines so they are improving every year (B Service Level)	High	Medium
Quality of Life	Number of New Attainable Housing Units	500 new units annually across the attainable housing continuum	Medium	Medium
	Vacancy Rates for Rental Housing	Average rental housing vacancy rate of 3%	Medium	Medium
	Participation Rates for City Recreation and Cultural Facilities	Increase visits to City of Saskatoon recreation and culture facilities to 6,600 visits per 1,000 people	Medium	Medium
	Crime Rates	Decrease overall crime rates by 5.0% annually over the previous 5-year average	High	Relatively High Agreement
	Fire Response Time	Respond to all fire calls within six minutes and 20 seconds at least 90% of the time	High	Relatively High Agreement
Environmental Leadership	Waste Diverted from the Landfill	Divert 70% of waste from the Saskatoon Landfill	High	Relatively High Agreement
	Reduction of Greenhouse Gas Emissions	Reduce the City of Saskatoon's greenhouse gas emissions by 30% from 2006 levels	Medium	Relatively High Agreement
Sustainable Growth	Residential Infill Development in Established Areas	At least 25% five-year rolling average of residential development is in infill neighbourhoods by 2023	Medium	Medium
Moving Around	Transit Rides Per Capita	Increase transit ridership to 62 rides per capita	Medium	Medium
	Kilometres of Cycling-Specific Infrastructure	Increase the amount of cycling-specific infrastructure by 10%	Medium	Relatively High Disagreement
	Transportation Choices	20% of people use cycling, walking or transit to get to work	Medium	Medium
	Traffic Collisions	Decrease traffic collisions by 5% annually	Medium	Medium
Economic Diversity and Prosperity	Supply of Residential and Industrial Land	One-year inventory of land for single family units Two-year inventory of land for multi-family units Two-year inventory of industrial land	Low	Medium

Summary of Consultation Feedback on Proposed Performance Measures Indicators

Strategic Goal	Indicator	*Level of Importance
Asset and Financial Sustainability	Municipal Property Tax per Capita	Medium
	Municipal Property Tax as a Percentage of Total Revenues	Medium
Quality of Life	Perceived Quality of Life	High
Sustainable Growth	Population Growth and Rate of Change	Low
Economic Diversity and Prosperity	Amount and Value of Building Activities	Low
	Business Growth	Low

*Level of Importance and Level of Agreement as identified by survey respondents.

Proposed Performance Measures

Making Progress towards our Strategic Goals

April 2015



Proposed Performance Measures
Making Progress towards our Strategic Goals

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Proposed Performance Measures

Making Progress towards our Strategic Goals

Introduction

The City of Saskatoon's *Strategic Plan 2013-2023* was developed with the input of more than 10,000 citizens. Seven strategic goals were identified by the community and City Council to realize our vision for the future.

The next step is to set targets which measure our success in achieving each of our goals. Nineteen targets have been proposed as measures of success to guide our programs, policies and investments over the next ten years. Most targets are to be achieved by 2023, some targets are to be achieved annually, and three are longer – term targets.

The following background is provided for the proposed targets (in some cases not all information was available):

- Target description
- How we've been doing over the last five years
- How other cities are doing
- What we need to do to achieve our target
- Benefits of achieving our target
- What risks may impact our success in achieving our target

Six additional indicators are proposed to track progress towards our goals. Trends and comparisons with other cities also are shown for each indicator.

Citizens and stakeholders were invited to provide comments on the targets and indicators as measures of success for consideration by Saskatoon City Council when finalizing the targets. Annual business plans and budgets will be developed to align with the targets in support of the City's strategic goals. On an annual basis, we will report out on how we are progressing towards each target.

The following summary of the performance measures includes the proposed targets and indicators and incorporates some of the feedback received during the public consultation.

Continuous Improvement

“Citizen satisfaction with civic services of 90% or more” is a proposed target to measure citizen satisfaction with overall civic services and is measured through the *City of Saskatoon Annual Civic Services Survey*.

“The City of Saskatoon’s workforce represents the diversity of Saskatoon’s population” is proposed as a long-term target. The proposed target measures the percentage of City of Saskatoon employees in four groups: females, Aboriginal people, people with disabilities, and visible minorities.

“Zero lost time incidents” measures our success in making health and safety a top priority. The proposed target is to eliminate incidents and causes of injuries which result in lost time from work.

Asset and Financial Sustainability

“Municipal property tax per capita” is a proposed indicator that tracks the average amount of municipal property tax for each person in Saskatoon.

“Municipal property tax as a percentage of total revenues” is a proposed indicator that will monitor the percentage of property tax paid relative to all revenue collected by the City of Saskatoon.

“Annual municipal property tax increase equal to or less than the Municipal Price Index (MPI)” is a proposed target to keep annual property tax increases less than the annual inflation rate for city costs. The target measures success in controlling costs.

“Debt supported by taxes is less than \$1,750 per person” is a proposed maximum debt level and represents each resident’s average share of the City’s debt. The intent is not to meet the maximum, but to have it in place so the debt remains affordable for taxpayers.

“Maintain bridges, roads, sidewalks, water lines, and sewer lines so they are improving every year (B Service Level)” is a proposed target to measure success in maintaining our key infrastructure. With a “B Service Level”, the asset condition is “getting better” and the backlog of required maintenance declines slowly.

Quality of Life

“Perceived quality of life” is a proposed indicator of citizen perceptions about well-being in the city. Perceptions are measured through the *City of Saskatoon Annual Civic Services Survey*.

“500 new units annually across the attainable housing continuum” is a proposed target to measure the City’s success in developing a mix of affordable housing for ownership and rental throughout Saskatoon to address basic needs.

“Maintain an average rental housing vacancy rate of 3%” is a proposed target to measure success in maintaining a generally acceptable level of rental accommodation.

“Increase visits to City of Saskatoon recreation and culture facilities to 6,600 visits for every 1,000 residents” is a proposed target to measure our success in growing and maintaining participation in City-owned and managed recreation and culture facilities and programs.

“Decrease overall crime rates by 5.0% annually over the previous five-year average” is a proposed target to measure success in increasing public safety in our homes, on our streets, and in our overall community.

“Respond to fire calls within six minutes and 20 seconds at least 90% of the time” is a proposed target to measure our success in minimizing loss of life and property due to fire.

Environmental Leadership

“Divert 70% of waste from the Saskatoon landfill” measures our success in environmental stewardship. The proposed target means that more of Saskatoon’s waste will be recycled, reused, or composted instead of going to the landfill.

“Reduce the City of Saskatoon’s greenhouse gas emissions by 30% from 2006 levels” is proposed as a target to measure our success as an organization in reducing our impact on climate change by lowering greenhouse gas emissions.

Sustainable Growth

“Population growth and growth rate” are proposed as indicators of sustainable growth. Population growth is a fundamental driver of the City’s business plan and budget planning process.

“At least 25% five-year rolling average of residential development is in infill neighbourhoods” is proposed as a target to measure success in reducing requirements for new infrastructure and ongoing maintenance costs. This target supports the overall strategic direction of many major corporate initiatives.

Moving Around

“Increase transit ridership to 62 rides per capita” is a proposed longer-term target to measure our success in making our transit system a more efficient option for people to move around in Saskatoon.

“Increase the amount of cycling-specific infrastructure by 10%” is a proposed target to measure success in improving the ease with which cyclists move around the city. A 10% increase requires approximately 1.7 km’s of additional cycling infrastructure annually.

“20% of people use cycling, walking or transit to get to work” is a proposed longer-term target to measure our success in significantly increasing the proportion of transit users and cyclists and decreasing the proportion of people who drive to work.

“Decrease traffic collisions by 5% annually” is a proposed target to measure success in increasing public safety on our streets.

Economic Diversity and Prosperity

“The number and value of building permits” are proposed indicators of economic growth and prosperity. Increased investment and construction activity are influenced by our success in creating a business environment with competitive taxes, quality infrastructure, and policies encouraging growth.

“Business Growth”, measured by the increase in the number of business licenses, is proposed as an indicator of a healthy economy. The City influences business growth through taxes, zoning, and other policies and bylaws which impact the ability of businesses to grow and prosper.

“A one-year inventory of land for single family units, a two-year inventory of land for multi-family units and a two-year inventory of industrial land” are proposed as targets to support building demand. The target includes inventory held by the City and by private sector builders and developers.

Continuous Improvement

- **Citizen Satisfaction with Civic Services**
 - **Workforce Diversity**
 - **Frequency of Lost Time Injuries**

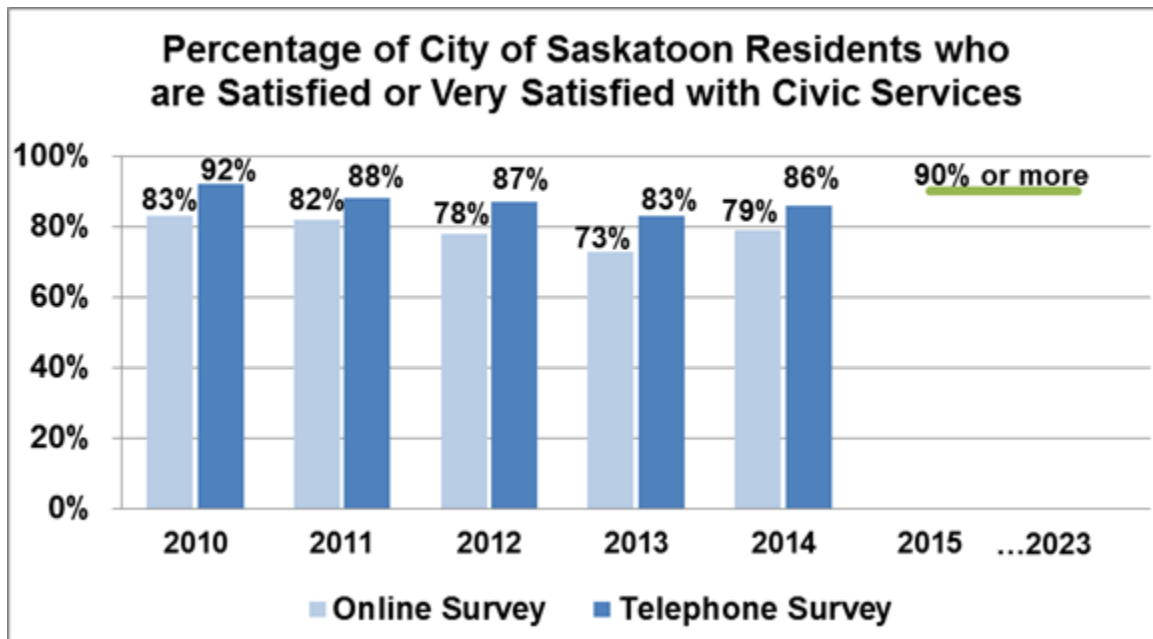
Citizen Satisfaction with Civic Services

Proposed Target: Citizen satisfaction with civic services of 90% or more

Description: “Citizen satisfaction with civic services of 90% or more” is a proposed target for satisfaction for overall civic services and is measured through the *City of Saskatoon Annual Civic Services Survey*. The survey asks, “Generally speaking, how satisfied are you with the overall level of services provided by the City of Saskatoon?”

How are we doing?

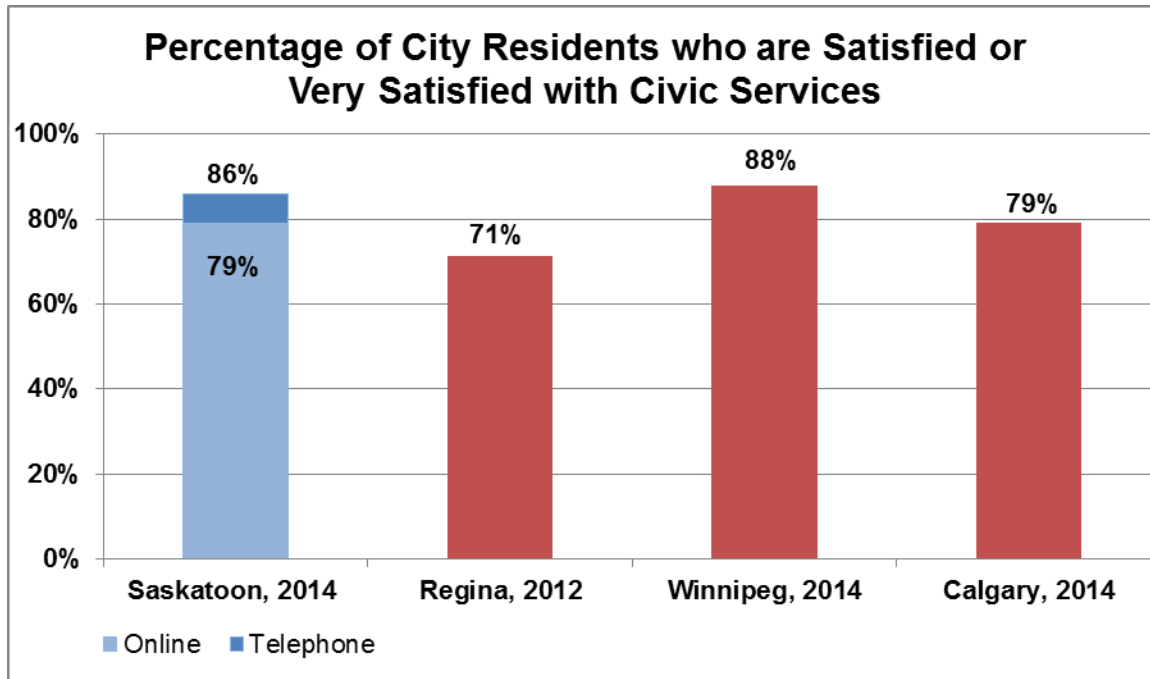
In 2014, 86% of 500 telephone respondents and 79% of 801 online respondents said they were satisfied or very satisfied with the level of civic services. Average satisfaction increased from 2013 to 2014.



Source: *City of Saskatoon Annual Civic Services Survey*

How are other cities doing?

Surveys indicate that people in Saskatoon are more satisfied with their civic services than people in Regina and Calgary.



Sources: *The City of Saskatoon Annual Civic Services Survey (2014)* and surveys conducted adapted to comparable format: *City of Regina Citizen Survey Base Report (March 2012)*; *Winnipeg Citizen's Perspective 2014 Citizen Survey*; *The City of Calgary 2014 Citizen Satisfaction Survey*.

Notes: Some cities do not undertake surveys annually. The graph reports the most recent survey results available.

What do we need to do to achieve this target?

- Define service levels and the funding needed for service level options. City Council will approve the level of service to be provided.
- Allocate resources to civic services based on approved service levels.
- Implement Service Saskatoon to track contacts from citizens and provide timely and appropriate responses.

What are the benefits of achieving the target?

- Approved levels of service will provide more clarity around the services that citizens can expect to receive.
- Resources will be focused on achieving approved service levels in areas of importance to citizens.

What are the risks?

- Unexpected events such as extreme weather may impact the allocation of City resources.
- Changes in growth could impact anticipated revenues needed to fund services to meet citizen expectations.

Workforce Diversity

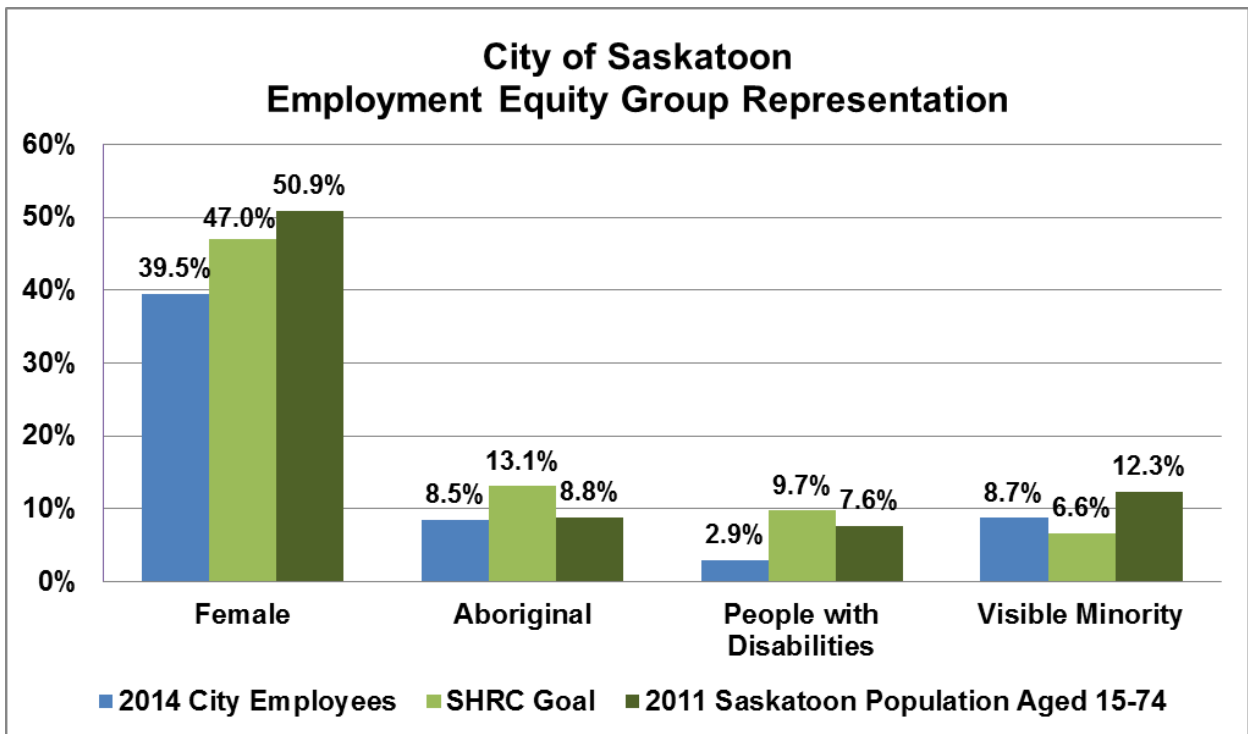
Proposed Long-Term Target: The City of Saskatoon’s workforce represents the diversity of Saskatoon’s population

Description: The workforce diversity target will measure the percentage of City of Saskatoon employees in four groups: females, Aboriginal people, people with disabilities, and visible minorities. The City’s numbers do not include fire, police association, library, or exempt staff from boards. The Saskatchewan Human Rights Commission (SHRC) has identified targets based on 2006 populations in the provincial labour force.

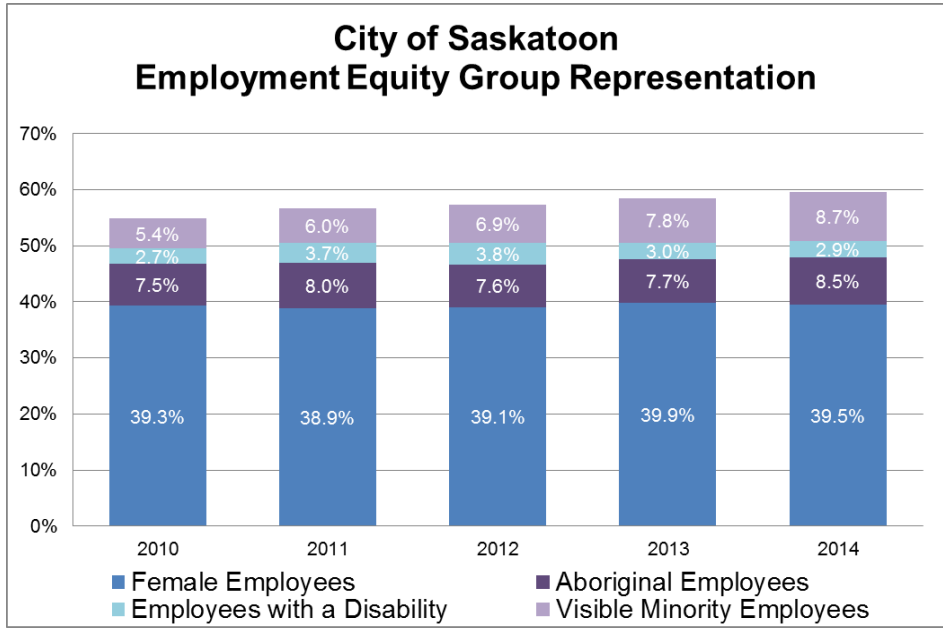
The workforce diversity target measures our success in offering an inclusive workplace that embraces diverse backgrounds under our goal for “Continuous Improvement”.

How are we doing?

In 2014, the City of Saskatoon had a gap in employment of females, Aboriginal people, and people with disabilities relative to SHRC targets.

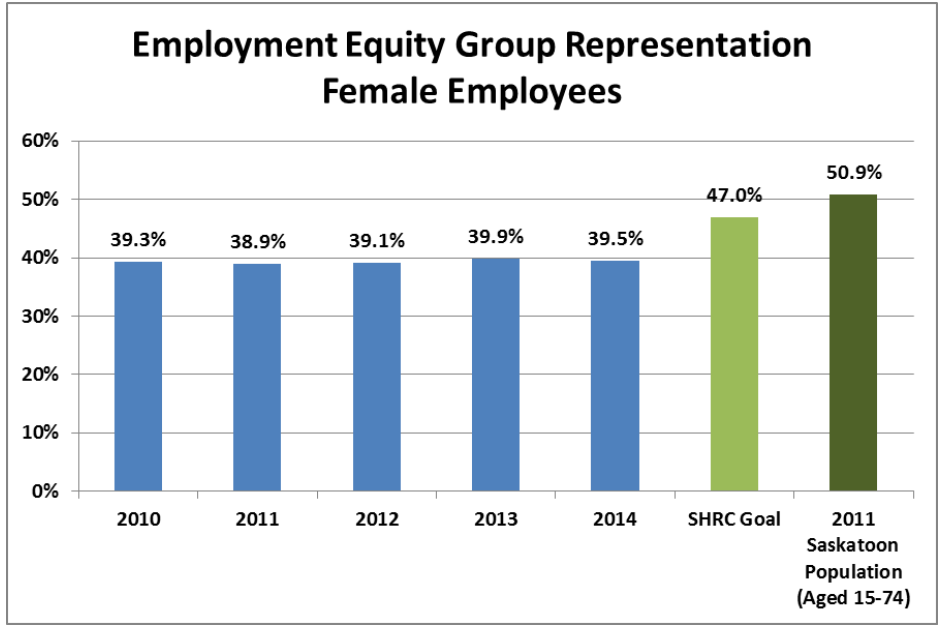


Sources: City of Saskatoon, Saskatchewan Human Rights Commission, Statistics Canada



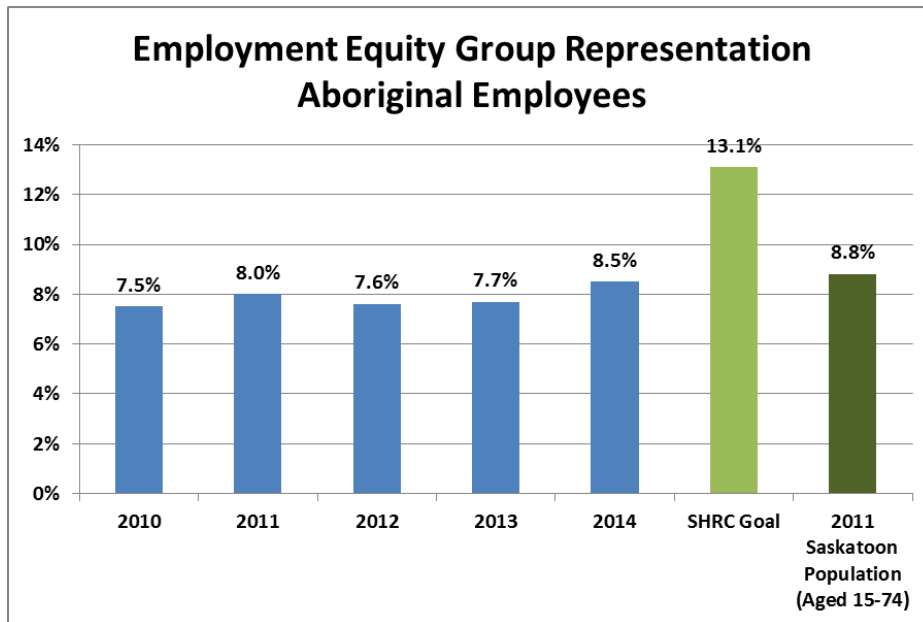
Overall, the percentage of City of Saskatoon employees who are members of Equity Groups has been increasing.

Source: City of Saskatoon



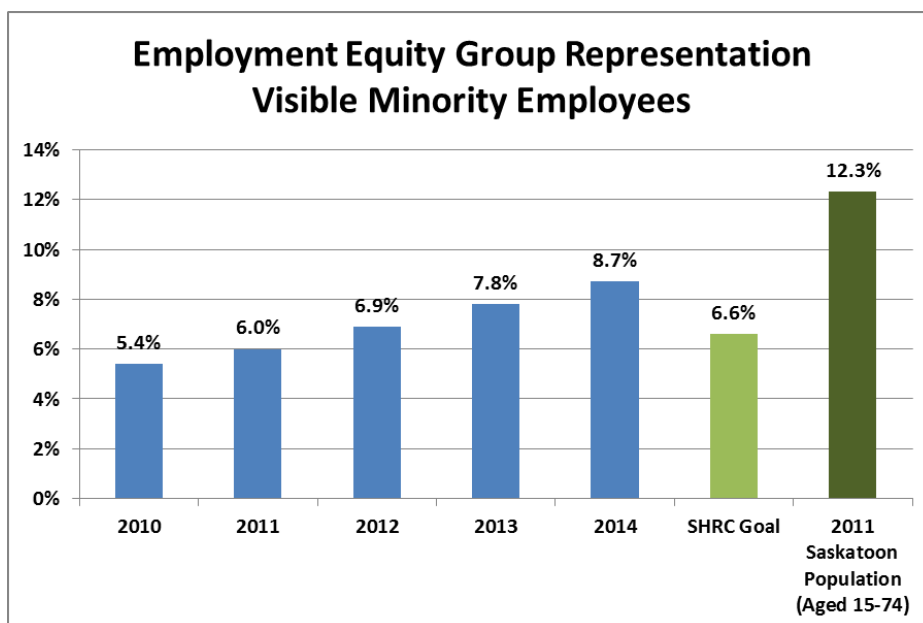
Over the last five years, the proportion of female employees has remained relatively constant at 39.5%. Most of the City's female employees work in traditional female jobs and are under-represented in the management and trades positions. The SHRC goal is for females working in underrepresented occupations.

Sources: City of Saskatoon, Saskatchewan Human Rights Commission, Statistics Canada



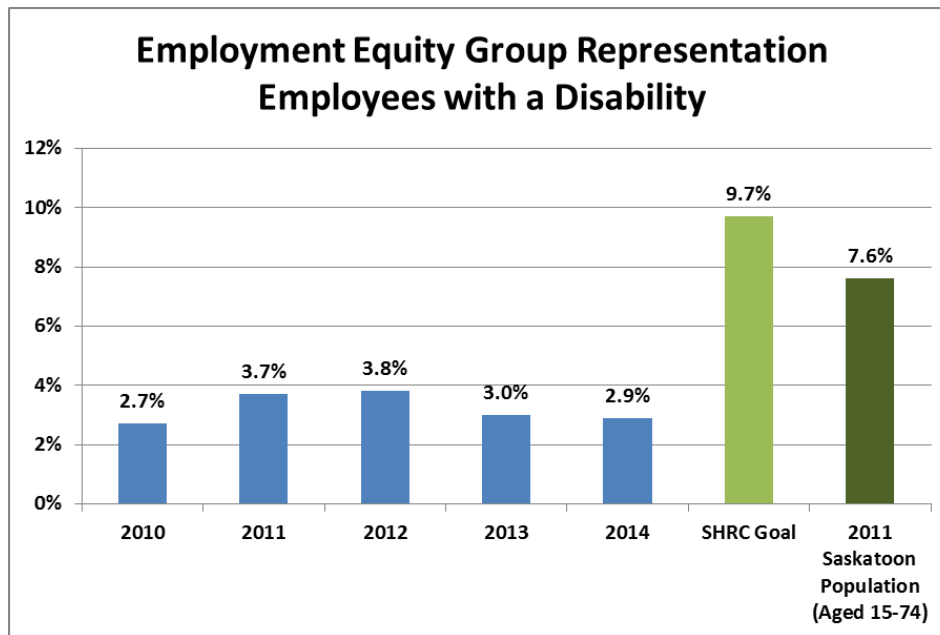
Over the last five years, the percentage of the City of Saskatoon's Aboriginal employees has increased. Most Aboriginal employees work in labour and service positions with many of these being seasonal jobs.

Sources: City of Saskatoon, Saskatchewan Human Rights Commission, Statistics Canada



The City has surpassed the SHRC target for visible minority employees. Immigration has brought many more skilled visible minority people to Saskatoon since the SHRC goals were set based on 2006 populations.

Sources: City of Saskatoon, Saskatchewan Human Rights Commission, Statistics Canada



The proportion of self-declared employees with a disability employed by the City increased in 2011 and 2012 but subsequently decreased to close to the 2010 level.

Sources: City of Saskatoon, Saskatchewan Human Rights Commission, Statistics Canada

Current benchmarks with comparative municipalities are not available.

What do we need to do to achieve this target?

- Maintain a dedicated person to manage the diversity programs and policies.
- Maintain a dedicated person to manage Aboriginal affairs and build relationships with Aboriginal communities.
- Increase training opportunities for employees at all levels of the organization to increase intercultural skills.
- Invest in measurement tools such as the Inter-developmental Inventory and the Employee Engagement Survey.
- Improve workplace spaces to increase accessibility for people with disabilities.

What are the benefits of achieving the target?

- A representative workforce draws from a larger labour pool which can result in a variety of skills and experience, cultures and language which represent the clients that the City serves.

What are the risks?

- Using the SHRC goals as the only measure of success has some shortcomings:
 - The goals were last changed in 2006 based on the Statistics Canada census survey and Saskatoon's population has changed significantly since then.
 - Stats Canada notes that "the Aboriginal people may be underrepresented in census surveys."
 - SHRC's are population numbers for ages 15 to 74 and may not reflect those who are working or want to work.
 - SHRC goals specify women in under-represented occupations but do not consider types of jobs for other equity groups.
- City of Saskatoon employment that relies on self-reported information may appear lower if people choose not to self-identify or if their situation changes over time (e.g. some people acquire a disability while employed).
- Competition is strong from other organizations who are recruiting talented employees to meet diversity targets or other employment objectives.
- Expected turnover rates will impact the ability to achieve some SHRC goals within ten years.

Frequency of Lost Time Injuries

Proposed 10 Year Target: Zero lost time incidents

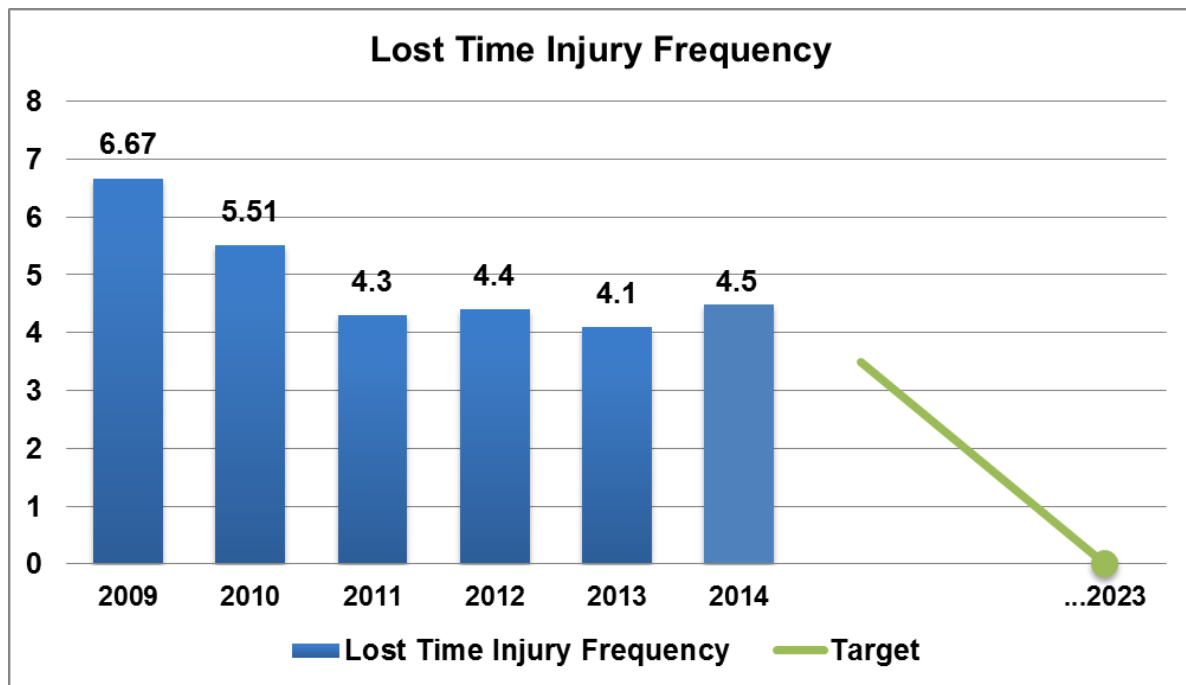
Description: “Lost Time Injury Frequency” (LTIF) measures our success in making health and safety a top priority under our goal for “Continuous Improvement”. The target is to eliminate incidents and causes of injuries which result in lost time from work.

$$\text{LTIF} = \frac{\text{Number of lost time injuries} \times 200,000}{\text{Number of employee labour hours worked}}$$

Note: 200,000 is the base for 100 full-time equivalent workers (working 40 hours per week, 50 weeks per year).

How are we doing?

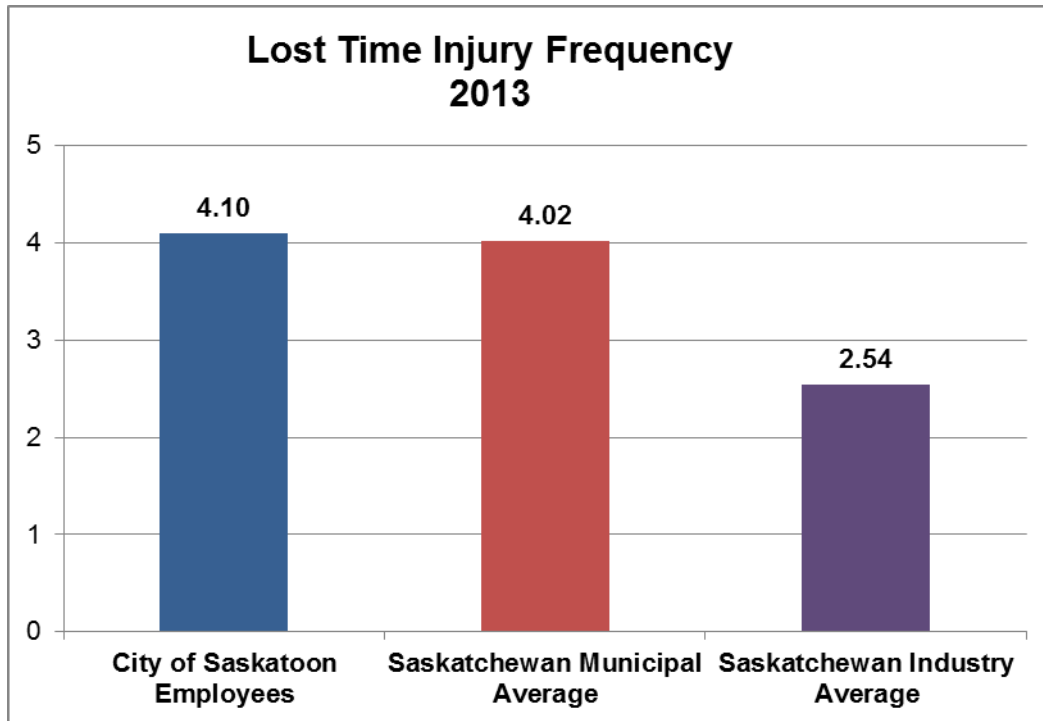
Lost work time due to injuries relative to the number of hours employees worked has been on a downward trend but increased in 2014.



Source: City of Saskatoon

How are other cities doing?

Saskatoon's lost time is similar to the average lost time in other Saskatchewan municipalities but is higher than the overall Saskatchewan industry average. As the largest municipal employer in the province, Saskatoon's lost time has a significant influence on the average for all Saskatchewan municipalities.



Sources: City of Saskatoon and Workers Compensation Board

What do we need to do to achieve this target?

An integrated Health and Safety Management System is being implemented to make health and safety a top priority. Culture change will be influenced by increasing safety awareness to reduce injuries through:

- Regular safety and toolbox meetings
- Regular Occupational Health and Safety (OHS) Committee meetings
- Inspections
- Incident investigations
- Ergonomic assessments and adaptations
- Enhanced training, particularly for new equipment operators

Over the longer term, safety can be improved through implementing an online health and safety management software system to provide quick collection of more comprehensive information so that timely corrective action can be undertaken to prevent future similar injuries.

What are the benefits of achieving the target?

- Positive impact on employees' personal lives and daily living activities
- Reduced pain and suffering for employees
- Positive impact on productivity and employee morale
- Lower Workers Compensation Board (WCB) rates as expenses associated with medical treatment, rehabilitation, and pension costs for long-term claims are reduced

What are the risks?

- "Lost time" may not be interpreted the same by those reporting on the measure, thereby reducing the value of comparative information.
- Anticipating and preventing all sources of accidental injury may not be achievable or practical in some cases where risk is small. Risk versus benefits need to be considered when making investments.
- Sometimes incidents occur when situations interact in unexpected ways.
- Incidents may not be reported if they are associated with disincentives or loss of incentives.

Asset and Financial Sustainability

- Municipal Property Tax per Capita
- Municipal Property Tax as a Percentage of Total Revenues
 - Annual Municipal Property Tax Increase
 - Tax-Supported Debt per Person
 - Key Civic Infrastructure Status

Municipal Property Tax per Capita

Proposed Indicator: Municipal Property Tax per Capita

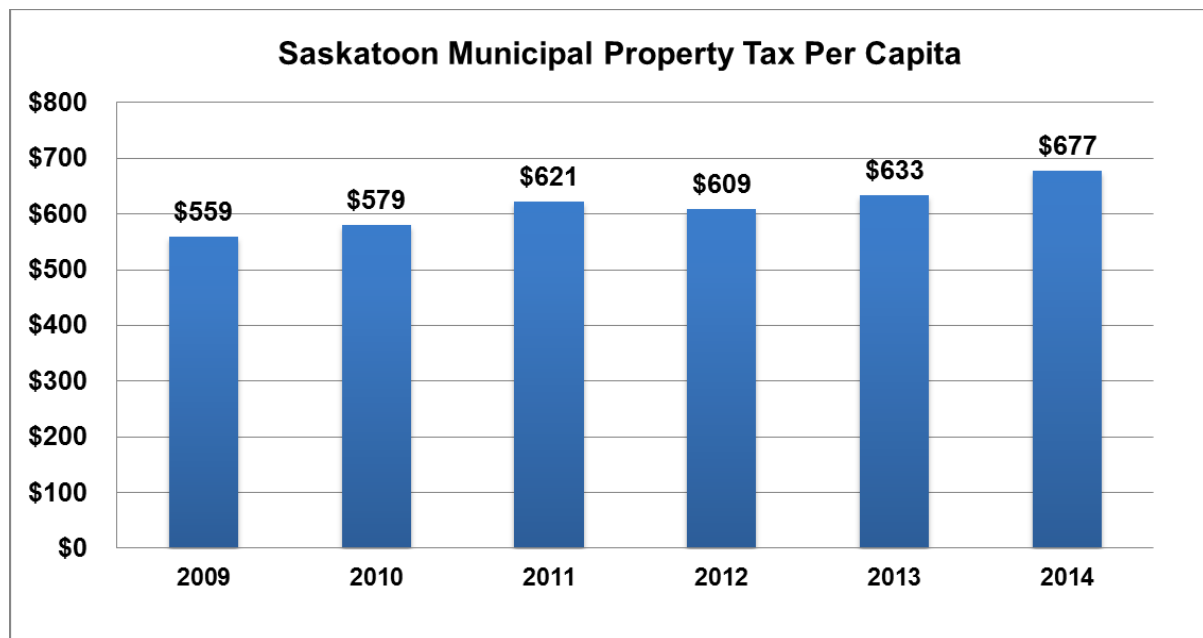
Description: The proposed indicator will track the average amount of municipal property tax for each person in Saskatoon.

$$\text{Municipal Property Tax per Capita} = \frac{\text{Total Municipal Property Taxes}}{\text{Population of Saskatoon}}$$

“Total Municipal Property Taxes” is from the City of Saskatoon’s annual approved budget. The Saskatoon Public Library Tax and the Education Tax are not included in Saskatoon municipal property tax indicator. The city’s population is estimated as of December 31 for each year by the City of Saskatoon Planning and Development Division.

How are we doing?

The City of Saskatoon’s municipal property tax per capita has increased over the last five years. The graph below does not include public library or education property taxes.

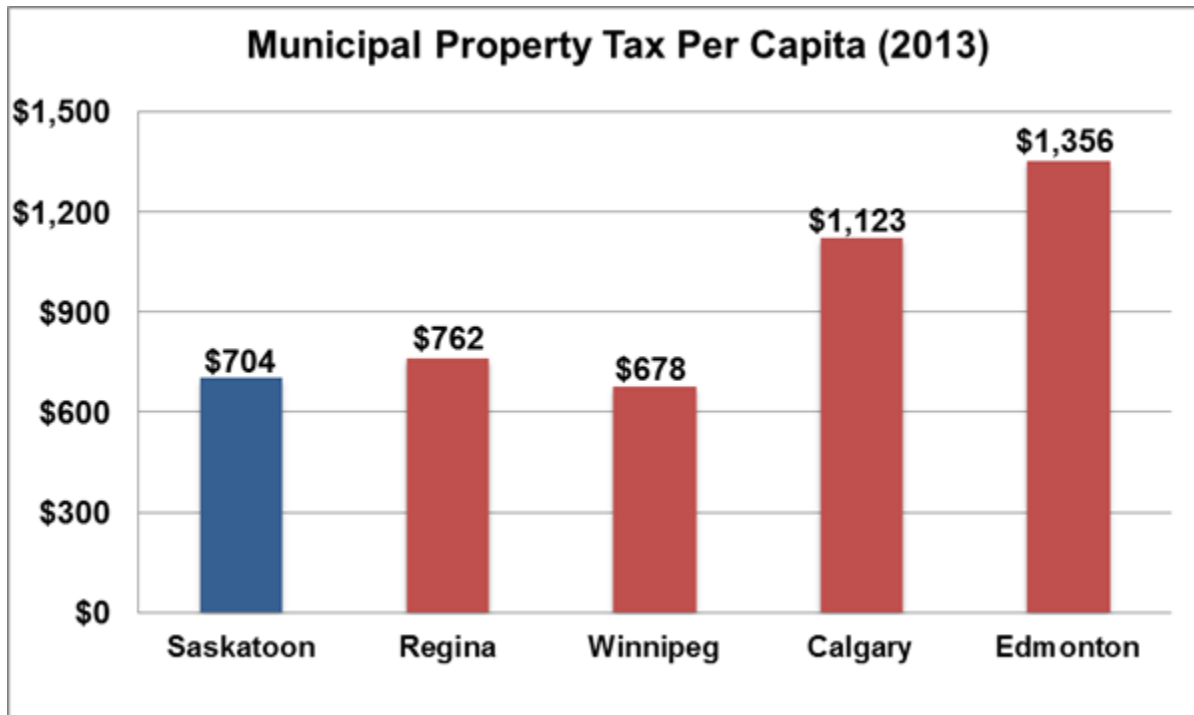


Sources: City of Saskatoon

Note: Does not include Saskatoon Public Library Tax or Education Tax. Population is estimated by the City of Saskatoon as of December 31 for each year.

How are other cities doing?

The City of Saskatoon's municipal property tax per capita is quite favourable compared to other major cities in Western Canada, partly because more of Saskatoon's budget is funded through other self-generated revenues. The graph below, with comparative numbers published by the City of Calgary, includes library taxes.



Source: City of Calgary *Residential Property Taxes and Utility Charges Survey (2013)*

Notes: The graph based on *The Residential Property Taxes and Utility Charges Survey* does not include education taxes but includes library taxes as part of the municipal property taxes for comparability with jurisdictions that do not charge a separate library levy. The graph uses Statistics Canada July estimates for populations. The graph does not include additional business taxes applied by Winnipeg (\$82 per capita in 2012) and Calgary (\$195 per capita in 2012).

Municipal Property Tax as a Percentage of Total Revenues

Proposed Indicator: Municipal Property Tax as a Percentage of Total Revenues

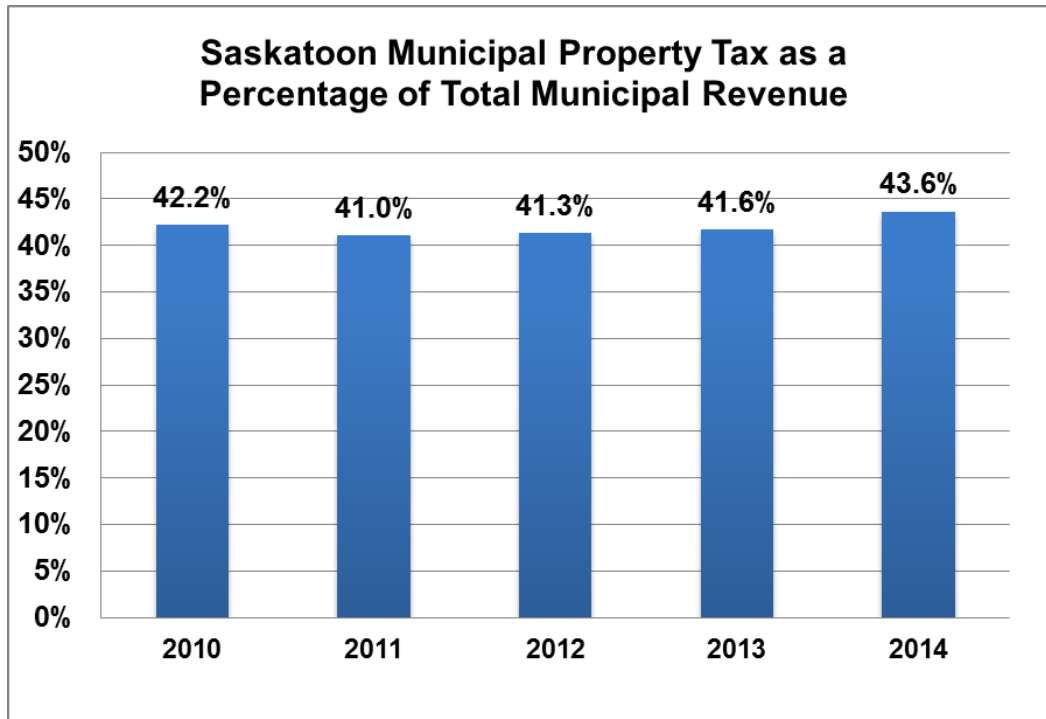
Description: The proposed indicator will monitor the percentage of municipal property taxes paid relative to all revenue collected by the City of Saskatoon:

$$\frac{\text{Total Municipal Property Taxes}}{\text{Total Municipal Revenues}}$$

“Total Municipal Property Taxes” includes the budgeted “property levy”. Some examples of revenue sources included in total municipal revenues are water and power utilities, user fees for recreation and transit, permits and licenses, land development, and interest.

How are we doing?

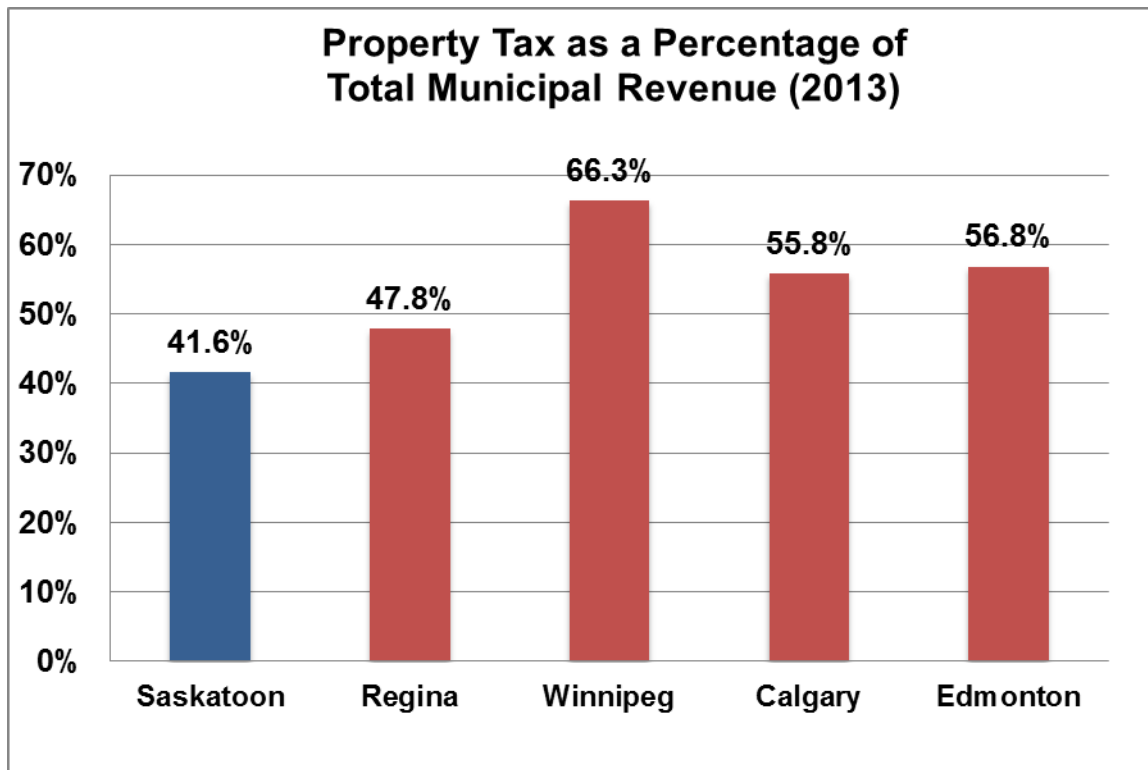
Currently, the percentage of municipal property tax to total municipal revenues is 43.6%. The percentage of municipal property tax could increase to more than 45% as the City moves towards fully funding approved service levels for core civic services like roads and bridges unless other funding sources are identified.



Source: City of Saskatoon

How are other cities doing?

Comparing other cities is challenging because of differences in how revenues are calculated. While not directly comparable, measures from these municipalities are helpful as representations of municipal property tax as a percentage of total municipal revenue. Currently, the City of Saskatoon's percentage is quite favourable. A contributing factor to this favourable indicator is that the City of Saskatoon has a higher level of self-generated revenues that enables less reliance on property taxes to fund its annual budgets. Saskatoon also may not be funding to the same service level as other cities.



Source: City of Saskatoon *Annual Municipal Operations Benchmark Report*

Notes: The *Annual Municipal Operations Benchmark Report* includes Saskatoon property taxes resulting from supplementary assessment (from properties that are assessed throughout the year, therefore not included in the initial property tax roll). Winnipeg operates its transit as a utility and does not include transit revenues in its total.

Annual Municipal Property Tax Increase

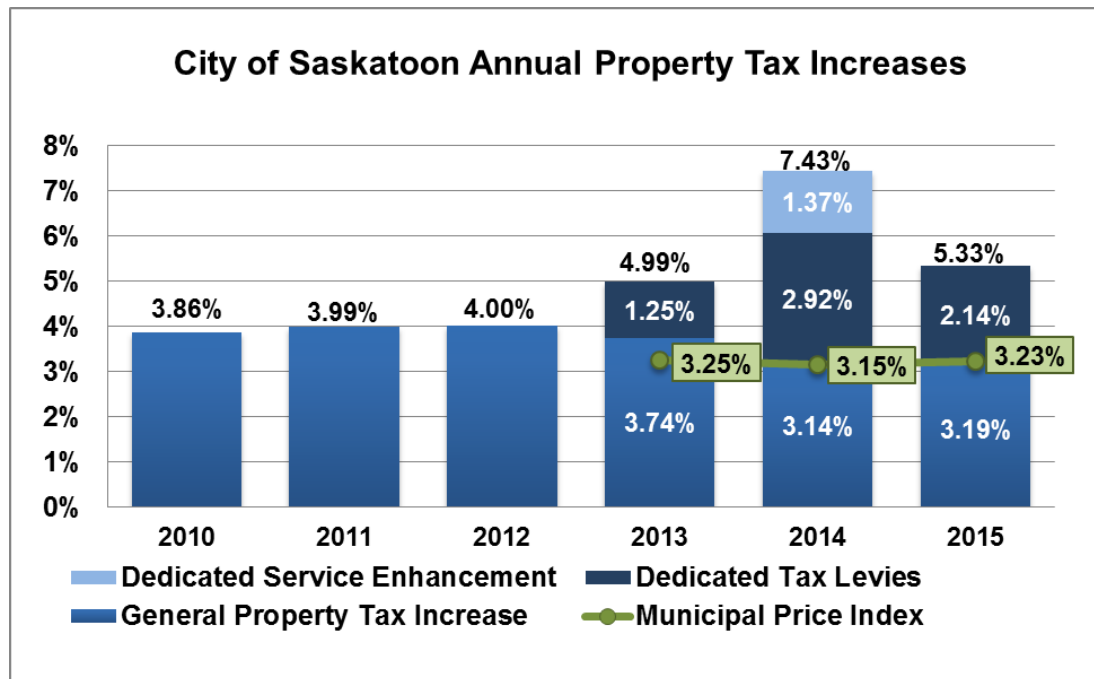
Proposed 10-Year Target: Annual municipal property tax increase equal to or less than the Municipal Price Index (MPI)

Description: The proposed target is to keep annual municipal property tax increases less than the annual inflation rate for City costs (MPI) and measures success in controlling costs. Setting a target for a maximum municipal property tax increase provides specific direction to City Council and the Administration during the budget preparation and budget deliberations.

The MPI is calculated annually based on the inflation rate for municipal costs such as labour and fuel.

How are we doing?

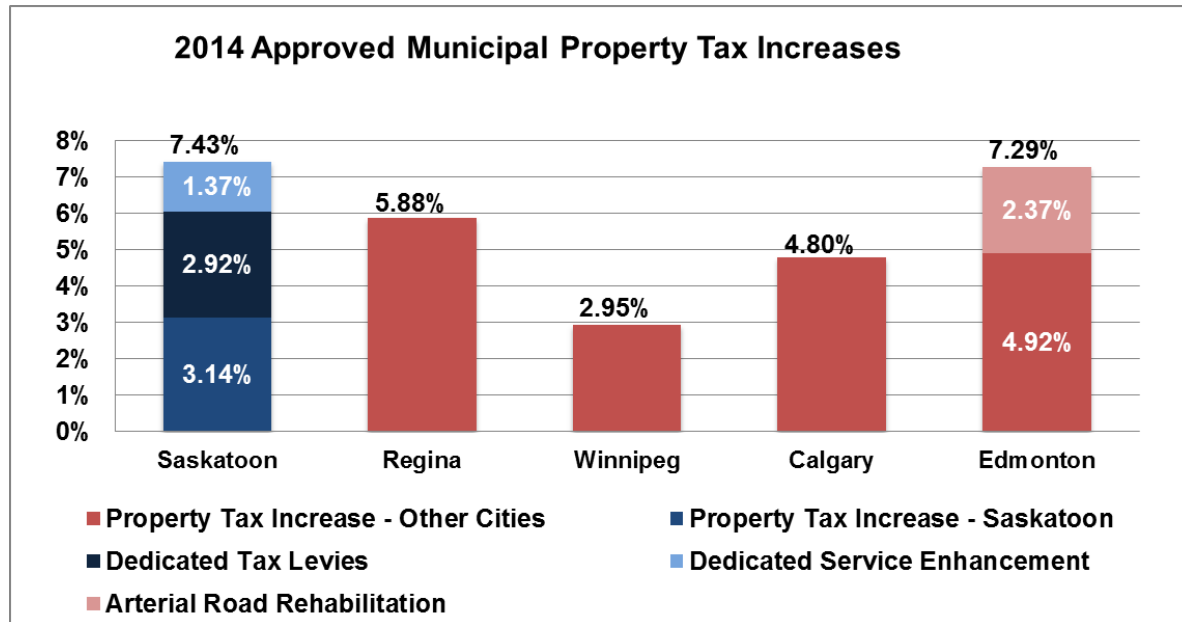
Saskatoon’s 2014 municipal property tax increase included an inflationary increase of 3.14% and two dedicated taxes: one for roads (2.92%) and one for dedicated service enhancements related to snow removal, street sweeping, and sidewalks (1.37%) for a total increase of 7.43%. The 2015 total property tax increase was 5.33% including a general increase of 3.19% and a 2.14% increase in dedicated levies for roads (1.94%) and sound attenuation (0.20%). Saskatoon’s expected MPI for 2015 is 3.23%.



Source: City of Saskatoon

How are other cities doing?

Other Western Canadian cities had 2014 municipal property tax increases ranging from 2.95% to 7.29%.



Sources: Cities of Saskatoon, Regina, Winnipeg, Calgary, Edmonton

Note: The City of Edmonton increased their municipal property tax by 4.92% and allocated an additional 2.37% in provincial education property “tax room” to arterial road rehabilitation.

What do we need to do to achieve this target?

- The City is undertaking continuous improvement to identify and implement efficiencies and cost savings without reducing the level of service for citizens.

What are the benefits of achieving the target?

- A target based on inflation ensures the annual property tax increases remain affordable to citizens.

What are the risks?

- The City will need to fund growth-related expenses which occur prior to receiving related revenue. Limiting property tax increases to inflation means that the City will need to diversify its revenue streams.
- Increases in service levels or fully funding approved service levels for core civic services may require a tax increase in excess of the MPI.

Debt Supported by Taxes

Proposed Maximum Debt Supported by Taxes: Debt supported by taxes is less than \$1,750 per person

A maximum debt level is recommended rather than a target. The intent is not to meet the maximum, but to have it in place so the debt remains affordable for taxpayers.

Description: The measure represents each resident’s average share of the City’s long-term tax-supported debt. Debt per capita helps to communicate City’s debt levels.

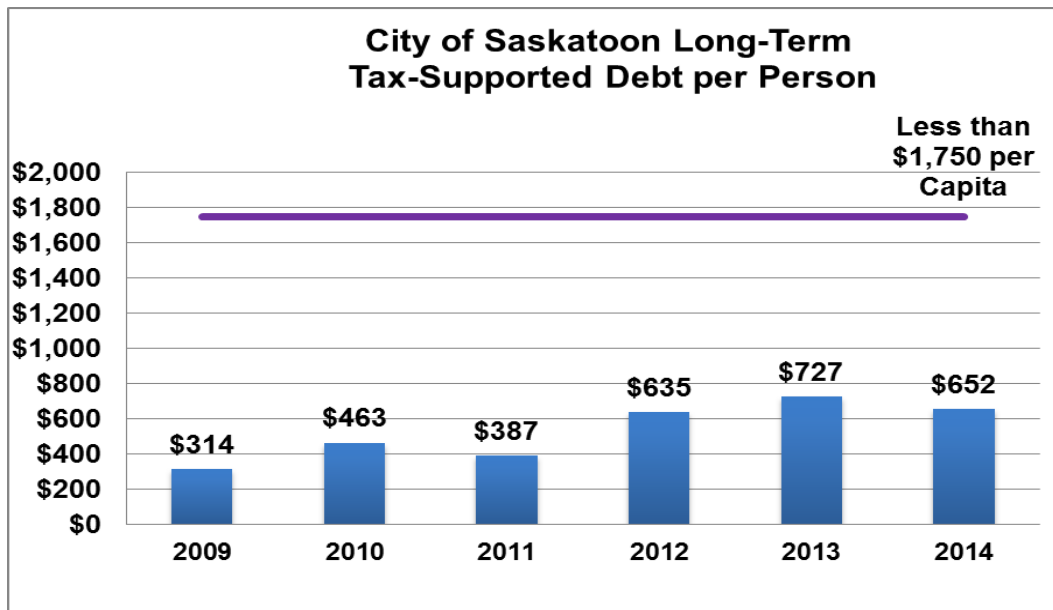
$$\text{Tax-Supported Debt per Person} = \frac{\text{Actual Long-term Borrowing including P3 Financing}}{\text{Population of Saskatoon}}$$

The city’s population is estimated as of December 31 for each year by the City of Saskatoon Planning and Development Division.

Long-term tax-supported debt includes debt repaid by property taxes and federal gas taxes but excludes utility debt. In the future it also will include Public Private Partnership (P3) financing.

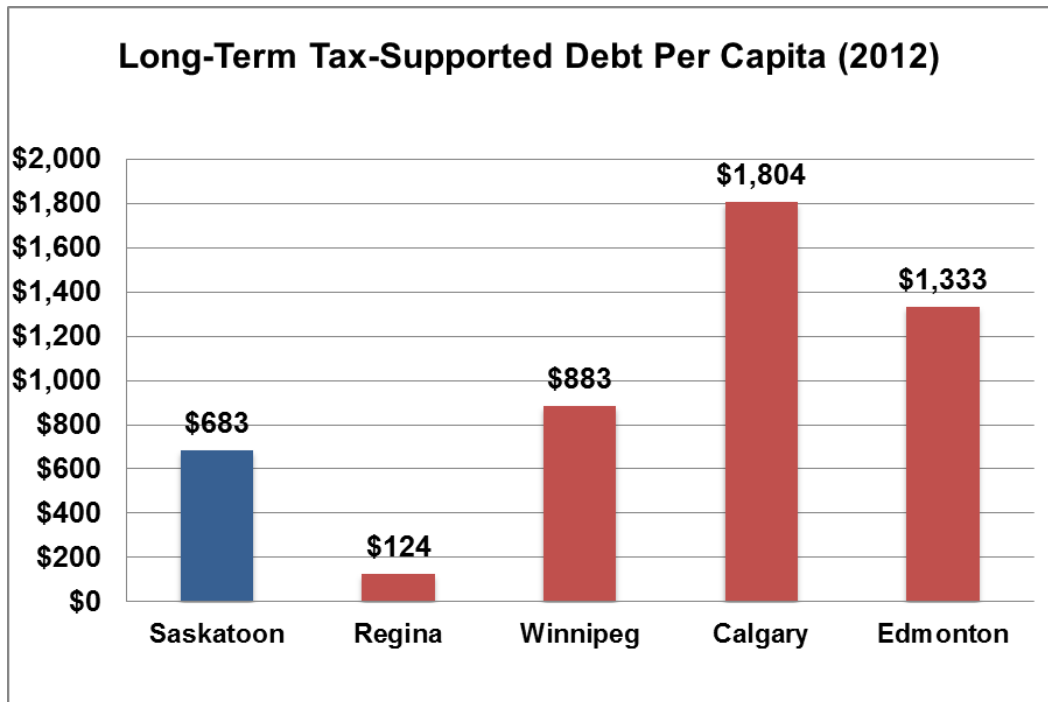
How are we doing?

Average long-term tax-supported debt has been trending upwards to support the City’s growth but decreased in 2014.



Source: City of Saskatoon

How are other cities doing?



Saskatoon's long-term debt is lower than debt in most other major cities in Western Canada.

Source: City of Saskatoon's *Annual Municipal Operations Benchmark Report*

Note: The *Annual Municipal Operations Benchmark Report* used the 2011 Census population for all municipalities. Long-term tax-supported debt per capita using more recent estimated populations would be lower.

What are the benefits of achieving the target?

- Long-term public infrastructure like bridges and roads is needed to support economic growth and quality of life for citizens.
- Debt is an important part of any city's funding strategy for long-term infrastructure.
- The maximum debt per capita ensures debt levels are controlled based on the population.
- Although not considered directly by credit rating agencies, the measure contributes to a strong credit rating which keeps interest rates lower.

What are the risks?

- As the City grows, there is more need to expand infrastructure which will require more debt financing.
- Increased debt and interest payments influence the tax rate.

Key Civic Infrastructure Status

Proposed 10-Year Target: Maintain bridges, roads, sidewalks, water lines, and sewer lines so they are improving every year (B Service Level)

Description: An annual “B Service Level” requires funding for an “acceptable” level of service to citizens and a slow improvement to the overall condition of the asset. With a “B Service Level”, the backlog of required maintenance declines slowly and once the backlog is eliminated, the asset condition is maintained. Adequate funding is needed to both meet the public’s current expectations and maintain the assets with minimum long-term costs (lowest life cycle costs).

Key Civic Infrastructure includes bridges, structures, roads, sidewalks, water, and sewer infrastructure.

The following table describes service levels:

Asset Service Levels

Level of Service	Asset Condition	Description
A	Getting Better Quickly	Sufficient expenditures to maintain and keep assets in optimal condition. Asset condition/value improves to optimal levels, eliminating any backlog.
B	Getting Better	Sufficient expenditures to increase asset condition/value and decrease backlog slowly over time. Once backlog is eliminated, the funding is sufficient to maintain condition without a backlog.
C	Maintained	Sufficient expenditures to keep assets in constant condition over time. The backlog remains constant.
D	Maintain Assets that are in Very Poor Condition	Sufficient expenditures to replace assets when they completely fail. Insufficient funding to treat all segments requiring preservation and restoration work, and the backlog will slowly increase with time.
E	Getting Worse	Insufficient expenditures to maintain asset condition. Asset condition deteriorates annually. Some assets may need to be closed or removed from service.
F	Getting Worse Quickly	Asset condition/value decreases rapidly. Assets are frequently removed from service due to deterioration as insufficient funding exists to replace all completely failed segments.

How are we doing?

Funding has been increasing to maintain key infrastructure, particularly “roads and sidewalks” but a significant funding increase is needed to meet “B Service Levels” in the future.

Funding for bridges and structures has not kept up with what is needed to maintain bridges and structures at their lowest lifecycle cost. With “B Service Level” funding, the current maintenance backlog is expected to be eliminated by 2023 and funding can be stabilized to maintain conditions without a backlog. The timing for specific projects will affect how much of the backlog is eliminated each year.

How are other cities doing?

Infrastructure service levels are difficult to compare across jurisdictions because of differences in definitions and reporting on infrastructure service levels and investments.

What do we need to do to achieve this target?

A long-term strategy for key infrastructure is needed to identify:

- Inventory of key infrastructure
- Condition of key infrastructure
- Investment needed to improve the infrastructure
- Funding strategy to eliminate the current investment gap

What are the benefits of achieving the target?

Investing required funding levels to achieve the target “B Service Level” will have many benefits:

- Infrastructure will meet the needs of the growing population and economy.
- Assets will last longer.
- Long-term overall infrastructure costs will be minimized (least life cycle costs).
- The overall condition of the road and sidewalk network will be improved.
- The backlog of roads requiring repair and upgrading will be reduced.
- Fewer water main breaks or sewer backups will occur.
- Bridges and structures can be maintained to last indefinitely.
- Travel will be safer.
- Citizens will be more satisfied with the core infrastructure.

What are the risks?

- The main risk to achieving service levels and maintaining assets is that required funding may not be approved. If required funding is not approved, assets will deteriorate over time, the backlog of maintenance will continue to grow, and long-term costs will increase exponentially.
- If the shortfall in funding for bridges and structures continues over the next five years, rehabilitation options will change and costs will be higher.
- Continued deterioration of bridges and structures could result in closures to protect public safety.

Quality of Life

- Perceived Quality of Life
- Number of New Attainable Housing Units
 - Vacancy Rates for Rental Housing
- Participation Rates for City Recreation and Cultural Facilities
 - Crime Rates
 - Fire Response Time

Perceived Quality of Life

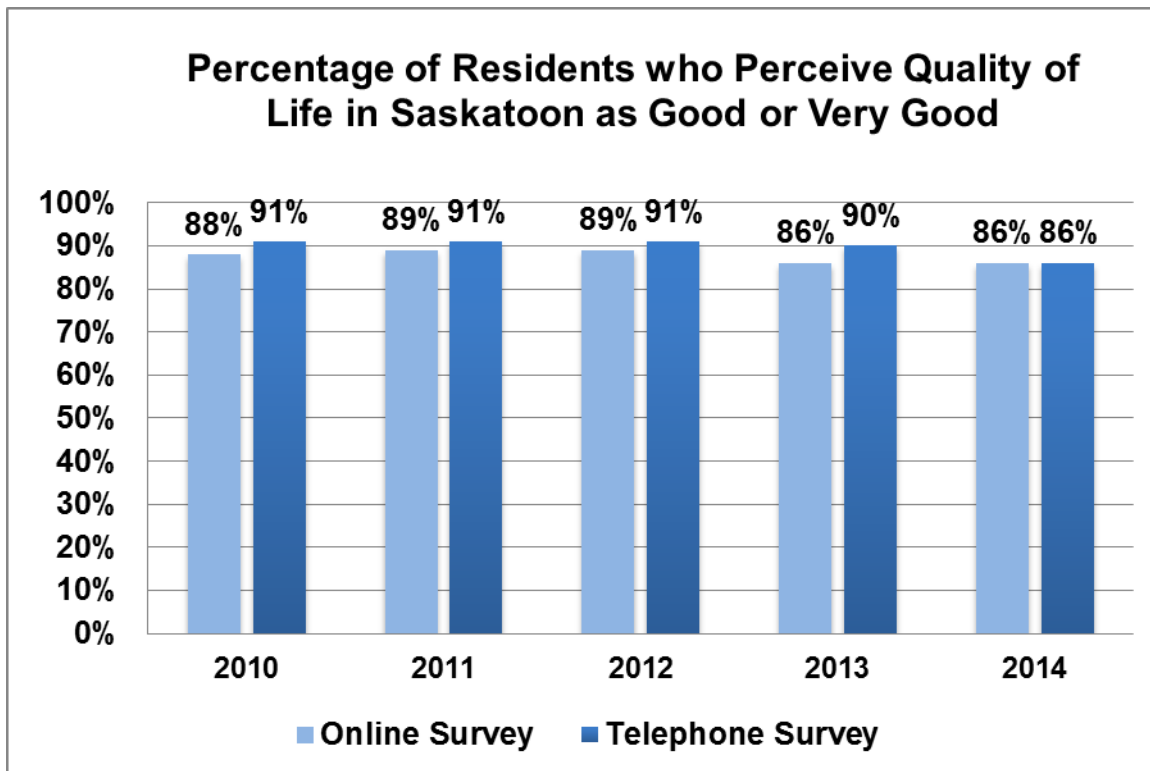
Proposed Indicator: Perceived Quality of Life

Description: The percentage of people rating “Quality of Life” in Saskatoon as “good” or “very good” measures how people feel about well-being in the city. Quality of life is influenced by factors such as access to good jobs, housing, opportunities for leisure activities, transportation, access to appropriate services, and feelings of safety.

City initiatives such as sports, culture, and recreation programs, efficient transportation networks, housing programs, quality infrastructure, and effective policing can influence perceptions of quality of life.

How are we doing?

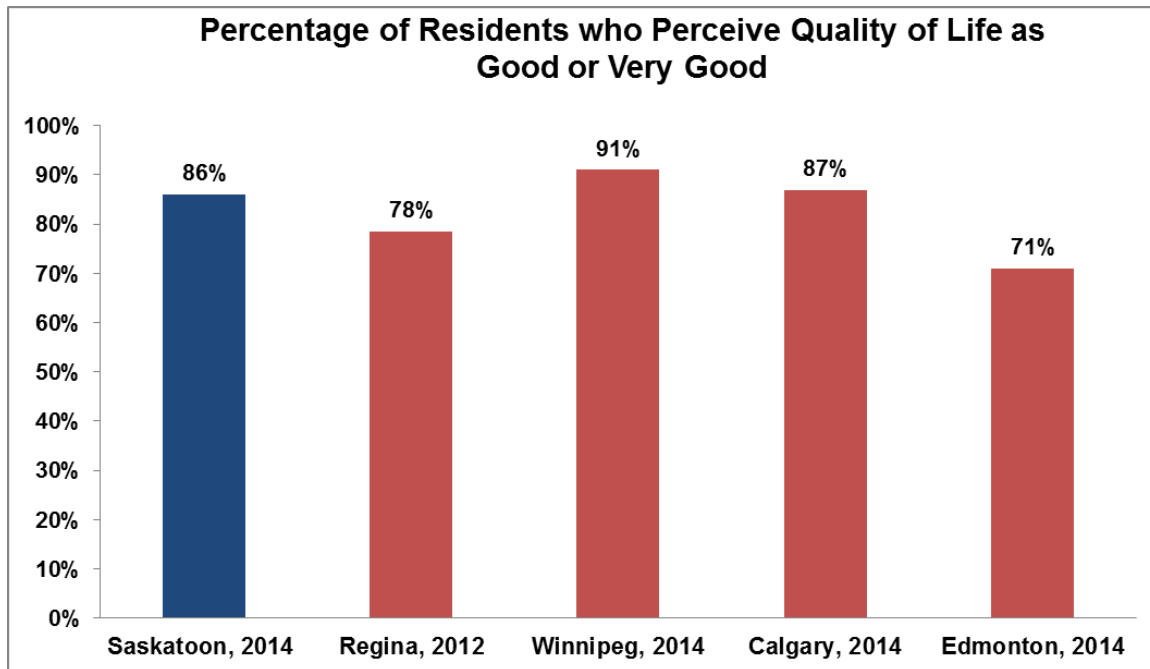
The City of Saskatoon Annual Civic Services Survey asks people to rate quality of life in Saskatoon as very poor, poor, fair, good, or very good. In 2014, 86% of individuals surveyed rated the quality of life in Saskatoon as good or very good, slightly lower than in recent years.



Source: *The City of Saskatoon Annual Civic Services Survey*

How are other cities doing?

Perceived quality of life in Saskatoon compares favourably to perceptions in other western cities.



Sources: *The City of Saskatoon Annual Civic Services Survey (2014)* and surveys conducted adapted to comparable format: *City of Regina Citizen Survey Base Report (March 2012)*; *Winnipeg Citizen's Perspective 2014 Citizen Survey*; *The City of Calgary 2014 Citizen Satisfaction Survey*; *City of Edmonton Citizen Perception Survey (Draft Report, 2014)*

Note: Regina does not undertake surveys annually. The graph reports the most recent survey results available.

Number of New Attainable Housing Units

Proposed 10-Year Target: 500 new units annually across the attainable housing continuum

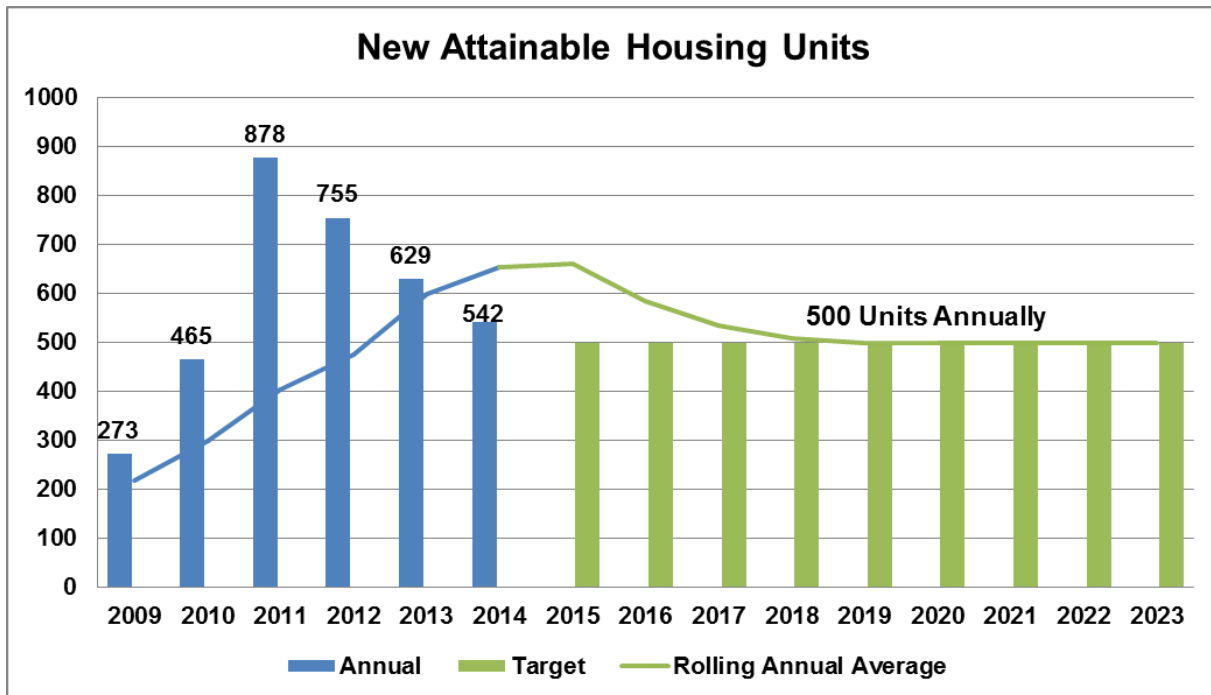
Description: The proposed target measures the City’s success in developing a mix of affordable housing for ownership and rental throughout Saskatoon to address basic needs. Affordable, appropriate, and secure housing contributes to healthy and economically viable communities.

The target includes a mix of the following:

- Affordable rental and secondary suites
- Purpose-built rental units
- Affordable-ownership units
- Entry-level ownership units

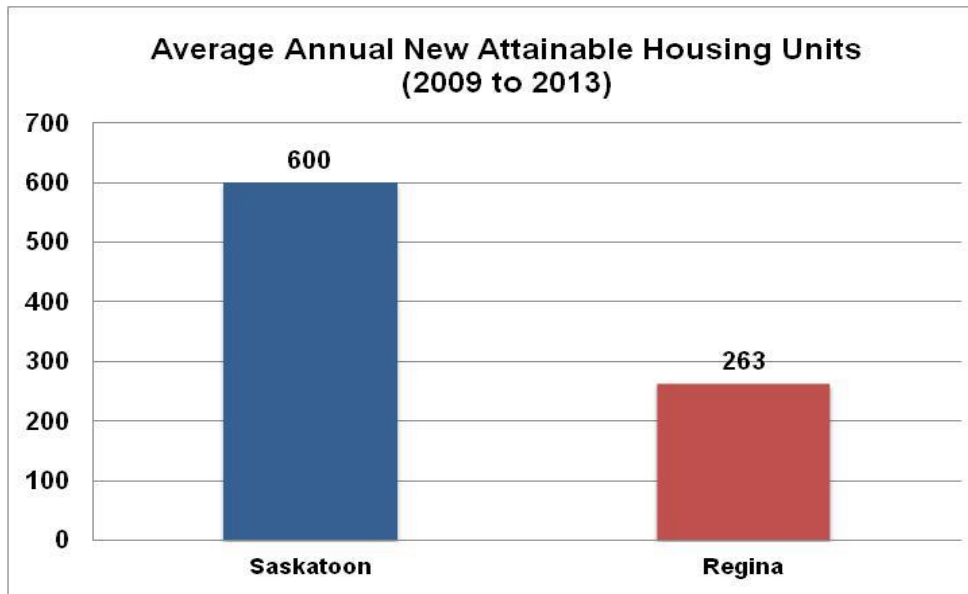
How are we doing?

The City of Saskatoon has supported an average of 654 units of attainable housing annually over the last five years. The City supported 542 attainable housing units in 2014 and 565 units are in process for 2015.



Source: City of Saskatoon

How are other cities doing?



Sources: City of Saskatoon, City of Regina

Comparisons between cities are difficult because of differences in programs and definitions that cities use for attainable housing. Regina adopted a new strategy in 2013 to increase its housing supply.

What do we need to do to achieve this target?

The City has a ten-year *Housing Business Plan* to support 500 units annually across the attainable housing continuum. Achieving the target requires an annual optimal investment of approximately \$2 million which leverages additional funding from the federal and provincial governments, Aboriginal groups, non-profit housing providers, faith groups, and private builders. The annual investment may be less in years when the housing providers are focusing on providing smaller units with a lower cost per unit.

The City's average costs per attainable housing unit are as follows:

Attainable Housing Average Unit Costs			
	Cash Grant	Foregone Tax Revenue	Total
Affordable Rental	\$18,186	\$2,545	\$20,731
Affordable Ownership	\$3,920	\$3,262	\$7,182
Purpose Built Rental		\$2,324	\$2,324
Secondary Suites	\$498		\$498
Entry Level	Under the Equity Building Program, down payments are available from the City's investment funds, repayable over five years at 3.5% interest. There is no expense to the City.		

What are the benefits of achieving the target?

Implementation of the City's housing program will result in more affordable and appropriate housing choices for Saskatoon residents, helping them to contribute to our community and economy. Groups that directly benefit from achieving the target include the following:

- Métis and Off-reserve First Nations people
- New immigrants to the city
- Single parents
- Young people entering the workforce
- Post-secondary students
- Low and moderate income individuals and families

When people have appropriate housing, everyone benefits and the quality of life in Saskatoon remains high.

What are the risks?

Several factors influence the city's ability to achieve this target:

- Funding commitments from other levels of government which together contribute significantly more than the City of Saskatoon to attainable housing in Saskatoon.
- The willingness of non-profit housing providers and private home builders to create new attainable housing units.
- The availability of suitable land for housing projects.
- Economic factors such as interest rates, mortgage and lending rules, the availability of skilled labour, and demand and supply for rental housing.

Vacancy Rates for Rental Housing

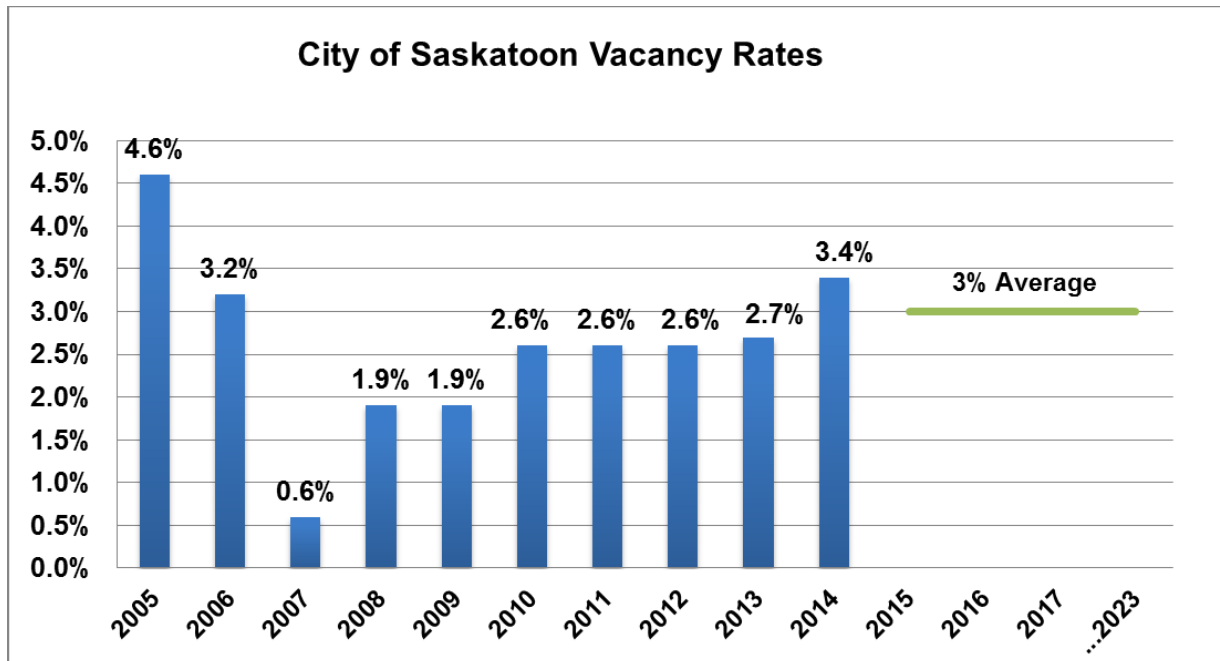
Proposed 10-Year Target: Maintain an average rental housing vacancy rate of 3%

Description: The proposed target measures success in maintaining a generally acceptable level of rental accommodation. Vacancy rates below 3.0% generally indicate a limited supply of rental housing and can lead to rising costs for renters. Affordable, appropriate, and secure housing contributes to healthy and economically viable communities.

$$\text{Vacancy rates} = \frac{\text{Total number of vacant rental units}}{\text{Total number of rental units available}}$$

How are we doing?

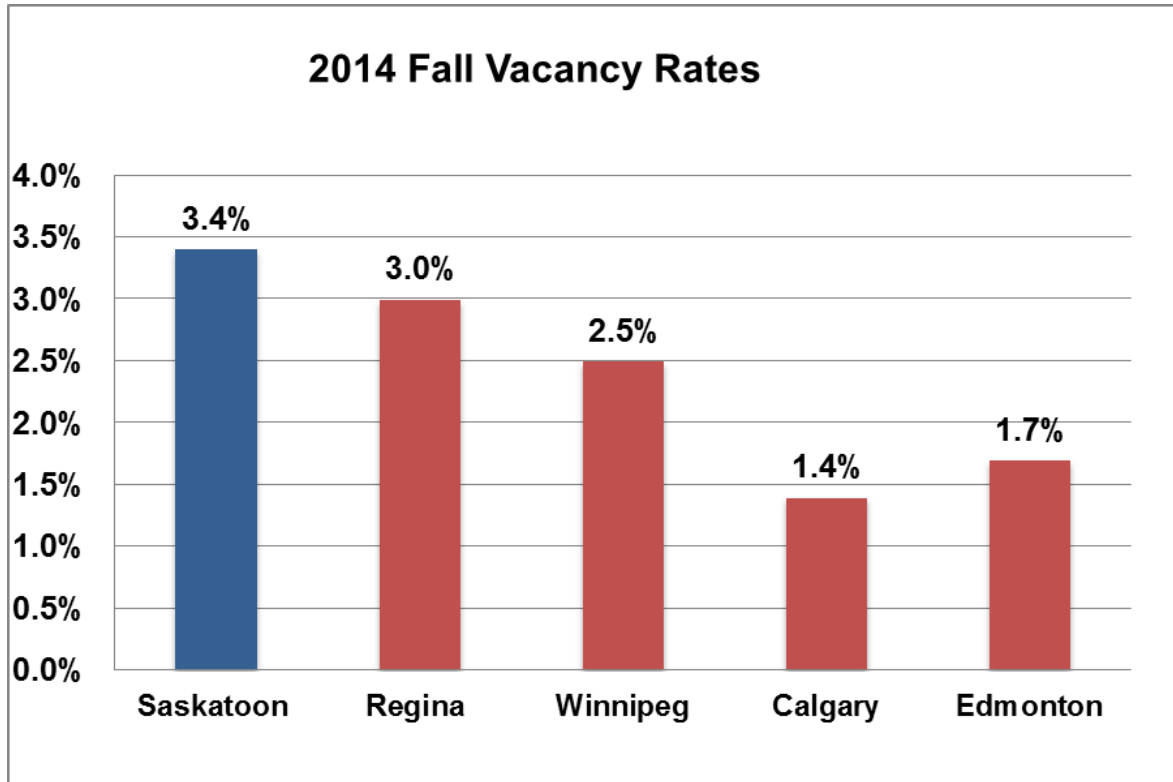
In 2007, in response to a 0.6% vacancy rate, City Council committed to a five-year *Housing Business Plan*. The plan's implementation increased the housing supply and contributed to consistent vacancy rates of about 2.6%. In 2013, a ten-year plan was adopted to support a target of 500 affordable housing units annually across the attainable housing continuum. In 2014, the rental vacancy rate increased to its highest level since 2005.



Source: Canadian Mortgage and Housing Corporation

How are other cities doing?

Saskatoon's Fall 2014 vacancy rate was higher than the rate in other western Canadian cities and higher than the 2.7% national average of Canada's 35 largest cities.



Source: Canadian Mortgage and Housing Corporation

What do we need to do to achieve this target?

The City will influence a healthy vacancy rate by

- Permitting the creation of new and legalizing existing secondary suites that meet required standards
- Implementing the infill strategy which allows garage and garden suites
- Achieving the target of 500 units annually under the *Housing Business Plan* with a cost of approximately \$2 million annually

What are the benefits of achieving the target?

Through achieving a healthy vacancy rate, residents will have access to more variety of appropriate and affordable housing thereby facilitating the opportunity for them to contribute to our community and economy. Groups that directly benefit from the achievement of this target include the following:

- Temporary workers
- Métis and Off-reserve First Nations people
- New immigrants to the city
- Single parents
- Young people entering the workforce
- Post-secondary students
- Low and moderate income individuals and families

When people have appropriate housing, everyone benefits and the quality of life in Saskatoon remains high.

What are the risks?

Several factors influence the city's ability to achieve this target:

- Funding commitments from other levels of government for housing programs
- The willingness of non-profit housing providers and private home builders to create new rental properties
- Higher economic growth and more migration into the City than expected
- Other economic factors such as interest rates, mortgage and lending rules, the supply of skilled labour, and demand for rental housing
- Slower economic and population growth can result in an oversupply relative to demand

Participation Rates for City Recreation and Cultural Facilities

Proposed 10-Year Target: Increase visits to City of Saskatoon recreation and culture facilities to 6,600 visits per 1,000 people

Description: The target measures our success in growing and maintaining participation in City-owned and managed recreation and culture facilities and programs which contribute to quality of life of residents. The measure includes number of visits to leisure centres (including registered programs), the Forestry Farm Park and Zoo, outdoor pools, municipal golf courses, playground programs, youth programs, youth centres, Mendel Art Gallery, and Remail Modern Art Gallery of Saskatchewan.

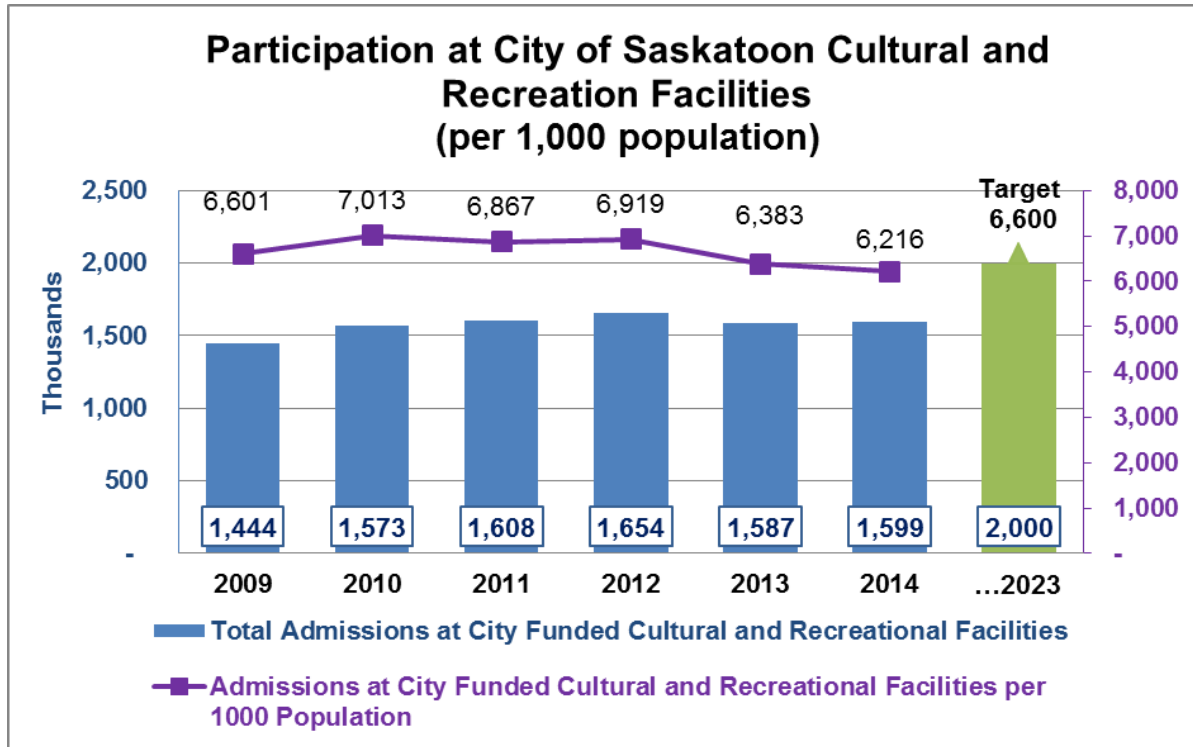
While the City also provides financial and staff support to community-based organizations that offer a variety of sports, culture and recreation activities, attendance at third party facilities, events and programs are not included in the target.

Participation =
$$\frac{\text{Number of visits to city managed recreation and culture facilities}}{\text{Population of Saskatoon / 1,000}}$$

The target represents an increase of about 400,000 visits to two million visits by 2023 based on a 2% annual population growth rate.

How are we doing?

In 2014, City-managed recreation facilities and programs attracted almost 1,600,000 visits or an average of over 6,200 visits per 1,000 residents. Overall participation increased in 2014 with more people visiting leisure centres, playground programs, and “youth centers, events, and programs.” The increase in participation, however, did not keep pace with Saskatoon’s population growth. Attendance is influenced by availability and types of programs, price, other recreation options, and weather.



Source: City of Saskatoon

Attendance at City of Saskatoon Recreation Facilities		
Admissions and Attendance	2014	2013 to 2014 Percent Change
Indoor Leisure Centres	771,393	1.8%
Forestry Farm Park & Zoo	142,253	-0.1%
Playground Programs	127,259	10.0%
Outdoor Pools	86,061	-2.1%
Municipal Golf Courses	115,086	-6.1%
Youth Centres, Youth Events & Youth Programs	12,300	15.1%
Registered Programs (Average 8 visits per registration)	181,872	0.1%
Mendel Art Gallery	163,181	-3.4%
Total Admissions	1,599,405	0.8%

Information from other jurisdictions is not directly comparable because of different types of recreation facilities and different ways of counting visits.

What do we need to do to achieve this target?

- New recreation programs and art exhibits to respond to changing demands, attract new users and continue to attract repeat visits
- New fee options to stay competitive
- Effective new marketing and promotions to increase awareness and attendance at facilities and programs
- Facility upgrades, enhancements or new facilities (including the new Remai Modern Art Gallery of Saskatchewan) to address aging infrastructure, reflect changing trends, respond to the growing population, and attract new users

What are the benefits of achieving the target?

- Saskatoon residents, regardless of their income, will have access to leisure activities in their neighbourhood.
- Participation in sports and recreation improves health and fitness. Healthier people are more productive and have a higher quality of life.
- Recreation programs provide Saskatoon with a competitive edge in being a city of choice when families are considering Saskatoon as a place to live, work, or vacation.
- Youth participation in recreation activities can help to reduce crime and mischief and the related costs to society.

What are the risks?

- Private fitness facilities and community organization programs that are conveniently located and meet specific interests may reduce attendance at City recreation facilities.
- Adverse weather has an impact on visits to golf courses, outdoor pools and playground programs.
- Social, cultural and demographic changes influence how people spend their leisure time.

Crime Rates

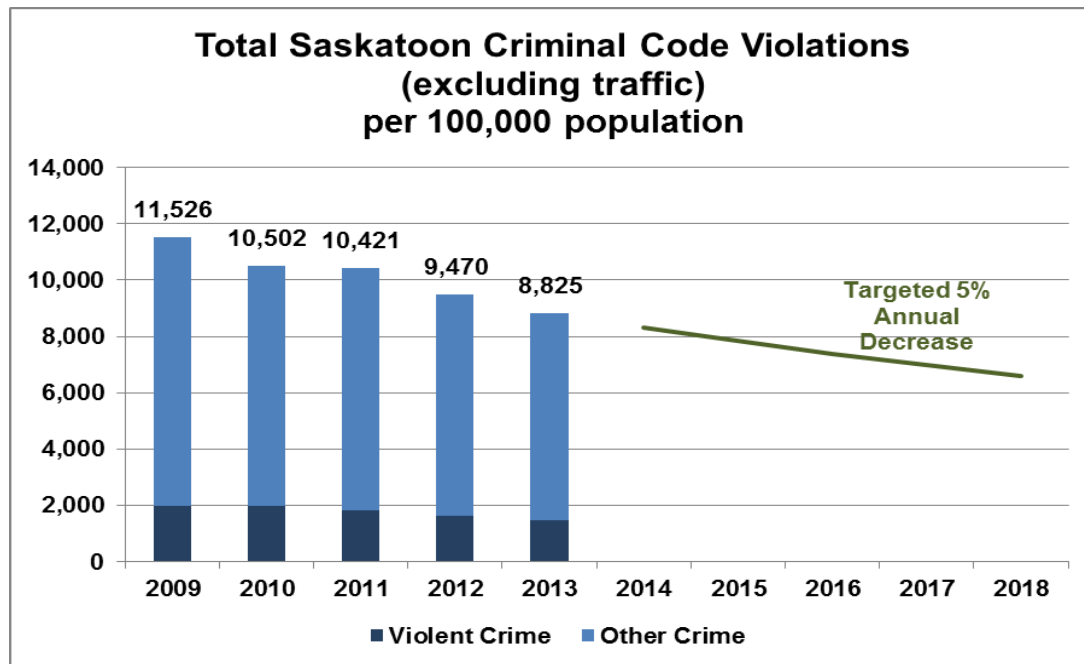
Proposed 5-Year Target: Decrease overall crime rates by 5.0% annually over the previous five-year average

Description: Decreasing crime rates indicate success in increasing public safety in our homes, on our streets, and in our overall community. People have a higher quality of life when they feel safe. Crime rates decrease when people are working and have recreation and leisure opportunities.

Crime rates will include criminal code violations (violent crime and other crime) and will exclude traffic violations. For comparative purposes, crime rates will be based on numbers published by Statistics Canada, Canadian Centre for Justice Statistics.

How are we doing?

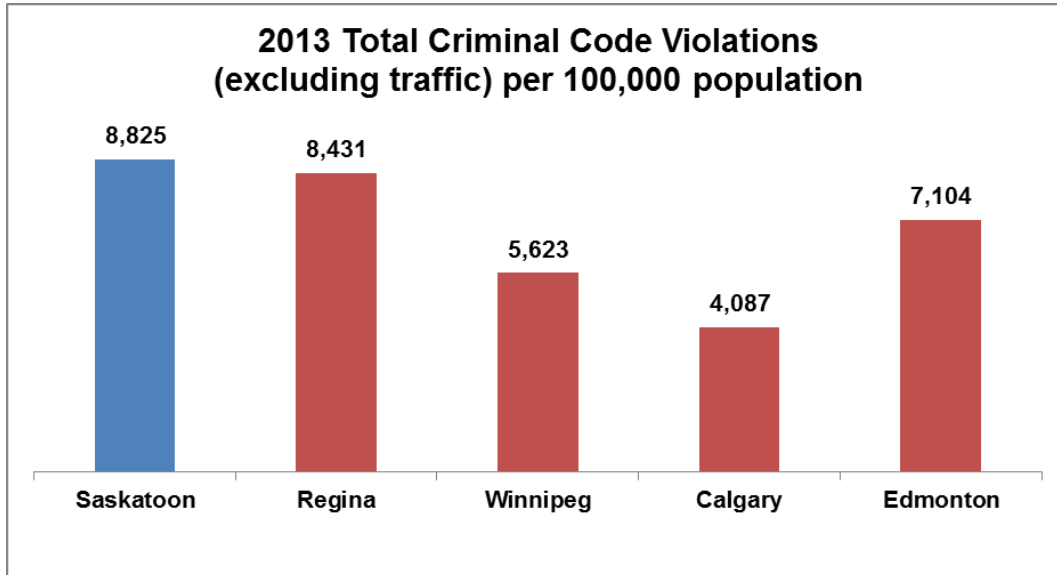
Saskatoon's crime rates for both property crime and violent crime have been steadily decreasing since 2009.



Source: Statistics Canada, Canadian Centre for Justice Statistics

How are other cities doing?

Even though Saskatoon's crime rates have decreased, our crime rates are higher than in other western cities.



Source: Statistics Canada, Canadian Centre for Justice Statistics

What do we need to do to achieve this target?

- The Saskatoon Police Service (SPS) is decreasing crime as one of four priority areas in their *2015–2019 Business Plan* to create a safe and secure community. Reducing robberies, thefts, and mischief will be emphasized to reduce overall crime.

What are the benefits of achieving the target?

Less crime means fewer victims and an increase in the sense of public safety. Less crime reduces costs associated with the following:

- Stolen and damaged property
- Medical system usage due to drug use and violent crime
- Criminal justice costs for courts, prosecution, prisons, etc.
- Productivity losses including lost wages
- Intangible costs including pain and suffering

What are the risks?

- Saskatoon has a large marginalized population facing poverty, poor housing, and non-inclusion which contribute to street and gang activity such as robbery, assault, theft, and vandalism. Underlying issues must also be addressed to reduce crime.
- Rapid population growth contributes to more crime and social disorder. Physical and population growth is straining the City's funding capacity while increasing pressure on human resources.

Fire Response Time

Proposed 10 Year Target: Respond to fire calls within six minutes and 20 seconds at least 90% of the time

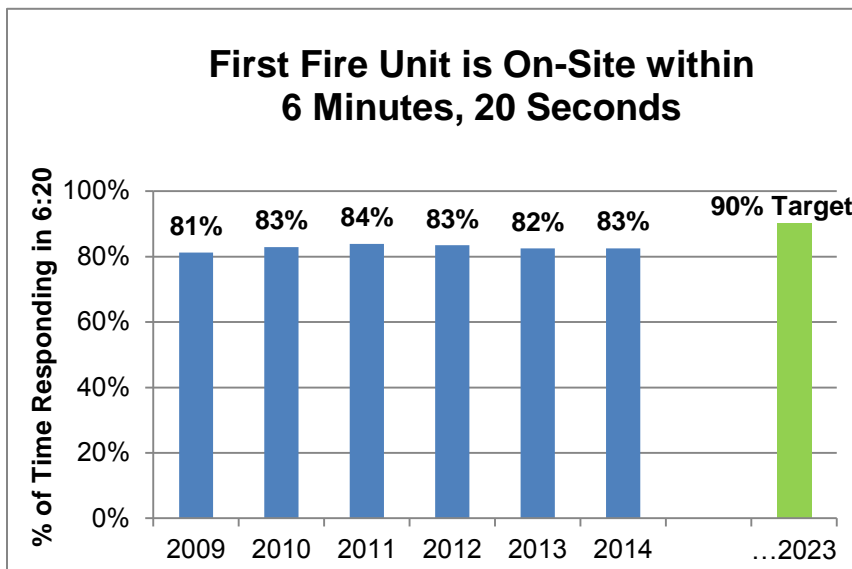
Description:

“Fire Response Time” measures total response time from when dispatch receives a call for a fire emergency until the first unit arrives at the fire scene. Total response time includes dispatch (communication), turnout (reaction) and travel time.

The National Fire Protection Association (NFPA), a body of professionals that develops best practice models for fire services, recommends the following response times for emergency fire calls in urban settings, to be achieved 90% of the time:

- 60 seconds to receive and process the call
- 80 seconds for responders to don protective clothing
- 240 seconds (4 minutes) for travel time for the first arriving unit to arrive at the incident after leaving the station
- Eight minutes travel response time to have a full complement of at least 16 firefighters on-site

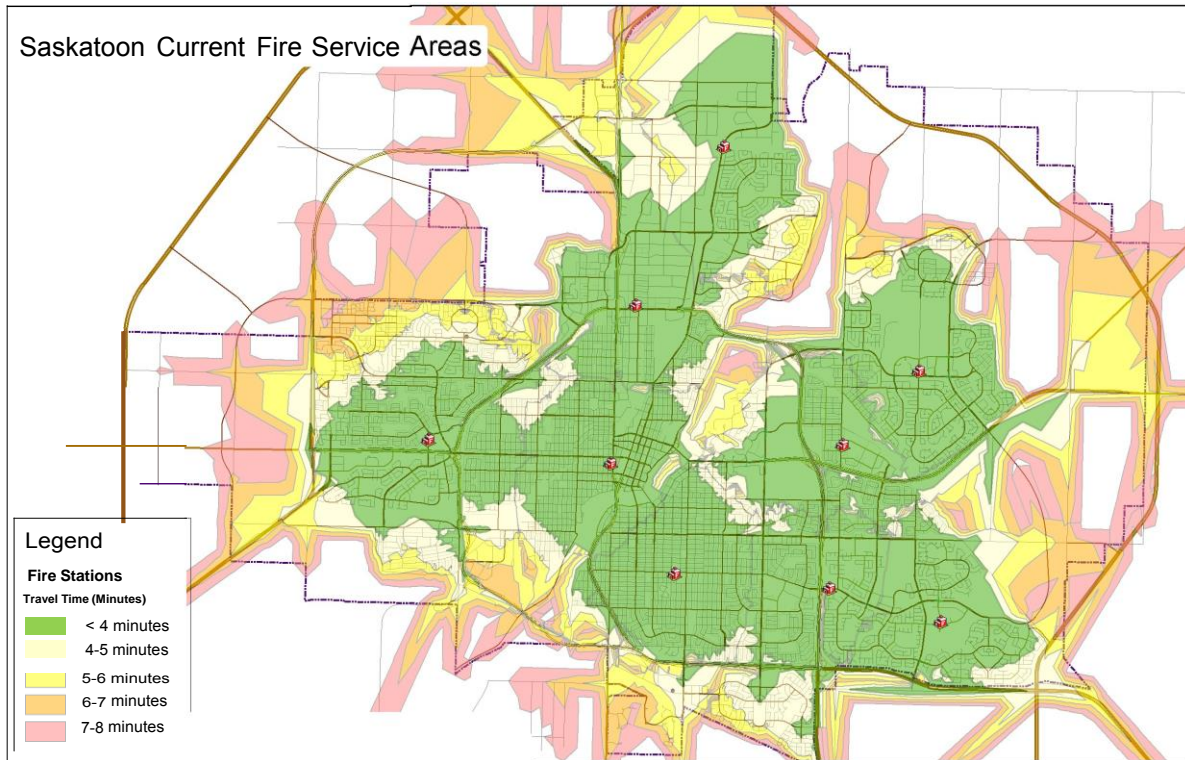
How are we doing?



In 2014, the Saskatoon Fire Department responded within six minutes and 20 seconds to 82.5% of the 5,312 fire calls they responded to. The average total response time in 2014 for the first fire unit to arrive on-site was five minutes and 10 seconds.

Source: Saskatoon Fire Department

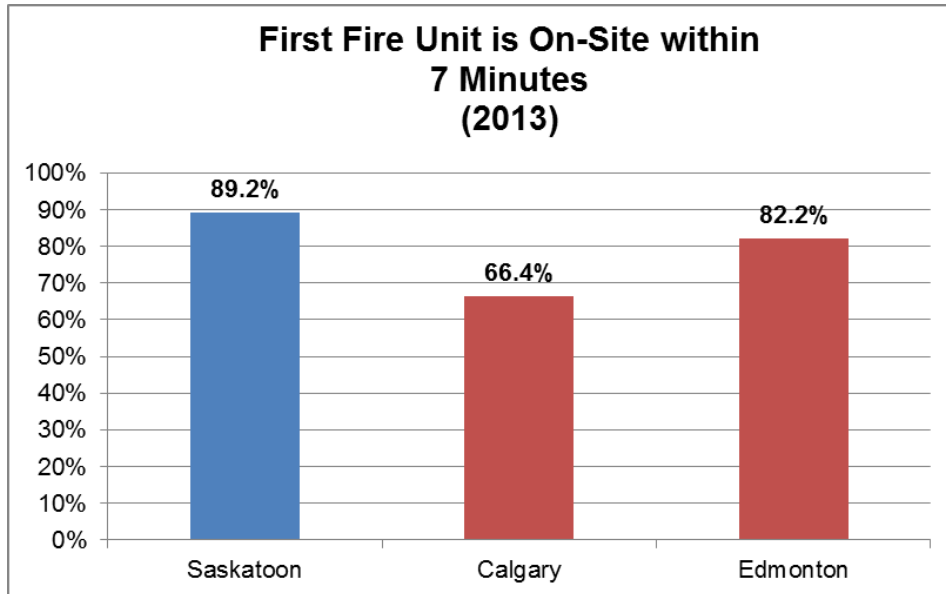
The map shows the present location and coverage of the nine fire stations and the travel time required to respond to a fire in the service area.



How are other cities doing?

Fire Departments have different allowances for time in three categories (dispatch, reaction and travel) within their total Fire Response Time, thereby making direct comparisons with other jurisdictions challenging. The following chart compares Saskatoon allowances with Calgary and Edmonton allowances.

	Saskatoon	Calgary	Edmonton
Dispatch Time (Seconds)	60	60	90
Reaction Time (Seconds)	80	90	90
Travel Time (Seconds)	240	270	240
Total Time (Seconds)	380	420	420
Total Time (Minutes)	6:20	7	7



In 2013, Saskatoon achieved a seven minute response time 89.2% of the time. Calgary achieved their seven minute target 66.4% of the time and Edmonton 82.9% of the time.

Sources: Saskatoon Fire Department, City of Calgary, City of Edmonton

What do we need to do to achieve this target?

Strategically located fire stations which maximize the service area that can be reached within a four minute travel time are key to meeting the total response time target. New fire stations, with appropriate funding plans, must be incorporated in long-term planning strategies. Minimizing overlap of service areas will increase operating efficiencies while continuing to provide effective coverage.

What are the benefits of achieving the target?

- Due to the dynamics of fire growth, seconds count in saving lives and property.
- Increased densification, new building and insulation materials, and modern furnishings which contribute to quicker fire spread and release of toxic chemicals make a timely response even more important to protecting citizens and their property.
- By achieving timely response time targets, “quality of life” is enhanced by the knowledge that life and property have a reasonable, quantified chance of success.
- Fire protection levels are a key driver in the establishment of insurance rates within the service area. Quicker response times can lower insurance costs.

What are the risks?

Meeting targeted response times may be negatively impacted by the following:

- The construction of houses in new neighbourhoods which are further from fire stations
- Increased neighbourhood densification and resulting traffic congestion
- More train traffic through the city
- Lack of appropriate funding plans for the development of strategically located fire stations

Environmental Leadership

- **Waste Diverted From the Landfill**
- **Reduction of Greenhouse Gas Emissions**

Waste Diverted From the Landfill

Proposed 10-Year Target: Divert 70% of waste from the Saskatoon landfill

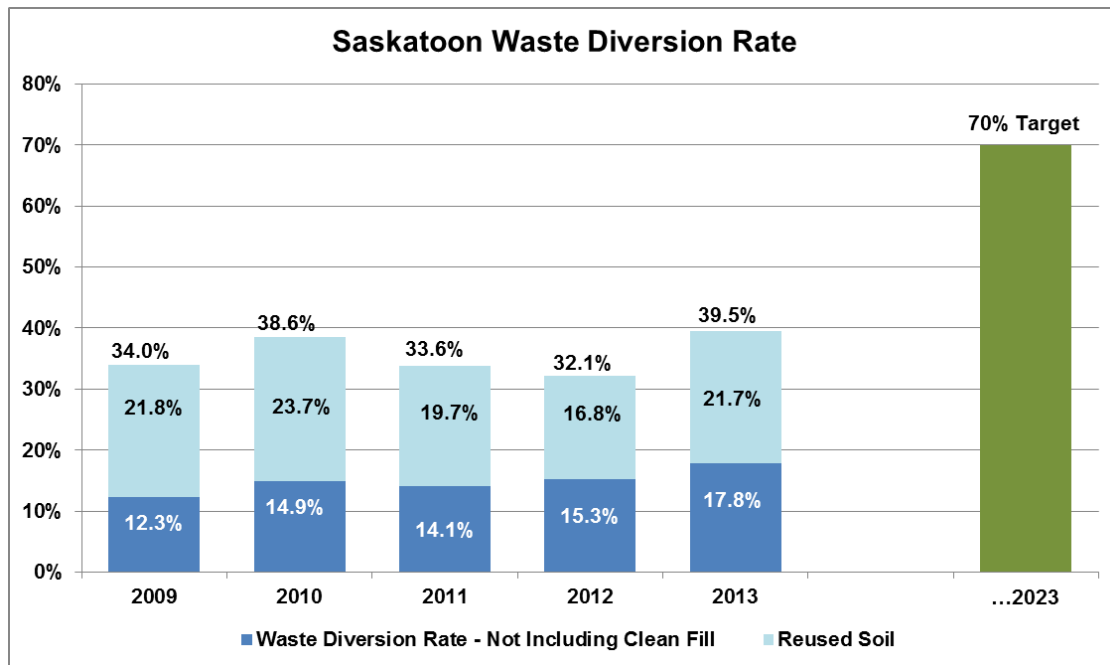
Description: The target will measure our success in environmental stewardship through increasing the percentage of waste that is recycled, reused, or composted.

$$\text{Waste Diversion Rate} = \frac{\text{Total waste diverted}}{\text{Total waste (diverted + landfill)}}$$

“Total waste diverted” includes the amount of waste diverted through City of Saskatoon programs including the multi-unit residential program and does not include reduction, reuse, or recycling through non-City recyclers such as Sarcan. “Total waste” includes the amount of “Total waste diverted” plus the waste that goes to the City of Saskatoon landfill. Waste going to third party landfills is not included.

How are we doing?

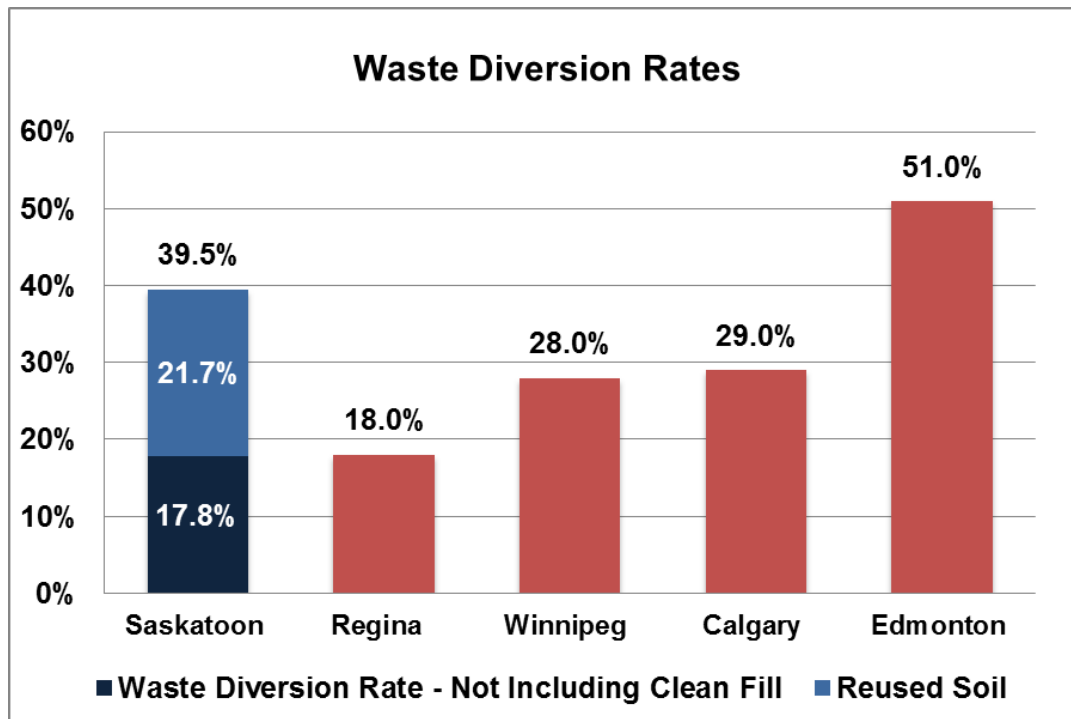
In 2013, 17.8% of waste handled through the City of Saskatoon, not including waste soil, and 39.5% including soil went somewhere other than the City of Saskatoon landfill. The total waste diversion rates for 2009 to 2013 in the graph below include soil from City construction and other City projects that went to the landfill but was subsequently reused. With the new *Soils Handling Strategy*, City soil will not go into the waste system and will not be included in the waste diversion numbers. This will lower future expected waste diversion rates.



Source: City of Saskatoon

How are other cities doing?

Different jurisdictions have varying ways of defining and reporting their waste diversion and total waste which makes comparisons with other cities challenging. For instance, Edmonton only reports residential waste diversion (51%) and the rate includes an estimate of residential composting, grass-cycling and reuse that does not enter the City of Edmonton's waste handling system. The City of Saskatoon currently diverts more of the waste that it handles than most other Western Canadian cities when the City's waste soil is included. Other cities have set waste diversion targets ranging from 50% to 90% with 2020 being a common target date.



Sources: City of Saskatoon (2013), City of Regina (2014), City of Calgary (2012), City of Edmonton (2013) and City of Winnipeg (2014)

Notes: Not all cities report annually. Data is based on most recent data available.

What do we need to do to achieve this target?

In 2023, approximately 200,300 tonnes of waste are expected. To reduce the amount going to the landfill to 60,000, the following is required:

- Current programs including multi-unit recycling will divert 66,300 tonnes or approximately 33% of waste by 2023.
- Proposed new programs will divert an additional 52,000 tonnes or 26% of total waste when fully implemented.
- Additional programs need to be identified to divert another 22,000 tonnes or 11% of waste to reach 70%.

Current Programs	Tonnes Diverted in 2013	Potential Tonnes Diverted by 2023
Curbside Recycling (single family)	8,034	16,800
Multi-Unit Recycling	-	3,500
Compost Depot	21,088	20,000
Green Cart (Leaves & Grass) Program	832	3,500
Recycling Depots	3,773	2,000
Household Hazardous Waste Days	52	300
Soil Re-Use	42,189	20,000
Outgoing Recyclable Material from Landfill	800	
Public Space Recycling	14	200
Total	76,782	66,300

Proposed New Programs	Potential Tonnes Diverted by 2023
Recovery Park	22,000
Food Waste Program	12,000
Industrial, Commercial and Institutional Recycling	8,500
Industrial, Commercial and Institutional Food Waste	9,500
New Programs to be Determined	22,000
Total	74,000

What are the benefits of achieving the target?

Waste diversion provides economic, environmental, and social benefits:

- Significant future costs to build a new landfill will be postponed or avoided. If waste is not diverted, a new landfill will be necessary within 50 years at an estimated cost of \$180 million.
- Landfill operating costs and the market value for land are \$90 per cubic meter or approximately \$4 million per year (2009 valuation).
- Recycling conserves raw materials and saves energy.
- A tonne of recycled aluminum cans saves 6.5 tonnes of greenhouse gas (CO₂e).
- A tonne of recycled newspapers saves 2.8 tonnes of CO₂e.
- A tonne of recycled plastic saves 2.3 to 3.6 tonnes of CO₂e.
- The City's current waste diversion programs reduce CO₂e by approximately 97,000 tonnes annually (equivalent to removing 19,000 vehicles from our roadways each year).
- Waste diversion programs create local jobs and provide skills and learning opportunities for more than 400 adults with intellectual disabilities.

What are the risks?

- Achieving the target will require changes in what people send to the landfill. Changing attitudes and habits towards waste disposal may take more time.

Reduction of Greenhouse Gas Emissions

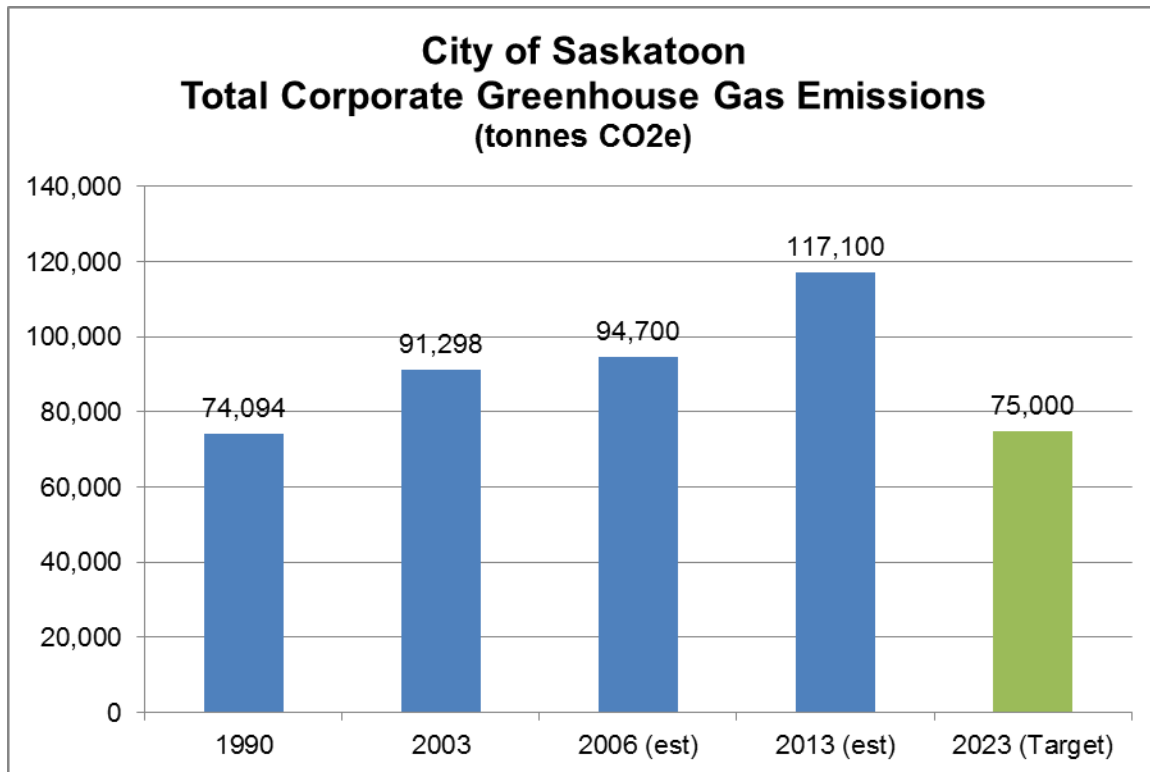
Proposed 10-Year Target: Reduce the City of Saskatoon’s greenhouse gas emissions by 30% from 2006 levels

Description: The target will measure our success as an organization in reducing our impact on climate change by lowering greenhouse gas emissions and diversifying to more renewable energy sources.

A 30% reduction from 2006 levels means the City of Saskatoon (corporate) must reduce greenhouse gas emissions to 75,000 tonnes. Considering growth, 67,770 tonnes of greenhouse gas (CO₂e) must be eliminated to reach the target.

How are we doing?

In 2013, the City of Saskatoon (corporate) emitted an estimated 117,100 tonnes of CO₂e, an increase from 2006 levels.



Source: City of Saskatoon

How are other cities doing?

Other municipalities report greenhouse gas reductions relative to different years making comparisons challenging. The following is a sample of other cities' corporate greenhouse gas targets and current status:

City	Corporate Reduction Targets	Current Status
Regina	20% below 1990 by 2005 & 1% each year following until 2012	No status available
Winnipeg	20% below 2006 by 2019	20.2% below 2006 (2007)
Calgary	20% below 2005 by 2020 80% below 2005 by 2050	46% below 2005 (2012) and 100% of corporate electricity offset by renewable electricity certificates (mostly wind power)
Edmonton	20% below 1990 by 2020 50% below 1990 by 2050	No status available

What do we need to do to achieve this target?

Continued operational changes and investments in energy efficiency are needed to reduce greenhouse gases. Several measures have been implemented through the *2009 Energy and Greenhouse Gas Management Plan* with costs ranging from \$6 to \$1,500 per tonne of greenhouse gas saved. Operational changes have been as simple as introducing set-back thermostats to reduce energy for heating to complex initiatives like installing solar heating at indoor pools and producing electricity from landfill gas.

Current initiatives shown below will contribute to achieving the target.

Initiative	Estimated Tonnes of CO ₂ e Reduction
Civic Building Energy Efficiency through Energy Performance Contracting	8,000
Compressed Natural Gas Garbage Fleet	570
Water and Waste Water Plants	300
Garbage Service Verification	300
Innovation (Green) Teams	4,500
Sustainable Procurement	Unavailable
CHP at Shaw and Lakewood (produces heat and power in one efficient process)	900
Landfill Gas	45,000
Recovery Park	8,200
Totals	67,770

What are the benefits of achieving the target?

- Almost all greenhouse gas reduction activities reduce utility costs (savings today) or help defer major capital costs (future savings).
- Conventional non-renewable energy is replaced with renewable sources that generate a new revenue stream for the City.
- Reducing greenhouse gases can also reduce air pollutants.
- Future legislation mandating emissions reduction is anticipated. By reducing emissions now, the City will avoid making deeper cuts in greenhouse gases in the future to comply with regulations.

What are the risks?

- The City's greenhouse gas emissions have been rising as a result of increased activity to respond to citizen expectations and growth. Future growth will contribute to more emissions as City vehicles travel greater distances.
- Saskatoon Water's waste water treatment plant expansion will result in increased electricity usage. Processes to respond to new regulations for waste water treatment could also require more electricity, thereby increasing greenhouse gas emissions.

Sustainable Growth

- **Population Growth and Rate of Change**
 - **Residential Infill Development**

Population Growth and Rate of Change

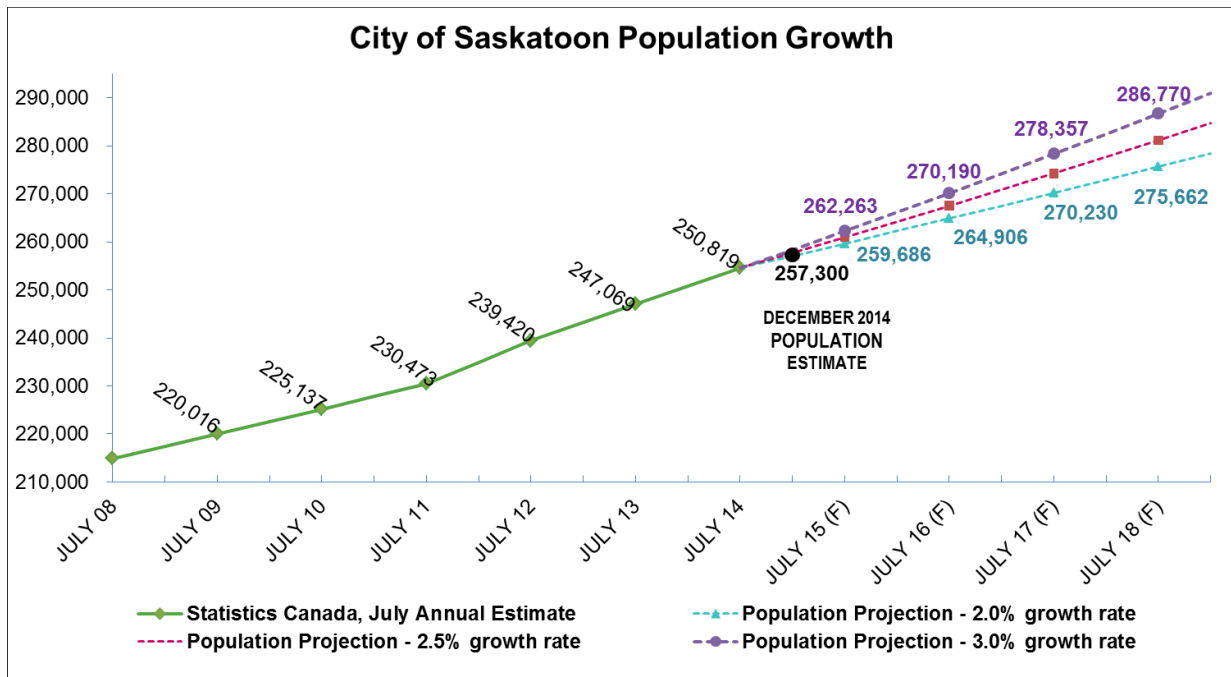
Proposed Indicators: Population growth and rate of change

Description: Population growth and growth rate are proposed as indicators of sustainable growth and community success. The overall vision of the City of Saskatoon’s *Strategic Plan 2013-2023* is to continue to grow and prosper. Population growth is necessary to provide sufficient labour for Saskatoon’s continued economic growth. Population growth also provides opportunity for other aspects of the community to grow and diversify including business, education, culture, recreation, and overall financial stability.

Population growth is a fundamental driver of the City’s business plan and budget planning process. City infrastructure investments are based on population growth. The return on those investments often depends on further growth.

How are we doing?

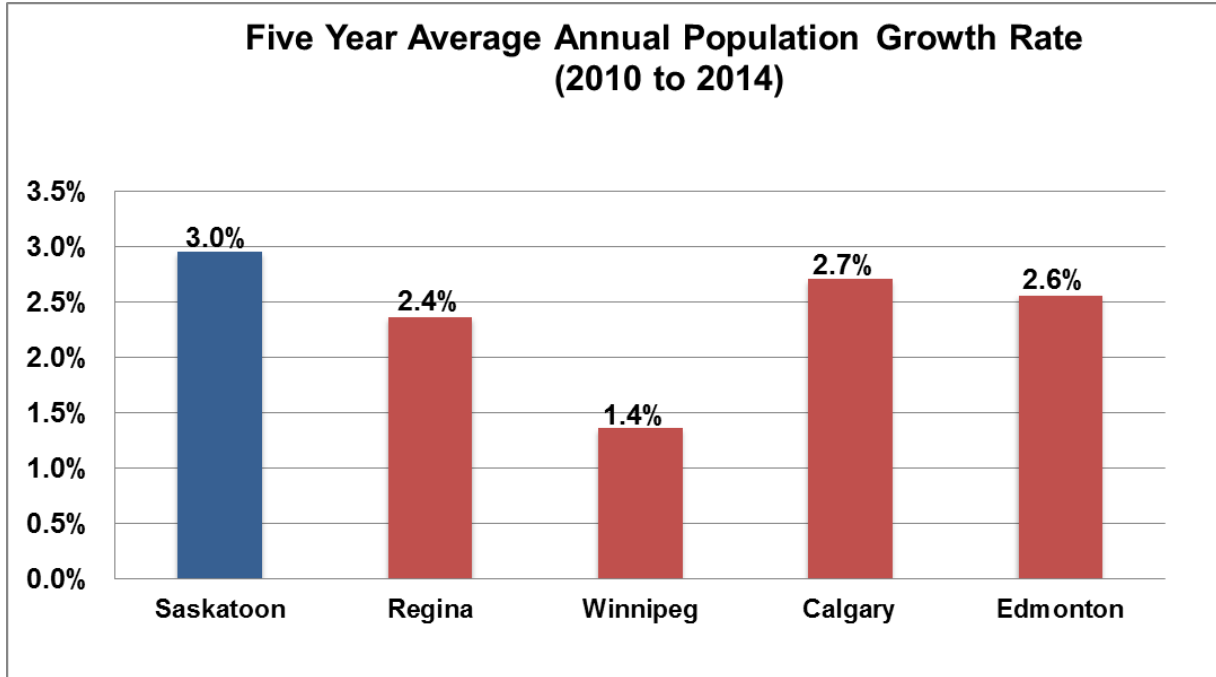
Saskatoon’s population grew by an average annual rate of 3.0% from 2010 to 2014. Referencing Statistics Canada’s February 2015 population estimates for Canadian municipalities, our annual growth rate for 2014 was 3.0%. Over the last five years, the City’s opportunities for employment, education, services, and a high quality of life attracted people from around Saskatchewan, Canada and internationally.



Source: Statistics Canada and City of Saskatoon

How are other cities doing?

Between 2010 and 2014, Saskatoon's population grew faster than other major western Canadian cities. The strength in the resource sector, particularly mining, and related employment opportunities have contributed to Saskatoon's higher growth rate.

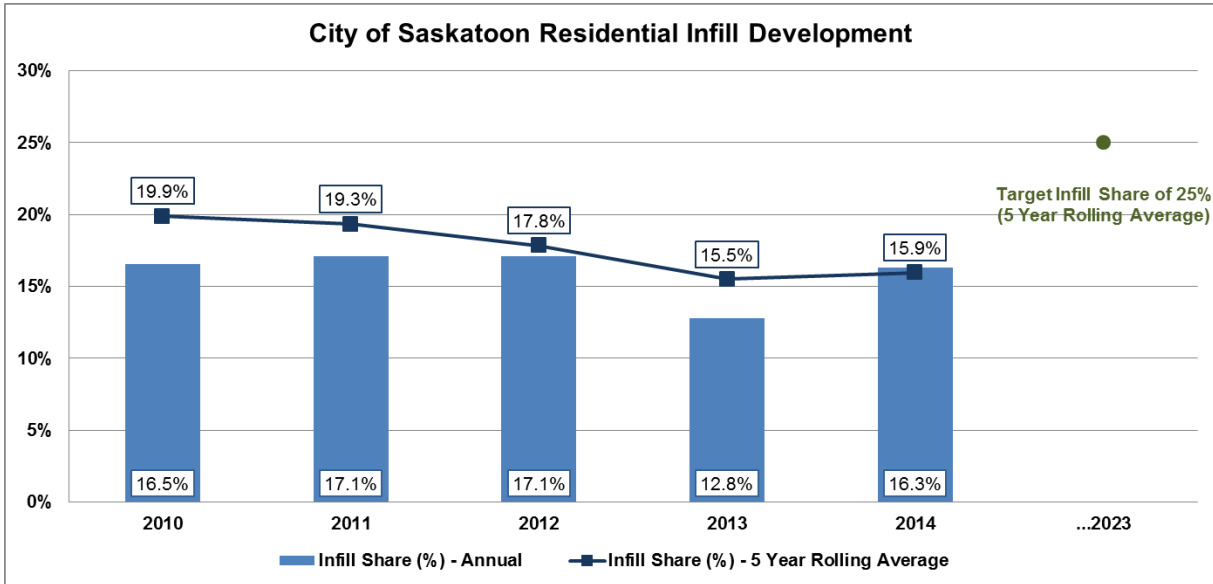


Source: Statistics Canada

The target supports the success drivers of sustainable growth, neighbourhood quality, balanced land use, multiple transportation options, and it can contribute significantly to the availability of land for development. This target supports the overall strategic direction being set by many major corporate initiatives such as the *Growth Plan to Half a Million*, *North Downtown Plan*, *City Centre Plan*, *Neighbourhood Infill Guidelines Study*, *Civic Operations Centre Plan*, *University's 2057 Plan*, and Vacant Lot Development Incentive Program.

How are we doing?

Over the past 10 years, almost 20% of total dwellings constructed in Saskatoon were infill development. The infill ratio varied from a low of 13% in 2009 and 2013 to a high of 44% in 2004.



Source: City of Saskatoon

How are other cities doing?

Many cities have infill development as a high priority to facilitate sustainable growth and have targets for new units or population living in infill neighbourhoods. Meaningful comparisons are a challenge since each city defines infill differently and uses different data for the calculations. The following benchmarks were identified:

- In Edmonton, 15.3% of new residential units were infill (downtown, mature neighbourhoods and near LRT stations) in 2013.
- In Calgary, 16% of new population lived in infill neighbourhoods between 2006 and 2014.
- In Regina, 25% of new residential units were infill and 30% of new population lived in infill neighbourhoods between 2006 and 2011.

What do we need to do to achieve this target?

- The ‘growth near major corridors’ component of the “*Growing Forward! Shaping Saskatoon*” initiative will have recommendations for infill along major corridors such as Idylwyld Drive and 8th Street and at key locations.
- With a projected build-out population of 7,650, the *North Downtown Plan* will increase infill development. However, it is currently planned to be implemented over 30 years, meaning that the impact on the infill target is unlikely to be significant within the next 10 years. The City could influence this by advancing the implementation timeframe.
- Saskatoon Land has a mandate to generate revenue for the City, primarily through development in new suburban areas. The City could alter Saskatoon Land’s mandate to include infill development. This would help achieve the target and set a strong example for private developers by demonstrating feasibility.
- The University of Saskatchewan’s *Vision 2057* plan for its endowment lands forms the single largest potential component of the City’s infill strategy. Impacts will likely be realized in the medium and long-term.
- Offsite levies are considered as “owing” on many existing sites within the City’s infill neighbourhoods. The offsite levy structure could be reviewed with a goal of encouraging infill development through, for instance, reducing or offsetting the levies, or replacing them with re-development levies to provide more direct benefits to re-development areas.

What are the benefits of achieving the target?

- Increases cost-effective and efficient transportation
- Reduces the overall cost of infrastructure
- Supports services and amenities in and near the city centre
- Enhances neighbourhood quality by the development of vacant sites and redevelopment of neglected buildings
- Adds population to support neighbourhood amenities like schools and services
- Supports City Centre population growth
- Avoids requirements to develop and service approximately 1,700 hectares (over 4,000 acres) in new suburban areas.

What are the risks?

- New buildings that do not fit with existing character or too much density in one location may detract from neighbourhood quality and raise opposition among residents, so infill policy requires sensitivity at the local level.
- In periods of high growth, there is a tendency for developers to “do what they know best” and there may be resistance to taking substantive steps to change the current suburb-focused development model to more infill development.
- A major factor in achieving the target is *Vision 2057* which is dependent on the University of Saskatchewan’s developments over the next ten years.
- Much of the required development activity is out of the City’s direct control and is dependent on continued economic success for Saskatoon and region.

Moving Around

- Transit Rides Per Capita
- Kilometres of Cycling-Specific Infrastructure
 - Transportation Choices
 - Traffic Collisions

Transit Rides Per Capita

Proposed Long-Term Target: Increase transit ridership to 62 rides per capita

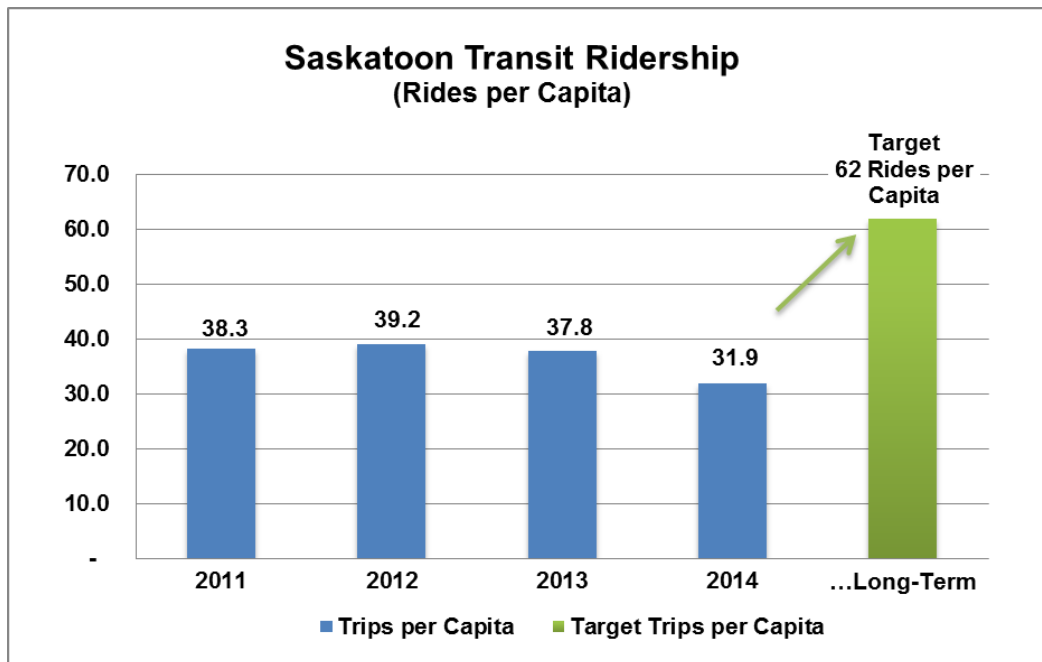
Description: The target measures our success in making our transit system a more efficient option for people to move around in Saskatoon. Achieving this target means that more people are using transit for their travel needs, thereby reducing road congestion. Higher transit use provides the movement of more people rather than more cars, particularly along key corridors.

Bus ridership will be measured using electronic pass swipes which includes transfers.

The transit target is consistent with the transit rides per capita target identified in the “*Growing Forward! Shaping Saskatoon*” strategy for a population in 30 to 40 years that is twice the size of Saskatoon’s current population.

How are we doing?

In 2011, Saskatoon Transit introduced electronic bus passes. In 2013, based on electronic pass swipes, total bus ridership was 9.4 million or 37.8 rides per capita. Approximately one quarter of Saskatoon’s ridership is transfers. In 2014, bus ridership was 8.2 million rides or 31.9 rides per capita.

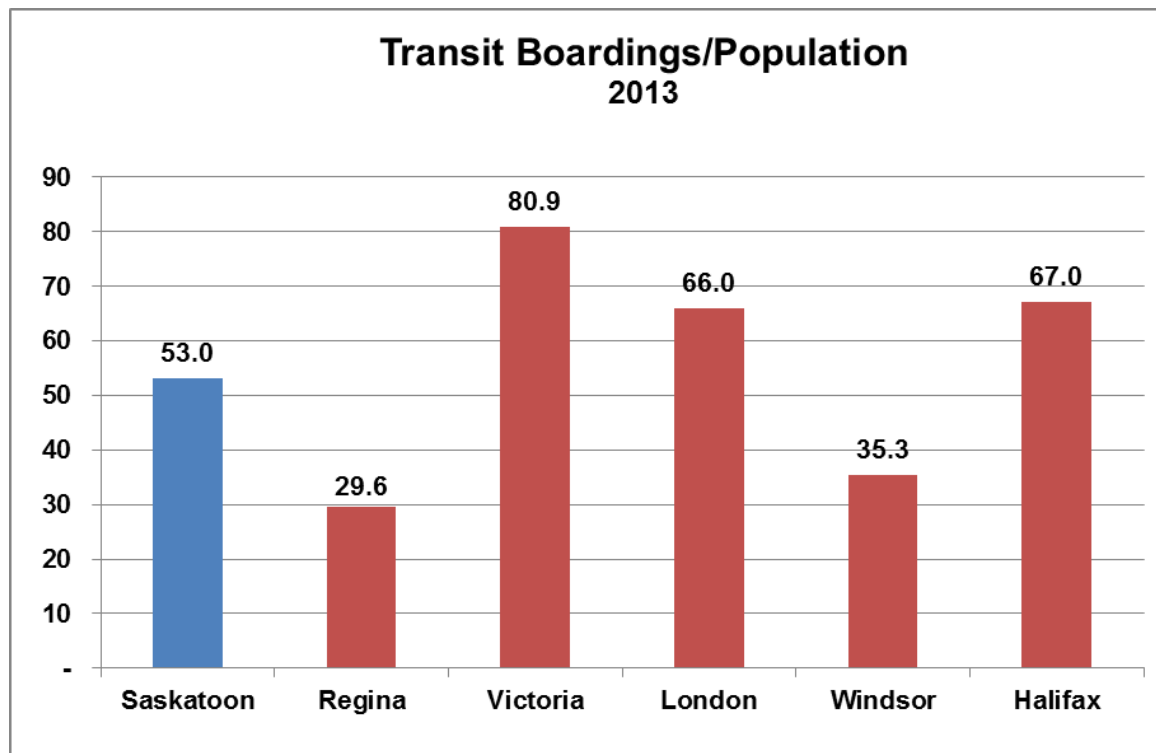


Source: City of Saskatoon Transit

How are other cities doing?

Saskatoon's transit ridership is benchmarked to cities of similar size and with similar transit systems. Based on Canadian Urban Transit Association (CUTA) data, Saskatoon has higher per capita bus ridership than Regina and has mid-range ridership relative to other medium-sized cities with similar transit systems. Saskatoon's U-Pass has resulted in a higher number of students taking transit.

Cities use different methods of defining and estimating bus ridership which makes direct comparisons challenging. Bus ridership numbers are influenced by number of transfers required to get to a destination and allowable transfer times. Transit ridership recorded by electronic swipes is lower than the calculated ridership. Populations may also be defined and estimated differently (e.g. Municipal Population versus Service Area Population).



Source: CUTA Canadian Transit Fact Book – 2013 Operating Data

Notes: The numbers in the graph include each municipality's reported "Boardings" which include transfers and "Municipal Population". Numbers would be different if "Service Area Population" were used. Saskatoon's data provided to CUTA is an "estimated calculation" which is consistent with previous years and is likely higher than actual numbers, although may be more comparable to some other cities. Regina's number is based on electronic swipes. If electronic swipes were used, Saskatoon's number would be 37.8.

What do we need to do to achieve this target?

To significantly increase ridership, transit needs to be more convenient and reliable. Increased operating and capital investments will be needed to make transit a reliable and convenient transportation alternative. In addition to making improvements in scheduling, routing and service hours, investing in the following five key areas will attract new ridership through decreasing travel time and improving the transit experience:

1. Increase bus frequency:
 - Add more direct routes (16 current limited stop express service routes) to high congestion and high ridership areas.
 - Increase bus frequency on regular routes and offer new routes as the city grows.
2. Improve reliability and on-time performance:
 - Implement Intelligent Transit System (ITS) providing improved efficiency through more detailed route analysis. ITS will allow fleet resources to be appropriately focused on problematic areas so that schedules are more closely adhered to, ultimately increasing the reliability of the service.
 - Decrease average fleet age from 14 years to 9 years through the purchase of new buses. This will reduce downtime due to major maintenance requirements.
 - Decrease the bus/mechanic ratio from 15:1 to approximately 7:1 through hiring more mechanics.
3. Enhance comfort:
 - Provide cleaner buses and shelters to offer a more comfortable, enjoyable ride.
 - Convert high volume shelters to heated shelters.
 - Install shelters in more locations.
4. Improve customer service:
 - Provide more customer focused training to build customer-centered service skills.
 - Increase the quantity and quality of the information that customers receive. By dedicating staff to this area, Transit will be able to communicate up-to-date information through multiple communication channels (Transit's website, social media, and public service announcements).
5. Implement Bus Rapid Transit (BRT)
 - Develop a Bus Rapid Transit (BRT) plan to implement rapid transit corridors throughout Saskatoon, increasing frequency, reliability and commuting options.

What are the benefits of achieving the target?

- Fewer private vehicles on the road results in lower greenhouse gas emissions, a decrease in congestion, and a healthier environment.
- An easier commute means a higher quality of life for Saskatoon citizens.

What are the risks?

- The greatest barriers to encouraging new ridership are time, convenience and reliability. As congestion increases, the ability to commute by personal vehicle will become more difficult and public transportation will become a more attractive option. With funding allocations going to decrease congestion, Saskatoon Transit's current services will be a less attractive option than driving.
- A primary risk to achieving this target is insufficient funding invested to make transit a more attractive transportation option. Higher frequencies, newer buses and a more comfortable commute require increases in both capital and operating budgets.

Kilometres of Cycling-Specific Infrastructure

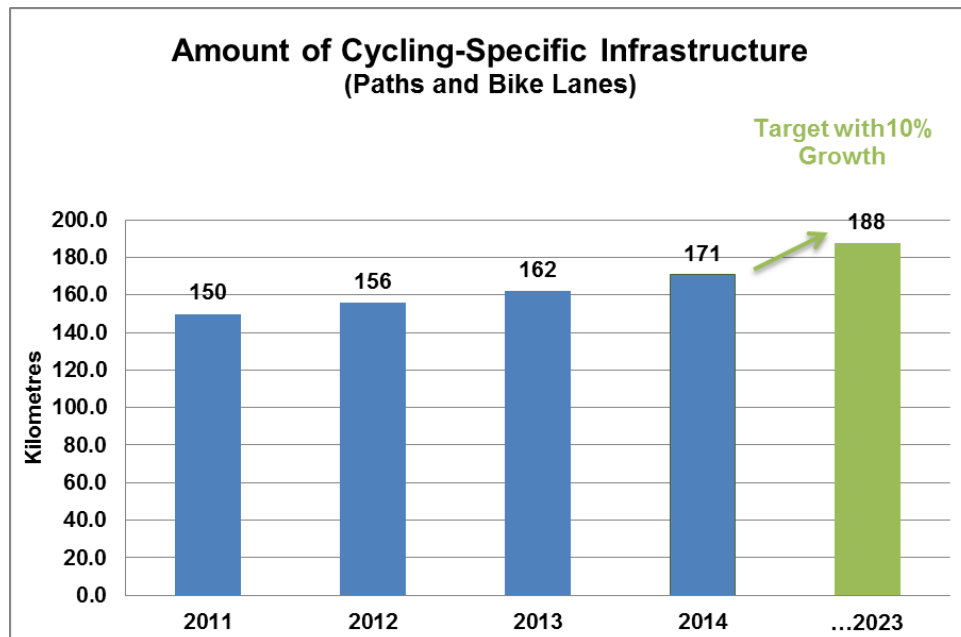
Proposed 10-Year Target: Increase the amount of cycling-specific infrastructure by 10%

Description: The proposed target measures the City’s success in making it easier for cyclists to move around. Cycling-specific infrastructure includes the following:

- Cycle track: A raised cycle track that is the same level as the adjacent sidewalk
- Bike boulevard: A street that gives priority to cyclists (Example: 23rd Street from Idylwyld Drive to Vancouver Avenue)
- Paved off-road multi-use trail: Multi-user or shared pathway (Example: Meewasin Valley Authority Trail or 33rd Street Multi-Use Pathway)
- Walkway or park path: Paths in parks
- Gravel or crushed dust off-road multi-use trail: (Example: Gravel trail connecting Glenwood Avenue to Cardinal Place near Airport Business Area)
- On-road bike lane: An exclusive bike lane for cyclists only (Example: 4th Avenue)

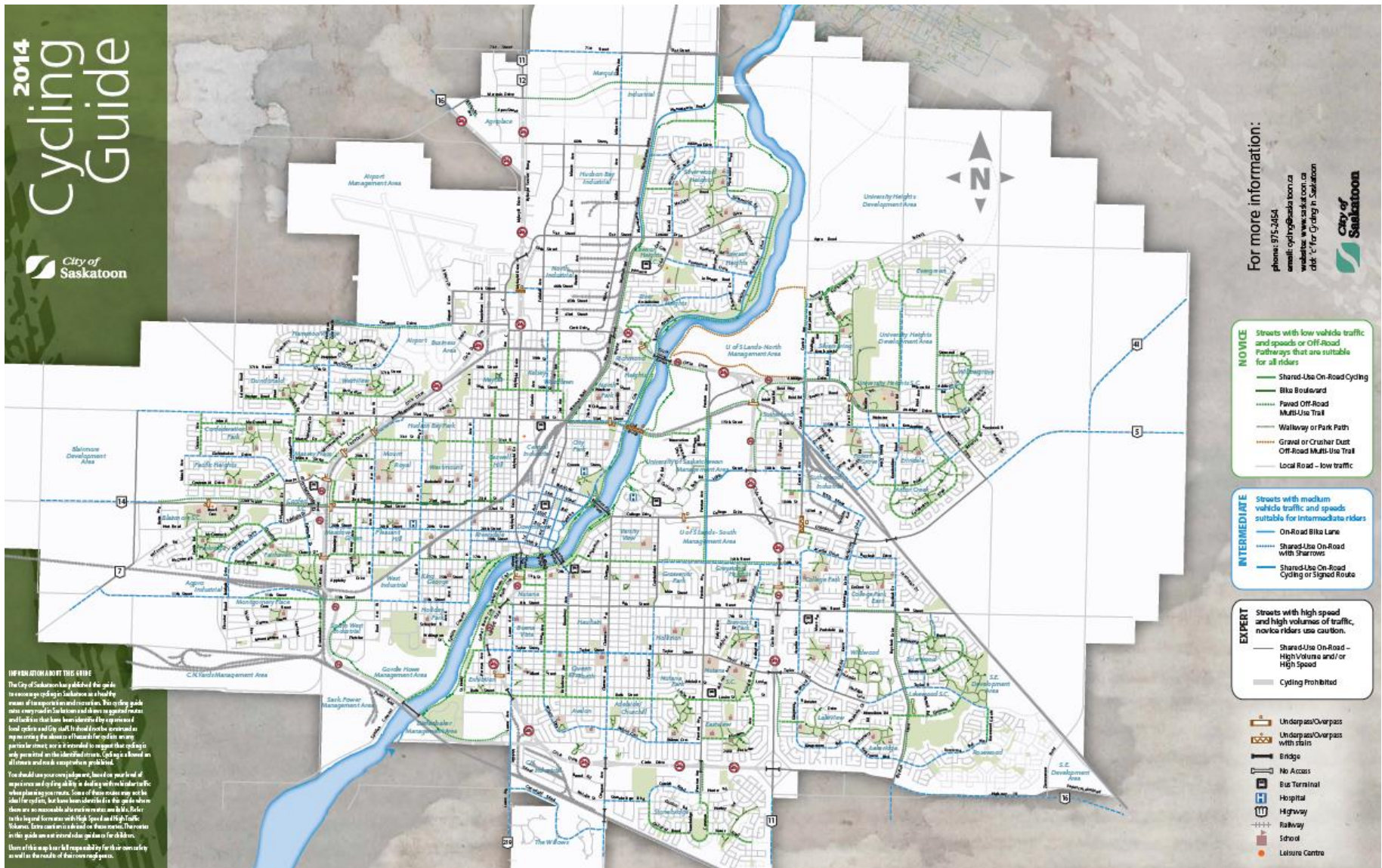
In 2014, cycling infrastructure in Saskatoon was inventoried and classified (see map on next page). Saskatoon has a total of 1,194 km of cycling facilities of which 80% are suitable for novice cyclists, 12% for intermediate cycling skills, and the remaining 8% are suitable only for expert cyclists (high volume roads). A 10% increase is approximately 1.7 km of additional cycling infrastructure annually using the new 2014 inventory as the baseline.

How are we doing?



In 2014, Saskatoon added a new cycle track and designated more sidewalks and pathways as multi-use pathways for a total of 170.6 km of cycling-specific infrastructure.

Source: City of Saskatoon



The Cycle Track and multi-use pathways that were constructed or designated in late 2014 are not shown on the map.

What do we need to do to achieve this target?

- A new growth plan is needed to prioritize cycling infrastructure projects and programs to make cycling a more accessible transportation option for more people.
- Costs for new cycling-friendly paths range from \$500K per km in unconstrained locations to \$3M per km in fully developed urban locations.

What are the benefits of achieving the target?

- Many residents use their bicycle for their daily transportation needs. Cycling initiatives are intended to increase the ability of Saskatoonian's to use their bicycles as an alternative to automobiles.
- Increasing accessible cycling infrastructure will provide more opportunities for people to use their bicycles for recreation purposes.
- Cycling has a positive impact on reducing energy consumption and greenhouse gas production.

What are the risks?

- The historical level of investment for cycling infrastructure will not be sufficient to meet these targets. If a funding plan is not approved, the target will not be met.
- Efforts to create more cycling infrastructure through converting parking stalls or driving lanes to cycling lanes may be opposed by other road users.

Transportation Choices

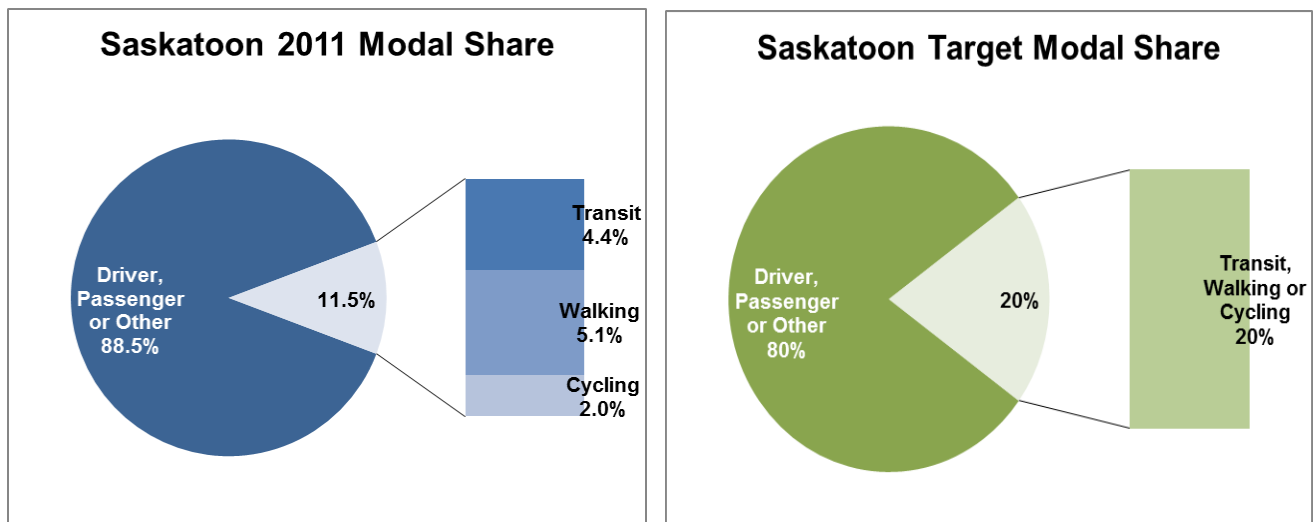
Proposed Long-Term Target: 20% of people use cycling, walking or transit to get to work

Description: The proposed target measures our success in significantly increasing the proportion of transit users and cyclists and decreasing the proportion of people who drive to work.

The target uses census data from the *National Household Survey* and reflects only trips to work. The Transportation Division will work towards providing an alternative indicator to estimate what mode of transportation people use to cross the river.

How are we doing?

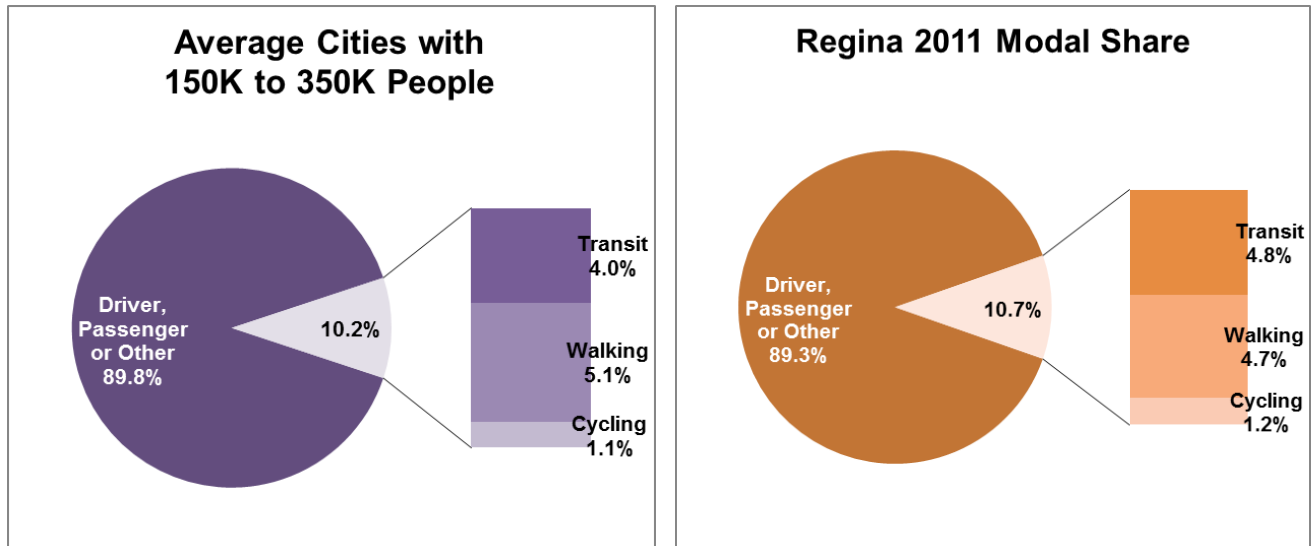
In 2011, approximately 11.5% of Saskatoon residents used cycling, walking or transit to get to work.



Source: Statistics Canada, 2011 National Household Survey

How are other cities doing?

An average of 10.2% of people in cities with a population of 150,000 to 350,000 used cycling, walking or transit to get to work in 2011. More people in Saskatoon cycle or take transit to work than the average in other mid-size cities.



Source: Statistics Canada, 2011 Census, National Household Survey

What do we need to do to achieve this target?

- Achieving this type of change will require priority for transit infrastructure investments including development of rapid transit corridors.
- Increased investments are needed to make cycling a more accessible transportation option for more people.

What are the benefits of achieving the target?

Fewer people driving and more people cycling, walking and taking transit to work have many benefits for the community:

- Less energy consumption and greenhouse gas production
- Less road congestion
- Reduced need and costs for road and bridge infrastructure
- Healthier people
- More cost-effective transit system

What are the risks?

- People like the flexibility, convenience and time savings driving to work offers. More people will drive to work if sufficient investments are not made to make transit and cycling more attractive transportation options.

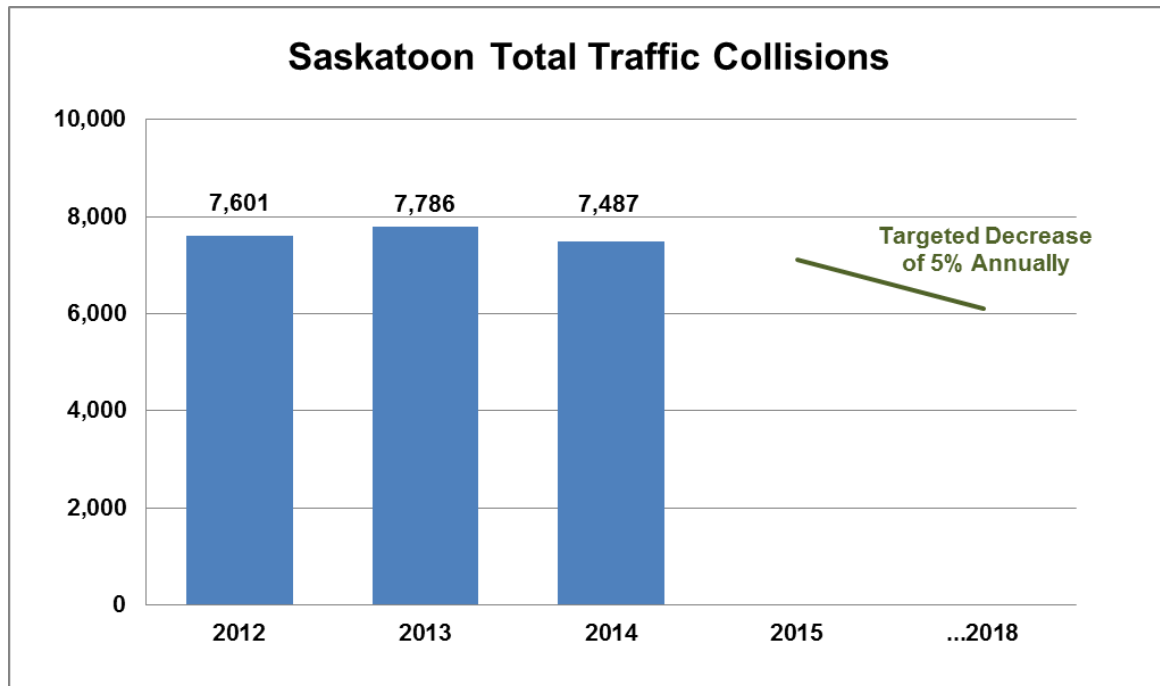
Traffic Collisions

Proposed 5-Year Target: Decrease traffic collisions by 5% annually

Description: Decreasing traffic collisions indicates success in increasing public safety on our streets.

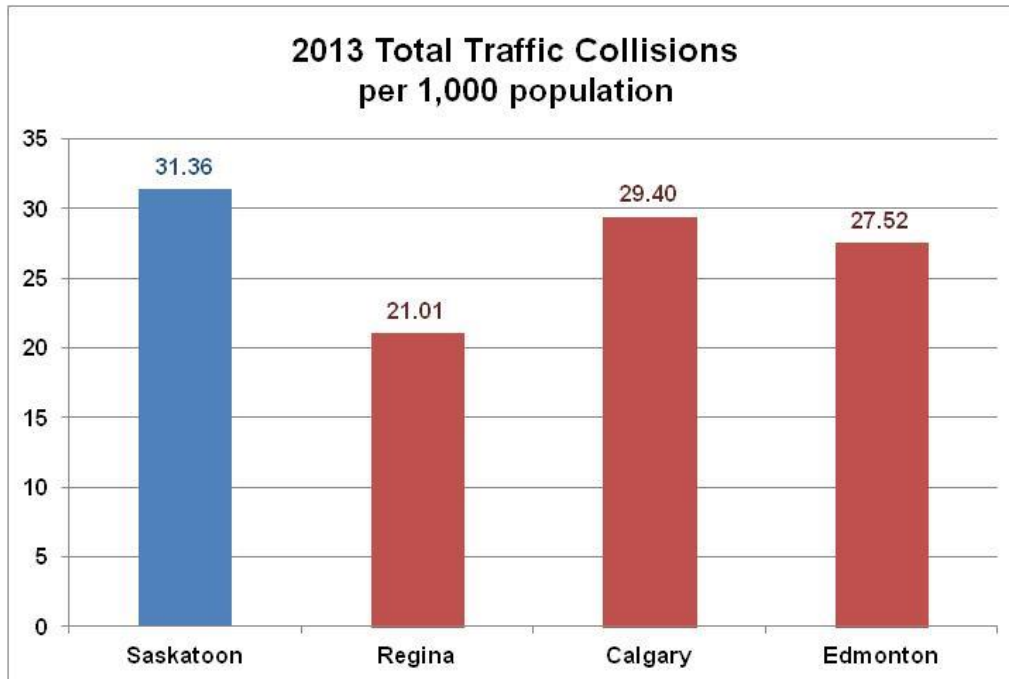
How are we doing?

In 2014, the number of traffic collisions in Saskatoon decreased by 3.8% to 7,487 which was the lowest level in three years.



Source: Saskatoon Police Service

How are other cities doing?



Traffic collisions in Saskatoon are higher than in other Western cities.

Source: Saskatoon Police Service

What do we need to do to achieve this target?

Saskatoon Police Service is working to reduce traffic accidents as one of four priority areas in their *2015–2019 Business Plan* to create a safe and secure community. The addition of a new integrated traffic section with the RCMP, funded by SGI, will enforce traffic laws and reduce accidents.

The City of Saskatoon's 2014 *Traffic Safety Action Plan (TSAP)* will focus on reducing accidents associated with the following:

- Aggressive driving
- Distracted driving
- Impaired driving
- Intersections
- Older drivers
- Young drivers
- Vulnerable road users (e.g. pedestrians, bikers)

What are the benefits of achieving the target?

A reduction in vehicle collisions means

- Fewer fatalities and injuries
- Less property damage
- Smoother traffic flow
- Increased productivity (less time off for injuries and dealing with damaged vehicles)

The TSAP identified the direct cost of collisions to be \$57.52 million per year and societal costs to be \$261.2 million per year in Saskatoon. A 5% reduction in collisions means a \$2.9 million savings in direct costs and a \$13.1 million savings in societal costs.

What are the risks?

- Unusually bad weather conditions increase traffic collisions.
- More vehicles and road infrastructure congestion increase traffic violations and collisions.

Economic Diversity and Prosperity

- Amount and Value of Building Activities
 - Business Growth
- Supply of Residential and Industrial Land

Amount and Value of Building Activities

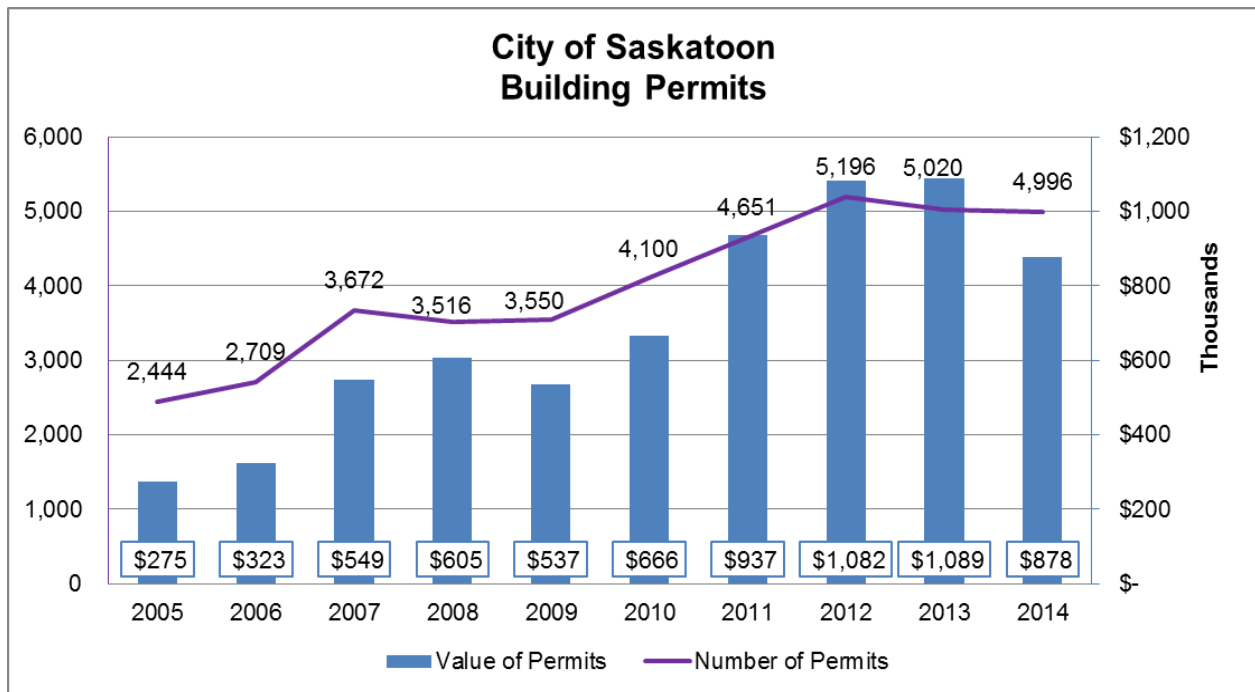
Proposed Indicators: Number and value of building permits

Description: The number and value of building permits are indicators of economic growth and prosperity. They are often used in understanding trends in the local business cycle and can assist in predicting future real estate supply levels. Investment and construction activity are influenced by a business environment with competitive taxes, quality infrastructure, and policies encouraging growth.

Saskatoon’s higher than average construction activity signifies investor confidence in our economy. Higher construction levels also reflect Saskatoon’s significant population growth. Building activity has created well-paying employment opportunities in the construction industry and in businesses that support the industry, contributing to higher quality of life.

How are we doing?

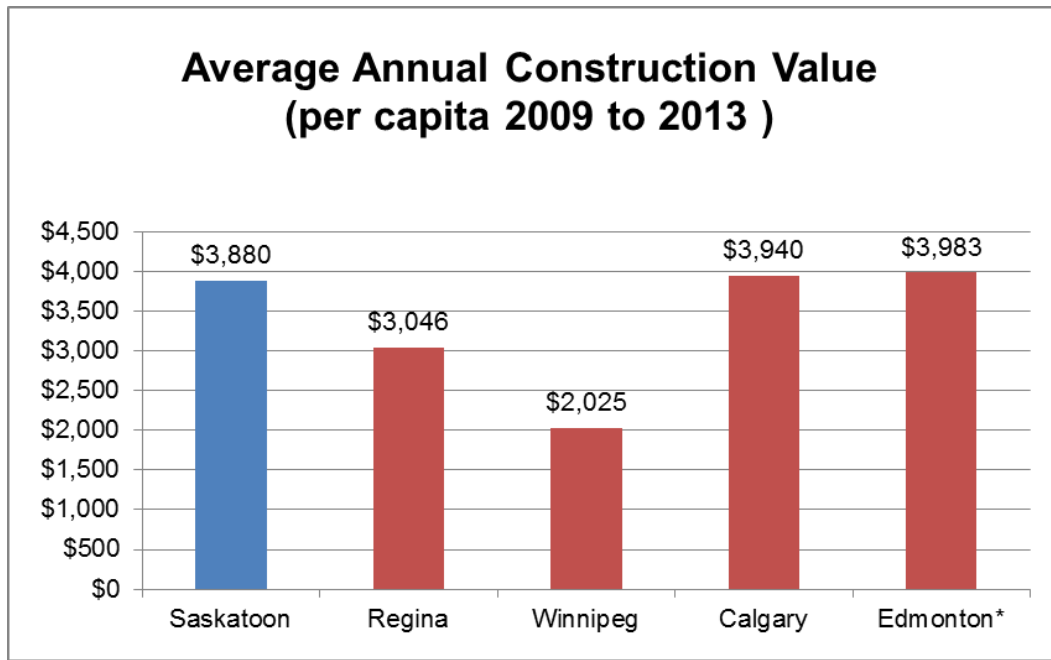
The number of building permits issued by the City of Saskatoon has doubled in the last ten years and the value increased more than three times. In 2012 and 2013, the City issued over 5,000 building permits with over \$1 billion in annual construction value. In 2014, the number of permits decreased slightly and the value decreased by 19.3%.



Source: City of Saskatoon

How are other cities doing?

Between 2009 and 2013, Saskatoon's \$3,880 per capita average annual construction was close to the average in Edmonton and Calgary and significantly more than in Regina and Winnipeg.



Sources: City of Saskatoon, Statistics Canada's 2011 Census.

*Edmonton construction value is average of four years (2010 to 2013).

What are the risks?

- The number and value of building permits are influenced by local economic factors, world commodity prices, population growth, and changes in interest rates.

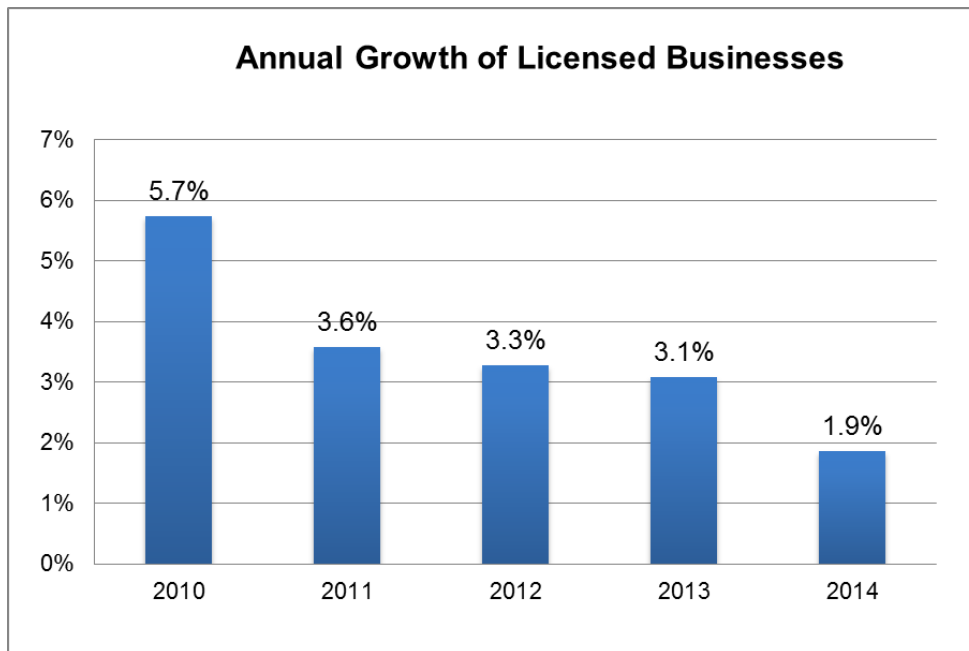
Business Growth

Proposed Indicator: Business Growth

Description: “Business Growth” as measured by the increase in the number of business licenses issued by the City of Saskatoon is proposed as an indicator of the City’s Economic Diversity and Prosperity. The City of Saskatoon Business License Bylaw requires all businesses to obtain a license prior to operating.

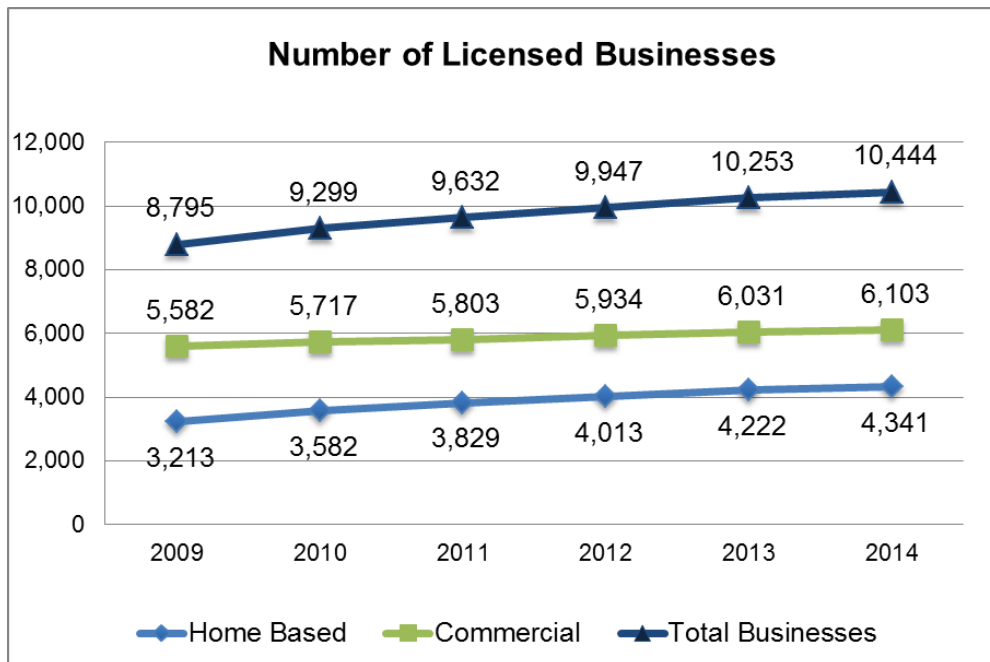
How are we doing?

In 2014, the total number of businesses increased by 1.9% compared to 2013 and by 19% in total over the last five years. In 2014, the City of Saskatoon had 10,444 licensed businesses, including 6,103 commercial businesses and 4,341 home-based businesses.



Source: City of Saskatoon

Home-based businesses accounted for 119 of the 191 increase in total business licenses in 2014. Services-producing businesses account for 77% and goods-producing businesses account for 23% of licensed businesses.



Source: City of Saskatoon

How are other cities doing?

Edmonton is the only other benchmark western Canadian city that requires business licenses for all active businesses. From 2013 to 2014, Edmonton had a 5.9% increase in business licenses to 29,980 in total. Regina, Winnipeg, and Calgary only require licenses for businesses operating in a few specific sectors.

Supply of Residential and Industrial Land

Proposed 10-Year Targets:

- A one-year inventory of land for single family units
- A two-year inventory of land for multi-family units
- A two-year inventory of industrial land

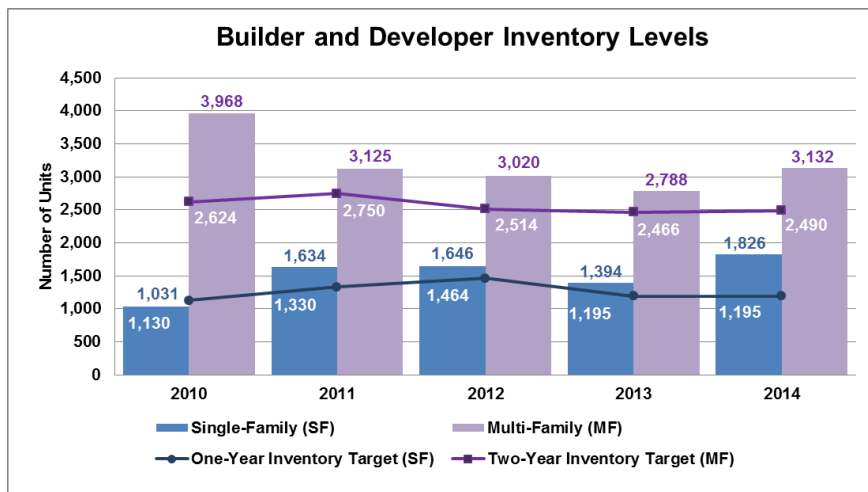
Description: The targets will measure success in maintaining an adequate supply of serviced land to meet building demand.

The target for single family lots is equivalent to a one-year supply held by Saskatoon Land and private-sector home builders and developers. In setting yearly servicing goals for single family lots, the City aims to have enough land completely serviced by year-end to satisfy the City's share of market demand in the next year. The target for serviced land for multi-family units accommodates a two-year demand. A multi-family project typically requires a longer time to design and construct.

The target for industrial serviced land supports two years of demand for industrial building. The inventory target provides a healthy supply of land to accommodate business and employment growth.

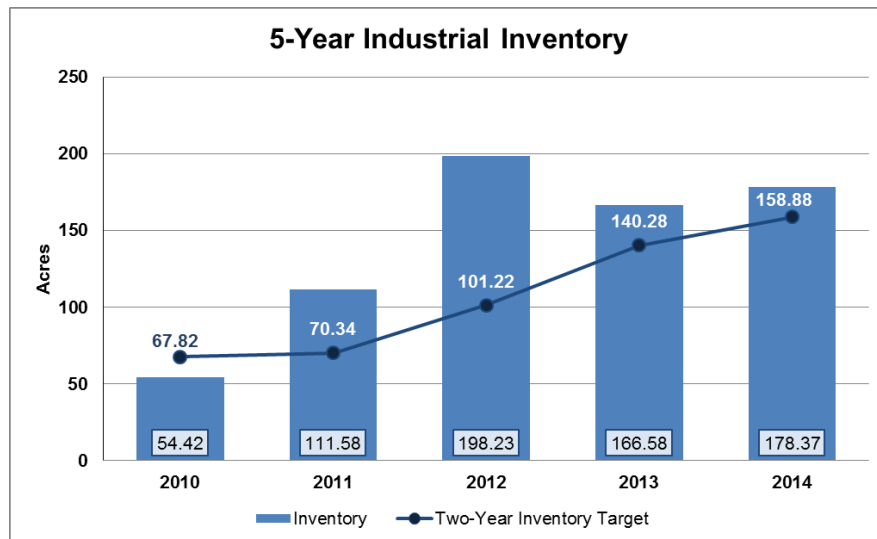
The annual target for serviced residential land is based on past building permits, projected population growth and projected demand for single family lots and multi-units in the upcoming year. The annual target for industrial land is based on the average of the previous five years of industrial land sales by Saskatoon Land.

How are we doing?



The supply of land for single and multi-unit residential housing has met or exceeded targets over the last four years.

Source: City of Saskatoon



The supply of land for industrial development has met or exceeded targets over the last four years.

Source: City of Saskatoon

What do we need to do to achieve this target?

Over the next three years, Saskatoon developers are planning to service enough land to accommodate over 12,000 dwelling units. Actual servicing levels will vary depending on contractor performance, weather, and market conditions.

Land Use	2015	2016	2017	Total
Single Family	1,970	2,098	1,866	5,934
Multi-family	2,329	1,684	2,388	6,401
Total	4,299	3,782	4,254	12,335

Investment required by the City and private land developers to achieve the targets is not measured. The City's investment required to meet inventory targets is quantified in the annual Land Development Capital Budget. Over the past three years the City's annual land development capital budget has increased from \$70.73 million to over \$170 million.

What are the benefits of achieving the target?

- Meeting the inventory target for residential land supply ensures there is a sufficient amount of serviced lots to accommodate demand for housing in the Saskatoon market.
- The one-year supply of single family and two-year supply of multi-family land ensures a balanced market exists that is not subject to significant price swings due to land shortage or oversupply.
- Measuring inventory levels to ensure the targets are being met informs investment decisions and ensures carrying costs are not unreasonably high.

What are the risks?

- Due to the significant capital expenditure land development has inherent risk. In achieving the target inventory levels, changing market conditions that are beyond the City's control can have significant impacts on achieving the targets.
- Above average precipitation and contractor performance can have a significant impact on the City's ability to influence the target.
- Much of the risk in achieving the target arises from the dependence on the investment decisions of private developers. As a land developer the City strives to achieve the above noted targets, however it is the land development industry as a whole that ultimately achieves the set inventory goals.

The 2016 Business Plan and Budget Process

[1] Introduction

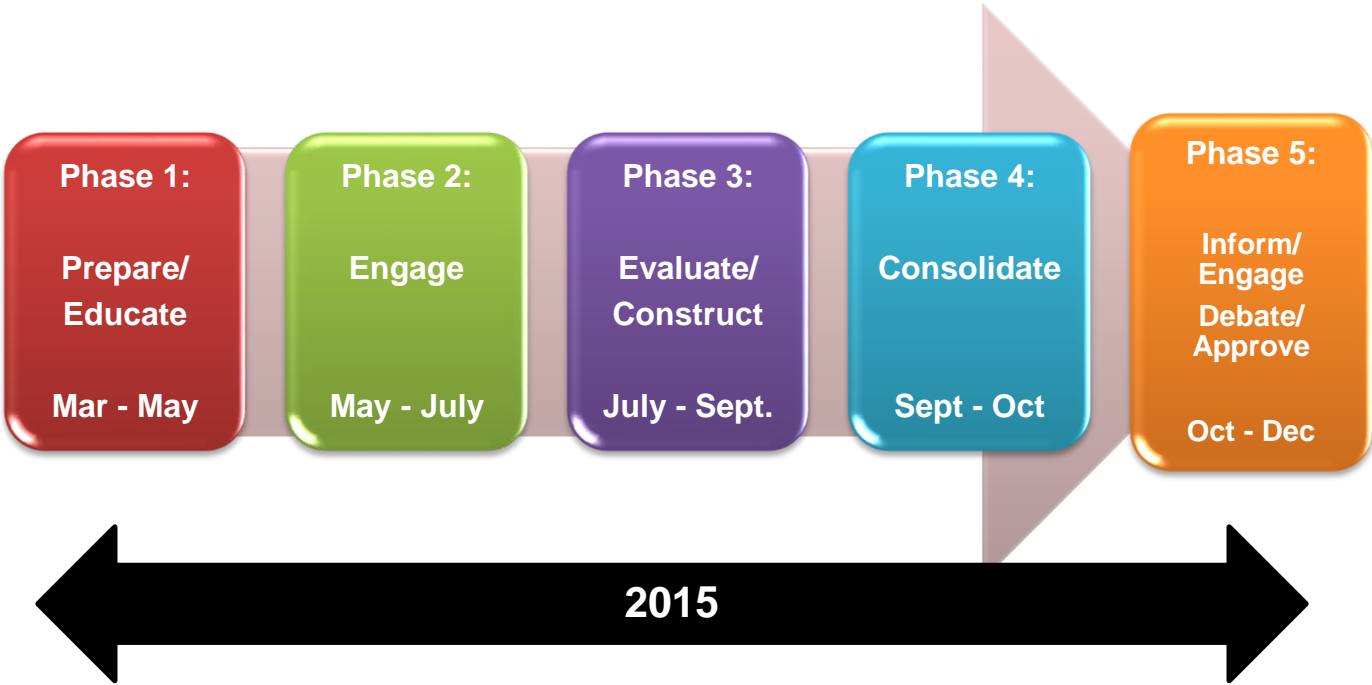
In February 2015, the City of Saskatoon created an administrative committee to manage the 2016 Business Plan and Budget process, called the Business Plan and Budget Coordination Committee. The primary objective of the internal committee is to lead and coordinate the entire process. The committee reports directly to the City’s Leadership Team, and through the City Manager to Executive Committee. The process includes various phases that will focus on different elements of the business planning and budgeting process.

[2] Components/ Phases

Figure 1 illustrates the five phases or components of the 2016 Business Plan and Budget process. Although the phases are distinct and each one will have a primary focus during different months of the year, there will be some overlap. For example, engagement will be included during each phase, but it will receive greater emphasis in Phases 2 and 5. Education will also figure prominently in all phases but will receive special emphasis in Phase 1.

FIGURE 1:

Phases of the Business Plan and Budget Process



Phase 1: Prepare/Educate

- This phase is currently underway and includes the preparation of background information, research of fiscal issues and service changes, and the development of public education and engagement tools.
- This phase also includes an economic outlook to get a sense of the economic climate facing Saskatoon in 2015 and 2016.
- This phase also includes the launch of the new budget process.

Phase 2: Engage

- This phase is where the engagement process begins. It will include the use of broad engagement tools (e.g., Civic Services Survey, and a digital survey) to get the community's input on general issues related to the 2016 Business Plan and Budget.
- This phase would also include the opportunity for Council to have direct input from citizens.

Phase 3: Evaluate & Construct

- During this phase, Administration would evaluate and utilize public feedback to help construct the 2016 Business Plan and Budget.

Phase 4: Consolidate

- During this phase, the Administration will work to consolidate all budget inputs and finalize the 2016 Business Plan and Budget.
- This phase will also include the development of interactive public engagement tools.

Phase 5: Inform/Engage, Debate/Approve

- During this phase, the public will have the opportunity to provide input on the proposed 2016 Business Plan and Budget. Administration will table the proposed Business Plan and Budget at the October 19, 2015, Executive Committee meeting, which will be six weeks prior to Council deliberations.
- This phase also includes Council's deliberations on the 2016 Business Plan and Budget and will include any adjustments that Council makes to the Business Plan and Budget.

[3] Deliverables:

The Business Plan and Budget Coordination Committee will work with internal departments and external stakeholders to deliver the following information:

- ❖ Coordination of Council Priorities
- ❖ Performance Measures and Targets
- ❖ Economic Outlook
- ❖ Budget Supporting Documents (fiscal trends, input factors, etc.)
- ❖ Public Engagement Products and Tools
- ❖ General Business Plan and Budget Presentation
- ❖ Complete Budget Documents

[4] Next Steps:

The immediate next steps for the 2016 Business Plan and Budget are as follows:

April 20, 2015: Process Launch with Executive Committee;

April 27, 2015: Council considers Priorities, Performance Measures and Budget Process;

May 4, 2015: Proposed Performance Measures News Conference and unveiling of an interactive site;

May 11, 2015: Civic Services Survey and launch of additional engagement tools;

June 15, 2015: Proposed Public Engagement with Executive Committee on 2016 Business Plan and Budget.

Additional milestones and decision points will be communicated to Executive Committee and the public once the information and timelines are confirmed.



Performance Measures for Our 2013-2023 Strategic Plan Community Engagement Summary

Project Description

Following community-wide consultations, the City of Saskatoon created a 10-year Strategic Plan focused on 7 strategic goals. Performance targets will be set to help focus resources and to monitor our progress in achieving the goals.

Engagement Strategy and Outcomes

A communication and engagement strategy was implemented to increase awareness about proposed performance measures and to seek feedback about the measures for consideration by City Council prior to approval.

Citizens, stakeholders, and employees were invited to learn more about proposed measures and provide input through a short survey, a more detailed survey, e-mail, and/or consultation meetings. Email messages were sent to over 200 community and business leaders inviting them to forward the information about the proposed targets to their networks and to provide feedback. They were invited to contact the City for additional information or to have a City representative meet with their group. A meeting was held with 44 environmental stakeholders on March 30, 2015.

Staff conducted intercept surveys at the following 10 City facilities between March 13 and March 20, 2015 inviting citizens to complete the short survey there or to go on-line to complete the detailed survey, whichever they preferred:

- Lakewood Civic Centre/Cliff Wright Library
- Cosmo Civic Centre/Carlyle King Library
- Lawson Civic Centre/Rusty McDonald Library
- Harry Bailey Aquatic Centre
- Field House
- Shaw Centre
- The Library on 20th Street
- Mayfair Library
- Francis Morrison Library
- City Hall



Summary of Community Engagement Feedback

A front page article in the February 24, 2015 *Star Phoenix* featured the proposed targets and three subsequent articles or letters referenced the targets. General support was expressed for the setting of targets but views were also expressed that it was important that the City follow through with actions to support the targets.

Over 420 surveys were completed including:

- 343 short surveys
- 81 detailed surveys

Respondents of the detailed surveys indicated they were in the following categories:

- 47% City of Saskatoon employees
- 15% business or community organization representatives
- 38% citizens

The survey results are not a statistical representation of views of all Saskatoon citizens. Because the surveys are not random, the results are likely to more strongly reflect views of respondents with interests in certain issues. A total of 187 (55%) of the short survey responses were from intercept surveys at City of Saskatoon facilities.

General Comments:

The consultations provided a wide variety of views held by Saskatoon citizens, stakeholders and City employees. The following are general comments made by survey respondents:

- Opposing views were expressed for most of the targets with some people wanting higher more ambitious targets and some saying that the targets were too high or not realistic.
- Many comments focused on the need for action, with many recommendations for improving or changing various City services rather than commenting on specific targets (e.g. lowering prices for civic recreation centers, improving bus service).
- Concerns were expressed about the costs and measures that the City might take to meet the targets (e.g. landfill, bike lanes).
- Some people said that targets that the city has little influence on shouldn't be targets.
- Questions were asked about what some targets meant and how they were determined, particularly those expressed as per capita (e.g. Debt per capita, "B Service Level").
- Some comments emphasized the importance of transparency when reporting progress.
- Many suggestions were made for other areas that people would like to see targets set.



Importance of Targets

The short survey asked how important each measure was.

“Relatively High Importance” measures include the following:

- Improving condition of bridges, roads, sidewalks, water, and sewer infrastructure
- Decrease in crime rates
- Response time to fire calls
- Citizen perceptions of quality of life in Saskatoon
- Decrease in waste going to our landfill
- Citizen satisfaction with civic services
- Decrease in traffic collisions

“Relatively Low Importance” measures include the following:

- Retail space per capita
- Amount of land available for new homes and businesses
- Population growth
- Increased diversity of the City of Saskatoon's workforce
- Increase in housing density in established neighbourhoods
- Building activity

Agreement with Targets

The detailed survey asked if people agreed or disagreed with the targets and why. Although the results are not statistically representative, the results provide a pulse of viewpoints and identify areas of likely contention. The targets that had relatively high agreement include the following:

- Respond to fire calls within six minutes and 20 seconds
- Divert 70% of waste from the Saskatoon landfill
- Decrease the crime rates by 5% annually over previous five-year average
- Reduce the City of Saskatoon's GHG emissions by 30% from 2006 levels

The targets that had relatively high disagreement include the following:

- Annual municipal property tax increase equal to or less than Municipal Price Index (MPI)
- The City of Saskatoon's workforce represents the diversity of Saskatoon's population
- Maximum long-term tax-supported debt per capita of \$1,750
- Increase the amount of cycling-specific infrastructure by 10%



Summary of Comments for Proposed Measures

The following provides a summary of feedback received through the communication and engagement strategy for each of the proposed measures.

Overall Satisfaction with Civic Services (Indicator)

- *High Importance*
- Support was expressed for setting targets for satisfaction with basic City services that are important to citizens.

Workforce Diversity

- *Low Importance, Relatively High Disagreement*
- Most comments reflected the view that hiring decisions should be based on who is most qualified for the job while others expressed support for a more diverse workforce.

Frequency of Lost Time Injuries

- *Medium Importance, Medium Agreement*
- Comments reflected the views that while safety is important to focus on, zero was not realistic and a caution that a zero target could result in cover-ups of injuries that occur.

Municipal Property Tax per Capita (Indicator)

- *Medium Importance*
- Indicator with no comments

Municipal Property Tax as a Percentage of Total Revenues (Indicator)

- *Medium Importance*
- Indicator with no comments

Annual Municipal Property Tax Increase

- *Medium Importance, Relatively High Disagreement*
- Many respondents commented that greater tax increases are needed to pay for better services and infrastructure while others indicated that the City should focus on efficiencies rather than increase taxes. Some people, including the Saskatoon Chamber of Commerce and a Canadian Taxpayers Federation representative who was quoted in a February 25, 2015 *Star Phoenix* article, suggested that the Consumer Price Index be used as the target.



Maximum Long-Term Tax-Supported Debt per Capita

- *Medium Importance, Relatively High Disagreement*
- Most comments expressed the view that the level was too high and some commented that the City was spending too much on new buildings and infrastructure and needs to slow down. Another view is that debt should be taken on as needed to support growth but should not be unrestrained. About one in four people said they were uncertain as to what the average debt level should be.

Key Civic Infrastructure Status

- *High Importance, Medium Agreement*
- Several people said that they didn't know what a B Service Level means. Some respondents indicated that the target should be an "A" service level. Respondents said that more emphasis is needed on preventative maintenance and consideration of the impact of new subdivisions on infrastructure maintenance costs.

Perceived Quality of Life (Indicator)

- *High Importance*
- Some respondents suggested that quality of life or well-being targets be set.

Number of New Attainable Housing Units

- *Medium Importance, Medium Agreement*
- Respondents expressed opposing views on the target with some saying a more aggressive target is needed and housing needs to be more affordable. Others said the target is too high or that the City should not be in the housing business especially with recent changes in supply and demand.

Vacancy Rates for Rental Housing

- *Medium Importance, Medium Agreement*
- Some respondents indicated they would like to see higher vacancy rates. Other people said that the market should determine vacancy rates as the City has very little impact on vacancy rates. Some people indicated support for rent control.

Participation Rates for City Recreation and Cultural Facilities

- *Medium Importance, Medium Agreement*
- People are generally supportive of increasing participation at city facilities with several comments focusing on the high cost and the need to keep rates affordable. Some respondents indicated that the target is difficult to understand or that it doesn't adequately capture the number of people participating in recreation and culture through other theaters, art galleries, museums, community associations, or public parks.



Crime Rates

- *High Importance, Relatively High Agreement*
- Although most people agreed with the targets, several people said that it was not achievable, especially given the influx of people to the City. Comments were made on the need to focus on mental health and poverty reduction to prevent crime.

Fire Response Time

- *High Importance, Relatively High Agreement*
- Comments were generally supportive of the target and the existing service provided. Only one person said that the time should be faster and one said that we need to meet the needs of all areas of the city.

Waste Diverted From the Landfill

- *High Importance, Relatively High Agreement*
- Comments were generally in agreement with the target and included support for a composting program for organics including food waste, increased recycling for businesses and the City, more blue-bin pick-ups and increased awareness of what can be recycled. Opposing views include skepticism that the target can be met, concerns that the costs are not being considered, and lack of viable alternatives or markets (e.g. few options for recycling glass).

Reduction of Greenhouse Gas Emissions

- *Medium Importance, Relatively High Agreement*
- Although most people agreed with the target, strong opposing views also were expressed. On one side people said it was the most important target for the City to be taking action on and it should be higher. On the other side some people said it was not realistic given the need to respond to the City's growth and noted how much GHG emissions have increased since 2006. Some said they would like to see realistic incremental targets with a plan to meet them. The target was perceived by some to be for the city as a whole and the need to reduce the number of cars on the roads was noted.

Population Growth and Rate of Change (Indicator)

- *Low Importance*
- Although there isn't a specific target about population and it wasn't included in the detailed survey on targets, some people commented that they would like to see less of a focus on growth and more focus on quality of life.



Residential Infill Development in Established Areas

- *Medium Importance, Medium Agreement*
- Some people commented that a higher target for infill development is preferred and that more creative ways and incentives are needed to achieve the target. Caution was also expressed that restrictions on development that is not in tune with what the market wants will drive development outside the city. People also said that infill guidelines need to consider the fit and character of neighbourhoods.

Residential Density in Established Areas

- *Low Importance, Medium Agreement*
- Comments about the target varied with some saying that the target should be higher and others saying that it was too high. Comments supportive of increased density said that higher density will reduce the City's infrastructure costs. Comments opposed to increased density noted people's preferences for yards and open spaces and perceptions that increased density reduces quality of life. The residential infill and density measures were perceived to be the same by some people.

Transit Rides Per Capita

- *Medium Importance, Medium Agreement*
- Comments on the target included the need for a more ambitious target, a preference for a shorter-term realistic target, preference for a cost recovery target, and difficulty relating to "62 rides per capita" (what percentage increase is it?) Most of the comments were perceptions regarding the current state of the transit system and the various improvements that are needed. Some people said that taking the bus doesn't fit lifestyles.

Kilometres of Cycling-Specific Infrastructure

- *Medium Importance, Relatively High Disagreement*
- Comments on the target were divisive with many people saying that the target was important and should be higher with more investments in cycling infrastructures. Several people said it was not important, too high or not a realistic target because of our winters and the relatively few cyclists. Several people said that bike lanes should not be at the expense of car lanes if they increase congestion.

Transportation Choices

- *Medium Importance, Medium Agreement*
- Comments were split between those who said the target was too low and those who said it was too high and not realistic. Comments also included the need to improve cycling infrastructure and the transit system.



Traffic Collisions

- *Medium Importance, Medium Agreement*
- Most comments were generally supportive of the target although a few questioned how the city would achieve it particularly with population increases. Several people made suggestions on ways to decrease accidents such as increasing the length of yellow lights and the time for pedestrian crossings on busy streets.

Amount and Value of Building Activities (Indicator)

- *Low Importance*
- Indicator with no comments

Retail Space per Capita (Indicator)

- *Low Importance*
- This measure had the lowest importance rating for respondents.
- Indicator with no comments

Supply of Residential and Industrial Land

- *Low Importance, Medium Agreement*
- A couple of people said that there should be a two-year supply of land for single family units. Other comments included difficulty in understanding the target, lack of comparability with other cities, potential conflict with the infill target, and the City should not be in the land development business.



Other Measures

The surveys asked if there were other areas that they would like to see targets set and progress reported. The following are some of the many areas respondents suggested for targets that could be assessed and considered in the future:

- Service levels for basic services (e.g. snow clearing, road and sidewalk maintenance measures)
- Quality of life (e.g. well-being, happiness, overall health, social inclusion)
- Additional environmental measures (air and water quality, greenspace and natural areas protected, Saskatoon's ecological footprint, GHG reductions for Saskatoon as a whole, waste reduction per person, and percentage of power from renewable energy)
- Heritage buildings
- Traffic flow and reduced congestion
- Employee productivity and efficiencies
- Capital project performance
- Business-friendliest city in Canada
- Business growth
- Income growth
- Employment growth
- Non-residential assessment growth
- Tax competitiveness
- Transit cost recovery

Other Comments

The survey asked if people had more comments or input they would like to share about any of the measures or targets. Most comments repeated support or opposition to specific targets or were comments about specific city services. Comments from the surveys about city services have been sent to the relevant divisions for consideration.

Office of the City Clerk

To: City Clerk, Executive Committee

Date: April 13, 2015

Phone: 306-975-3240

Our File: CK. 375-4 x 7550-1

From: Debby Sackmann, Committee Assistant
Saskatoon Environmental Advisory
Committee

Your File:

Re: Community Greenhouse Gas Emissions and Waste Diversion Targets

The Saskatoon Environmental Advisory Committee (SEAC), at its meeting held on April 9, 2015, discussed the recent stakeholder consultations on City performance targets on waste diversion and corporate greenhouse gas (GHG). This consultation was hosted by SEAC and City Administration and was attended by forty-four stakeholders representing significant expertise in their areas. Based on that consultation, SEAC would like to make the following recommendations to the Executive Committee:

Community Greenhouse Gas Emissions Target

The Saskatoon Environmental Advisory Committee strongly recommends that City Council establish community greenhouse gas (GHG) emission targets with the understanding that these multi-year targets can be met only with firm leadership by City Council.

In the past few years the emphasis of Council and Administration has been on reducing GHG emissions from the actual running and managing of the City of Saskatoon (Corporate). Citizens should commend those involved for their accomplishments in Corporate GHG reductions. Among these are: LED street lights, Combined Heat & Power projects at Lakewood and Shaw Rec Centres, solar water heating at swimming pools, energy audits on several City buildings, landfill methane gas project, and residential recycling program.

Unfortunately, the Corporate City constitutes only 2.3% of the entire City's GHG emissions. If the City were to make giant strides and reduce the Corporate GHG output by 30% this would result in only a 0.7% reduction in total City GHG's. Any major dent in reducing the entire City's GHG's can only come about by including and concentrating on the City as a whole.

At the stakeholder consultations, the group discussing GHG's unanimously decided that the most important target for the City to choose is total community GHG emissions.

With strong leadership from Council, Administration and Saskatoon's residents and businesses can meet these goals. SEAC looks forward to helping Council and Administration choose appropriate targets and effective actions to meet those targets.

Waste Diversion Target

While the participants at the stakeholder consultation were broadly supportive of the 70% waste diversion target, there was discussion about additional targets that would be aimed at waste reduction. The rationale behind these suggestions was that Saskatoon citizens should be encouraged to reduce the amount of waste that they produce. Reducing the overall waste produced by our city is the best way to meet our environmental goals and not be obliged to build another landfill. Ideas for waste reduction targets could include a desired per capita amount of waste that each citizen would be allotted or a target to decrease the total tonnes of waste that is landfilled.



DRS

cc: Chair, Saskatoon Environmental Advisory Committee

From: Web NoReply
Sent: April 21, 2015 8:52 AM
To: City Council
Subject: Form submission from: Write a Letter to Council



Submitted on Tuesday, April 21, 2015 - 08:51
Submitted by anonymous user: 70.64.81.44
Submitted values are:

Date: Tuesday, April 21, 2015
To: His Worship the Mayor and Members of City Council
First Name: teresa jeannine
Last Name: paul
Address: 1336 8th st
City: saskatoon
Province: Saskatchewan
Postal Code: s7h 0s9
Email: jpaul@nexussolar.com

Comments: I would like to address Council about the Corporate Strategies and Targets. My comments will be confined to items related to attainable housing units, increased busing and dedicated bicycle lanes, and anticipated debt to be incurred with new development. I am a land use expert, biologist, and entrepreneur.

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/15967>

Capital Project #2236 – Stonebridge & Highway 11 – Budget Adjustment

Recommendation

That a budget adjustment in the amount of \$1.013 Million be approved for Capital Project #2236 – Stonebridge & Highway 11 Interchange from the Interchange Reserve.

Topic and Purpose

This report provides an update on the status and timing for Capital Project #2236 – Stonebridge & Highway 11 Interchange. Additional funding of \$1.013 Million is required at this time to cover the City's contribution to the final tender bid.

Report Highlights

The Stonebridge & Highway 11 Interchange project has been tendered. The tender cost is higher than was previously budgeted and approved. Six companies submitted bids on the project. If accepted, the City's contribution to the project will increase by \$1.013 Million. Construction is anticipated to start in 2015 with completion for fall 2016.

Strategic Goal

This project supports the Strategic Goal of Moving Around by providing adequate access to newly developed neighbourhoods that contributes to the overall development of an integrated transportation network.

Background

City Council at its meeting held on February 23, 2015, provided an additional \$1.9 Million of funding from the Interchange Reserve in order that this project be undertaken in 2015.

Report

Dream Development publicly tendered the construction of the interchange at Stonebridge & Highway 11 as per the Development and Servicing Agreement approved by City Council. The tender closed on March 26, 2015 with six bids submitted, as outlined below. Pending City Council approval of the City's portion of funding, Dream Development will be awarding the project to Graham Construction and Engineering LP, who submitted the lowest qualified bid for the project.

Bidders	Total Tender Price
Graham Construction and Engineering LP	\$19,122,600.00
Greenfield Construction Ltd.	\$22,519,727.29
ASL Paving Ltd.	\$24,895,689.29
Allan Construction	\$26,204,173.38
Wilco Contractors SW Inc.	\$26,312,416.64
Westridge Construction Ltd.	\$26,416,240.20

Options to the Recommendation

City Council could direct the Administration to re-tender. The Administration does not recommend this option, as the lowest bid is lower than the next lowest bid by approximately \$3.4 million. Re-tendering would delay construction, and may increase the City's ultimate cost.

Public and/or Stakeholder Involvement

Extensive public consultation regarding the Stonebridge neighbourhood was undertaken at the time the neighbourhood concept plan was being considered. This consultation included neighbourhood access and the configuration of the Stonebridge & Highway 11 interchange.

Communication Plan

Communication will include information carried out during the construction phase of the project available on the City's website, and regular updates will be provided to the neighbourhood Community Association.

Financial Implications

In total, an additional allocation of \$1.013 Million is required from the Interchange Reserve for the City's share of the project, in order to proceed in 2015. Of this funding, \$0.849 Million fulfills the City's obligation under the Development and Servicing Agreement and the remaining \$0.164 Million is required in order to ensure that, in the future, the City has the option of providing access east of Highway 11. Some or all of this funding could be recovered from landowners east of Highway 11 at the time of development.

The Interchange Levy, with this additional allocation, is forecasted to be in a deficit situation by \$18 million. This is being offset by previously City Council approved funding from the Neighbourhood Land Development fund to cash flow the pre-paid requirements until such time lot sales can replenish these reserves. This period is dependent on the absorption rates of lots but likely to be in the range of ten years.

Below is a detailed breakdown of the project costs:

Capital Project #2236 - Stonebridge & Highway 11 - Budget Adjustment

Costs	Itemization
\$17,212,000	Construction (tender)
1,000,000	Contingency
1,100,000	Design Engineering
1,100,000	Construction Engineering
450,000	Utilities Estimate
\$20,862,000	Total Project Cost
(600,000)	100% COS cost previously committed by Council (March 2015), based on pre-tender estimate
\$20,262,000	Net Project Cost
(163,746)	Additional 100% COS project cost, based on tender
\$20,098,254	Net Project Cost
50%	COS Portion
\$10,049,127	Net COS Project Contribution
(9,200,000)	Interchange Levy, committed
\$ 849,127	Net Project Cost Overage to COS
163,746	Additional 100% COS project cost, based on tender
\$ 1,012,873	Total Project Cost Overage to COS

Environmental Implications

The construction phase of this project will result in consumption of natural resources (fuel) and generation of greenhouse gas emissions. The overall impact on greenhouse gas emissions has not been quantified at this time, but will be included in annual reporting by the Administration.

Other Considerations/Implications

There are no policy, privacy, or CPTED considerations or implications.

Due Date for Follow-up and/or Project Completion

Completion of the interchange is planned for fall 2016.

Public Notice

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

Report Approval

Written by: David LeBoutillier, Planning and Design Engineer, Transportation
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities Department

Council DL - CP2236 – Stonebridge & Highway 11 - Budget Adjustment.docx



REVISED AGENDA PUBLIC HEARING MEETING OF CITY COUNCIL

Monday, April 27, 2015, 6:00 p.m.
Council Chamber, City Hall

	Pages
1. CALL TO ORDER	
2. CONFIRMATION OF AGENDA	7 - 9
<i>Recommendation</i>	
1. That the attached letter from Reddee Properties Inc. dated April 23, 2015, submitting comments be received and considered during Item 5.1.3; and	
2. That the agenda be confirmed as amended.	
3. DECLARATION OF PECUNIARY INTEREST	
4. ADOPTION OF MINUTES	
<i>Recommendation</i>	
That the minutes of Public Hearing meeting held on March 23, 2015 be approved.	
5. PUBLIC HEARINGS	
5.1 Land Use, etc.	
5.1.1 Proposed Official Community Plan Amendment - Redesignate Land from "Heavy Industrial" to "Light Industrial" - South West Industrial - 11th Street West - Saskatoon Land - Proposed Bylaw No. 9278 [File No. 4351-015-004]	10 - 19

Copies of the following are provided:

- Proposed Bylaw No. 9278, *The Official Community Plan*

Amendment Bylaw, 2015 (No. 5);

- Letter from the Committee Assistant, Municipal Planning Commission dated April 15, 2015;
- Report of the General Manager, Community Services Department dated March 31, 2015;
- Notice that appeared in the local press April 11 and 12, 2015.

Recommendation

That City Council consider Bylaw No. 9278, *The Official Community Plan Amendment Bylaw, 2015 (No. 5)*

Recommendation

That permission be granted to introduce Bylaw No. 9278, The Official Community Plan Amendment Bylaw, 2015 (No. 5) and to give same its FIRST reading.

Recommendation

That submitted report and correspondence be received.

Recommendation

That the hearing be closed.

Recommendation

That Bylaw No. 9278 now be read a SECOND time.

Recommendation

That permission be granted to have Bylaw No. 9278 read a third time at this meeting.

Recommendation

That Bylaw No. 9278 now be 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.

5.1.2 Proposed Rezoning from IH to IL1 - South West Industrial - 11th Street West - Saskatoon Land - Proposed Bylaw No. 9279 [File No. 4351-015-004]

20 - 23

Copies of the following are provided:

- Proposed Bylaw No. 9279, *The Zoning Amendment Bylaw, 2015 (No. 12)*
- Letter from the Committee Assistant, Municipal Planning

- Commission dated April 15, 2015 (**See Attachment to 5.1.1**);
- Report of the General Manager, Community Services Department dated March 31, 2015 (**See Attachment to 5.1.1**);
 - Notice that appeared in the local press April 11 and 12, 2015.

Recommendation

That permission be granted to introduce Bylaw No. 9279, *The Zoning Amendment Bylaw, 2015* (No. 12)

Recommendation

That City Council consider Bylaw No. 9279, *The Zoning Amendment Bylaw, 2015* (No. 12), and to give same its FIRST reading.

Recommendation

That the submitted report and correspondence be received.

Recommendation

That the hearing be closed.

Recommendation

That Bylaw 9279 now be read a SECOND time.

Recommendation

That permission be granted to have Bylaw No. 9279 read a third time at this meeting.

Recommendation

That Bylaw No. 9279 now be read a THIRD time, that the bylaw be passed and the Mayor and the City Clerk be authorized to sign same and attach the coporate seal there to.

5.1.3 Proposed Rezoning from IL2 to IL1 - 202 Gladstone Crescent - Marquis Industrial - Dwayne Howatt - Proposed Bylaw No. 9280 [File No. 4351-015-005]

24 - 32

Copies of the following are provided:

- Proposed Bylaw No. 9280, *The Zoning Amendment Bylaw, 2015* (No. 13)
- Letter from the Committee Assistant, Municipal Planning Commission dated April 15, 2015;
- Report of the General Manager, Community Services

Department dated March 31, 2015;

- Notice that appeared in the local press April 11 and 12, 2015.

Recommendation

That City Council consider Bylaw No. 9280, *The Zoning Amendment Bylaw, 2015 (No. 13)*

Recommendation

That permission be granted to introduce Bylaw No. 9249, *The Zoning Amendment Bylaw, 2015 (No. 13)*, and to give same its FIRST reading.

Recommendation

That the submitted report and correspondence be received.

Recommendation

That the hearing be closed.

Recommendation

That Bylaw No. 9280 now be read a SECOND time.

Recommendation

That permission be granted to have Bylaw No. 9280 read a third time at this meeting.

Recommendation

That Bylaw No. 9280 now be read a THIRD time, that the bylaw be passed and the Mayor and the City Clerk be authorized to sign same and attache the corporate seal there to.

5.1.4 Proposed Amendment to Existing Zoning Agreement - M3 - General Institutional Service District - 250 Hunter Road - Presidio Holdings and Luthercare Holdings - Proposed Bylaw No. 9281 [File No. 4351-015-006]

33 - 45

Copies of the following are provided:

- Proposed Bylaw No. 9281, *The Zoning Amendment Bylaw, 2015 (No. 14)*;

- Letter from the Committee Assistant, Municipal Planning Commission dated April 15, 2015;

- Report of the General Manager, Community Services Department dated March 31, 2015.

- Notice that appeared in the local press April 11 and 12, 2015.

Recommendation

That City Council consider Bylaw No. 9281, *The Zoning Amendment Bylaw, 2015 (No. 14)*.

Recommendation

That permission be granted to introduce Bylaw No. 9281, *The Zoning Amendment Bylaw, 2015 (No. 14)*, and to give same its FIRST reading.

Recommendation

That the submitted report and correspondence be received.

Recommendation

That the hearing be closed.

Recommendation

That Bylaw No. 9281 now be read a SECOND time.

Recommendation

That permission be granted to have Bylaw No. 9281 read a third time at this meeting.

Recommendation

That Bylaw No. 9281 now be 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.

5.2 Public Notice Matters

6. PROCLAMATIONS AND FLAG RAISINGS

Recommendation

1. That City Council approve all proclamation and flag raising requests as set out in Section 6; and
2. That the City Clerk be authorized to sign the proclamations, in the standard form, on behalf of City Council.

6.1 NAOSH Week National Launch Committee & Northern Light Chapter of the Cdn Society of Safety Eng. - May 3 to May 9, 2015 as 'North American Occupational Safety & Health (NAOSH) Week' [File No. 205-5]

46 - 51

Proclamation Request

6.2	Saskatoon Walk of Hope - May 8, 2015 - 'World Ovarian Cancer Day' Proclamation and Flag Raising Request	52 - 53
6.3	Saskatoon Fire Department - May 3 to 9, 2015 - 'Emergency Preparedness Week in Saskatoon' [File No. 205-5] Proclamation Request	54
6.4	Wild About Saskatoon/NatureCity Festival - May 23 to 29, 2015 - 'NatureCity Festival Week' [File No. 205-5] Proclamation Request	55
6.5	Saskatchewan Association of Naturopathic Practitioners - May 11 to 17, 2015 - 'Naturopathic Medicine Week' [File No. 205-5] Proclamation Request	56
6.6	CPWA Saskatchewan Chapter - May 17 to 23, 2015 - '2015 National Public Works Week - Community Begins Here [File No. 205-5] Proclamation Request	57 - 59
6.7	Saskatoon Police Victim Services Unit - April 19 to 25, 2015 - 'Victim Services Week' [File No. 205-5] Proclamation Request - Information only - conditional approval previously granted	60
6.8	Heart and Stroke Foundation - June 6, 2015 - 'National Health & Fitness Day 2015' [File No. 205-5] Proclamation Request	61 - 62
6.9	Filipino Canadian Association of Saskatoon - June 6 to 13, 2015 - 'Filipino-Canadian Week' [File No. 205-5] Proclamation and Flag Raising Request	63
6.10	Honorary Consulate of Turkey in Saskatchewan - April 23, 2015 - 'Children's Day in Turkey' - October 29, 2015 - 'Republic Day in Turkey' [File No. 205-5] Proclamation and Flag Raising Request - Pre-approval of proclamation and flag raising request for April 23, 2015 granted	64 - 65

7. URGENT BUSINESS

8. ADJOURNMENT

From: McAdam, Brent (CY - Planning and Development)
Sent: April 23, 2015 11:28 AM
To: Web E-mail - City Clerks
Subject: FW: Proposed Rezoning from IL2 District to IL1 District
Attachments: Notice of Public Hearing, 202 Gladstone.pdf; Proposed Rezoning from IL2 District to IL1 District.pdf

Good Morning,

Attached is a letter regarding a public hearing at the upcoming April 27 Council meeting, regarding a proposed rezoning of 202 Gladstone Crescent from IL2 to IL1.

Can you please ensure that this is placed on the Council agenda?

Thank you,

Brent McAdam, MCIP, RPP | tel 306.986.0902
Planner | Development Review

From: Michael Reddekopp [<mailto:michael@reddeproperties.com>]
Sent: Thursday, April 23, 2015 10:47 AM
To: McAdam, Brent (CY - Planning and Development)
Cc: George Reddekopp; Alexander Avgeris
Subject: Proposed Rezoning from IL2 District to IL1 District

Please see the attached letter from Reddee Properties Inc. the owners of 3611 Arthur Ave.
Kindest Regards,

Michael Reddekopp | Property Manager



815 Circle Dr, Saskatoon, SK, S7K 3S4 Canada
C: 1-306-251-1066
O: 1-306-665-7755 ext: 231
F: 1-306-665-5518
michael@reddeproperties.com



Planning and Development
222 3rd Avenue North
Saskatoon SK S7K 0J5

www.saskatoon.ca
tel (306) 975-2645
fax (306) 975-7712

April 17, 2015



Reddee Properties Inc
815 Circle Dr E
Saskatoon SK S7K 3S4

**RE: Notice of Public Hearing
Proposed Rezoning from IL2 District to IL1 District
202 Gladstone Crescent (Marquis Industrial)
Applicant: Dwayne Howatt
File No.: 4350 Z44/14**

A rezoning application has been submitted by Dwayne Howatt requesting that 202 Gladstone Crescent, located in Marquis Industrial, be rezoned from IL2 – Limited Intensity Light Industrial District to IL1 – General Light Industrial District.

The IL2 District restricts public assembly uses on lands which are typically located within a one kilometre buffer from chemical plants located on Wanuskewin Road. 202 Gladstone Crescent is proposed to be rezoned from IL2 to IL1 as it lies substantially outside of the one kilometre buffer. The proposed rezoning will support the development of the property for warehouse and associated office use.

You have been notified of this application as property that you own is within 75 metres of the proposed rezoning area. This matter will be considered by City Council at its meeting to be held on **Monday, April 27, 2015**, at 6:00 PM in the Council Chambers, City Hall. You may wish to make a written submission that will be considered by City Council in their deliberations. Written responses specific to this matter must be received by the City Clerk's Office no later than 10:00 AM on Monday, April 27, 2015. You may also address City Council on this matter in person at the time of the Public Hearing at 6:00 PM on Monday, April 27, 2015, in the Council Chambers at City Hall.

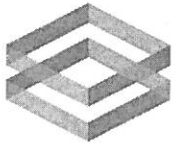
Should you require any further information or have any questions, please contact me at (306) 986-0902 or by email at brent.mcadam@saskatoon.ca.

Regards,

Brent McAdam, MCIP, RPP
Planner, Development Review Section
brent.mcadam@saskatoon.ca
(306) 986-0902

BM:en

4350 Z44-14 BMZ44-14_01



REDDEE
PROPERTIES INC.



DELIVERED BY ELECTRONIC MAIL

April 23rd, 2015

Planner, Development Review Section
222 3rd Ave North
Saskatoon, Saskatchewan
S7K 0J5

Attention: Brent McAdam / the City Clerks Office

Dear Sirs:

Re: Proposed Rezoning from IL2 District to IL1 District

We take this opportunity to thank you for referring the above-noted matter to us.

Reddee Properties Inc. the Landowners of 3611 Arthur Rose Avenue do not have any objections to the proposed rezoning. We support and encourage the rezoning brought forth by Mr. Dwayne Howatt.

Regards,
REDDEE PROPERTIES INC.
Per:

Michael C. Reddekopp

MCR

michael@reddeeproperties.com

O 306.665.7755 ext. 231
C 306.251.1066
F 306.665.5518

815 Circle Dr.
Saskatoon, SK, Canada
S7K - 3S4

BYLAW NO. 9278

The Official Community Plan Amendment Bylaw, 2015 (No. 5)

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as *The Official Community Plan Amendment Bylaw, 2015 (No. 5)*.


Purpose

2. The purpose of this Bylaw is to amend the Official Community Plan to change the land use designation of the lands described in the Bylaw from “Heavy Industrial” to “Light Industrial”.

Official Community Plan Amended

3. The Official Community Plan which is annexed as Schedule “A” to Bylaw No. 8769 and forms part of the Bylaw, is amended in the manner set forth in this Bylaw.

Land Use Map Amended

4. The Land Use Map, which forms part of the Official Community Plan, is amended by changing the land use designation of the lands described in this Section and shown as  on Appendix “A” to this Bylaw from Heavy Industrial to Light Industrial:
 - (a) Surface parcel no.: 136165451
Legal land description: Blk/Par D, Plan 101407339 Ext 154
As described on Certificate of Title 98SA25682, description 154;
 - (b) Surface parcel no.: 135938885
Legal land description: Blk/Par C, Plan 101407328 Ext 119
As described on Certificate of Title 98SA25683, description 119;
 - (c) Surface parcel no.: 136165439
Legal land description: Blk/Par A-Plan AY2916 Ext 1
As described on Certificate of Title 98SA25682;

- (d) Surface parcel no.: 145141332
Legal land description: Blk/Par X, Plan G610 Ext 1
As described on Certificate of Title 98SA25681;
- (e) Surface parcel no.: 202811082
Legal land description: Blk/Par A, Plan 101407306 Ext 115;
- (f) Part of surface parcel no.: 202810991
Legal land description: Blk/Par HJ, Plan 102124796 Ext 1;
- (g) Surface parcel no.: 119977082
Legal land description: Lot 2 Blk/Par 183, Plan 80S31337 Ext 0
As described on Certificate of Title 98SA31370A;
- (h) Surface parcel no.: 202811037
Legal land description: Lot 17 Blk/Par 183, Plan 102125494 Ext 0;
- (i) Surface parcel no.: 202810946
Legal land description: Lot 18 Blk/Par 183, Plan 102125494 Ext 0;
- (j) Surface parcel no.: 202811026
Legal land description: Lot 19 Blk/Par 183, Plan 102125494 Ext 0;
- (k) Part of parcel no.: 202811004
Legal land description: Lot 20 Blk/Par 183, Plan 102125494 Ext 0.

Coming into Force

5. This Bylaw shall come into force upon receiving the approval of the Minister of Government Relations.

Read a first time this _____ day of _____, 2015.

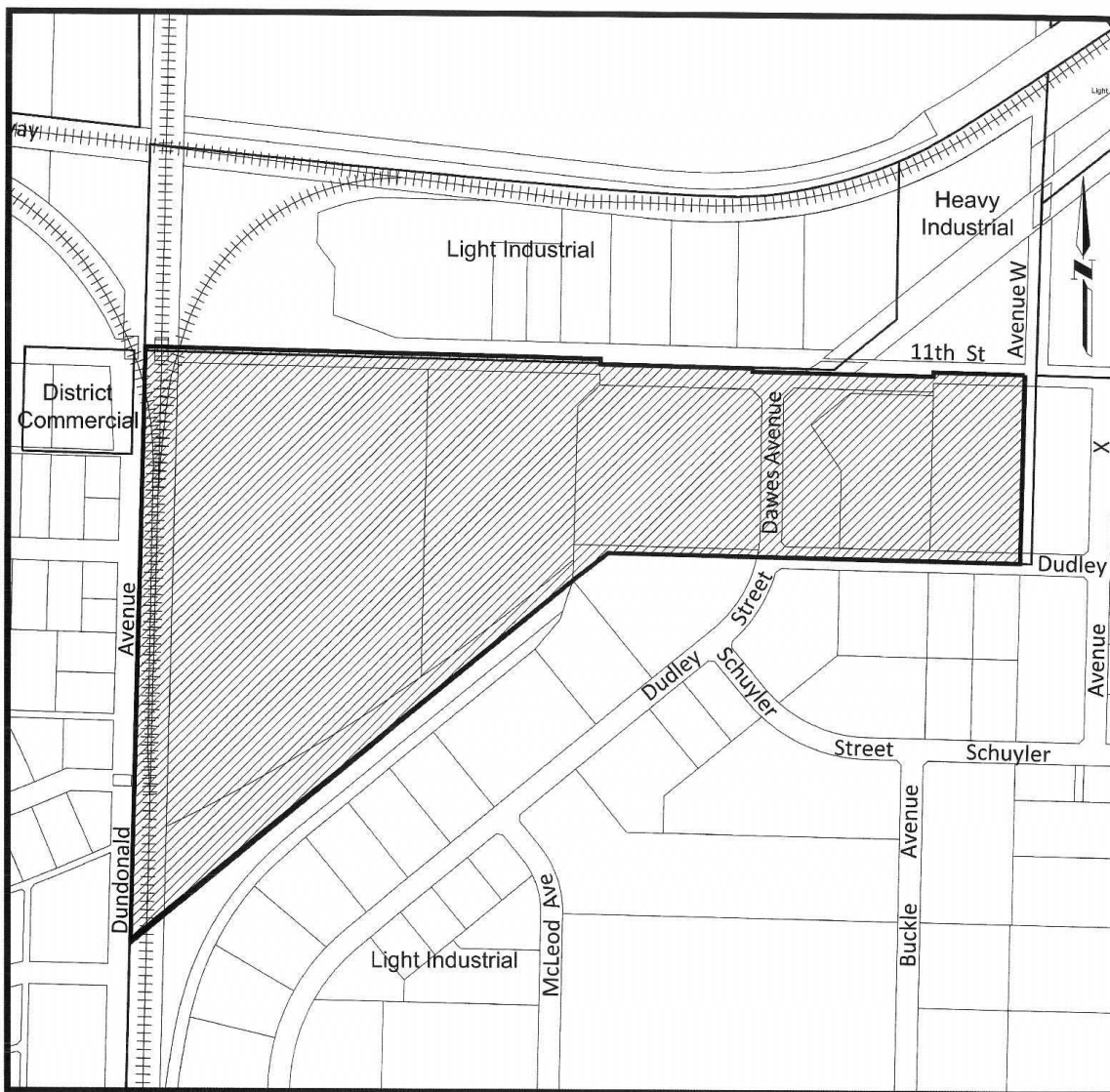
Read a second time this _____ day of _____, 2015.

Read a third time and passed this _____ day of _____, 2015.

Mayor

City Clerk

Appendix "A"



OFFICIAL COMMUNITY PLAN AMENDMENT LAND USE MAP

 From Heavy Industrial to Light Industrial

N:\Planning\MAPPING\Official Comm Plan\2015 OCPs\OCP04_15.dwg



April 15, 2015

City Clerk

Dear City Clerk:

**Re: Municipal Planning Commission Report for Public Hearing
Proposed Official Community Plan Amendment and Proposed
Rezoning from IH to IL1 – South West Industrial – 11th St. West
Applicant: Saskatoon Land [File CK. 4351-015-004]**

The Municipal Planning Commission considered a report of the General Manager, Community Services Department, dated March 31, 2015, on the above application and supports the following recommendation of the Community Services Department:

1. That the proposed amendment to Official Community Plan Bylaw No. 8769 Land Use Policy Map to redesignate land from “Heavy Industrial” to “Light Industrial”, as outlined in the report of the General Manager, Community Services Department, dated March 31, 2015, be approved; and
2. That the proposed amendment to Zoning Bylaw No. 8770 to rezone land from “IH – Heavy Industrial District” to “IL1 – Light Industrial District”, be approved.

The Commission respectfully requests that the above report be considered by City Council at the time of the public hearing with respect to the above proposed amendment and rezoning.

Yours truly,



Penny Walter, Committee Assistant
Municipal Planning Commission

PW:sj

Proposed Official Community Plan Amendment and Proposed Rezoning from IH to IL1 – South West Industrial – 11th Street West

Recommendation

That a copy of this report be forwarded to City Council recommending:

1. That at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to Official Community Plan Bylaw No. 8769 Land Use Policy Map to redesignate land from "Heavy Industrial" to "Light Industrial," as outlined in this report, be approved; and
2. That at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to Zoning Bylaw No. 8770 to rezone land from "IH – Heavy Industrial District" to "IL1 – Light Industrial District," as outlined in this report, be approved.

Topic and Purpose

The purpose of this report is to consider applications that have been submitted to redesignate land in South West Industrial, as shown in Attachment 1, from "Heavy Industrial" to "Light Industrial" on the Official Community Plan – Land Use Map and to rezone from IH – Heavy Industrial District (IH District) to IL1 – General Light Industrial District (IL1 District). These amendments will provide for light industrial development along a major arterial roadway and preclude heavy industrial uses from being established in close proximity to a residential neighbourhood.

Report Highlights

1. A land use policy and zoning amendment are proposed for land in South West Industrial.
2. The proposed rezoning from IH District to IL1 District will allow for light industrial development and preclude heavy industrial uses that may cause nuisances or land use conflicts from being established in the area.
3. The IL1 District is a more appropriate zoning designation given the proximity to the Montgomery Place neighbourhood.

Strategic Goal

This application supports the Strategic Goal of Sustainable Growth by providing a balanced and appropriate land use pattern in the area.

Background

Saskatoon Land has requested that the subject land be redesignated from "Heavy Industrial" to "Light Industrial" on the Official Community Plan – Land Use Map and rezoned from IH District to IL1 District. This includes development parcels along 11th Street West, which are currently vacant and undeveloped. The remainder of the

Proposed Official Community Plan Amendment and Proposed Rezoning from IH to IL1 – South West Industrial – 11th Street West – Approval for Advertising

amendment area is occupied by the Circle Drive South right-of-way and associated ramps.

Report

Official Community Plan Amendment

An amendment to the Official Community Plan – Land Use Map is required to redesignate the subject land from “Heavy Industrial” to “Light Industrial” to accommodate the proposed rezoning (see Attachment 1).

Zoning Bylaw Amendment

A rezoning from IH District to IL1 District is proposed (see Attachment 1). The purpose of the IH District is to facilitate economic development through industrial activities that may have the potential for creating nuisance conditions during the normal course of operations. The purpose of the IL1 District is to facilitate economic development through a wide variety of light industrial activities and related businesses that do not create land use conflicts or nuisance conditions during the normal course of operations.

The IL1 District prohibits all uses of land, buildings, and industrial processes that may be noxious, injurious, or constitute a nuisance beyond the boundaries of the subject site by reason of the production or emission of dust, smoke, refuse, matter, odour, gas, fumes, noise, vibration, or other similar substances or conditions.

Land Use Pattern in Area

The amendment area is bordered by land zoned IL1 District to the north, east, and south. The Montgomery Place neighbourhood is located to the west, although it is separated from future development parcels by the substantial Circle Drive South right-of-way.

Planning and Development is of the opinion that the IL1 District is a more appropriate zoning designation for the land in question than the IH District given its proximity to a residential neighbourhood. While the Circle Drive South right-of-way is not developable land, it is prudent to include it in the rezoning area along with the developable parcels in order to provide a consistent land use pattern in the area.

Future Development

Saskatoon Land is exploring options for sale of property under their ownership for future development.

Comments from Other Divisions

No concerns were received through the administrative referral process that precludes this application from proceeding to the public hearing. Please refer to Attachment 2 for complete comments.

Options to the Recommendation

City Council could choose to deny the proposed amendments. Such a decision would maintain the current land use and zoning designations.

Proposed Official Community Plan Amendment and Proposed Rezoning from IH to IL1 – South West Industrial – 11th Street West – Approval for Advertising

Public and/or Stakeholder Involvement

The Montgomery Community Association was advised, in writing, of the proposal and they have indicated their support for the amendments. The owner of 2438 Dudley Street, whose property is currently split-zoned IH District and IL1 District, was advised, in writing, of the amendments that would bring the IH-zoned portion in line with the rest of their property. No comments or concerns have been received by our office to date.

Other Considerations/Implications

There are no policy, financial, environmental, privacy, or CPTED implications. A communication plan is not required at this time.

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

Public notice is required for consideration of this matter, pursuant to Section 11(a) of Public Notice Policy No. C01-021. A notice will be placed in The StarPhoenix two weeks prior to the public hearing date at City Council. In conjunction with the notice in The StarPhoenix, Planning and Development will notify all property owners with land included in the rezoning and all property owners within a 75 metre buffer of the proposed site of the public hearing date by letter. Notice boards will be placed on the site.

Attachments

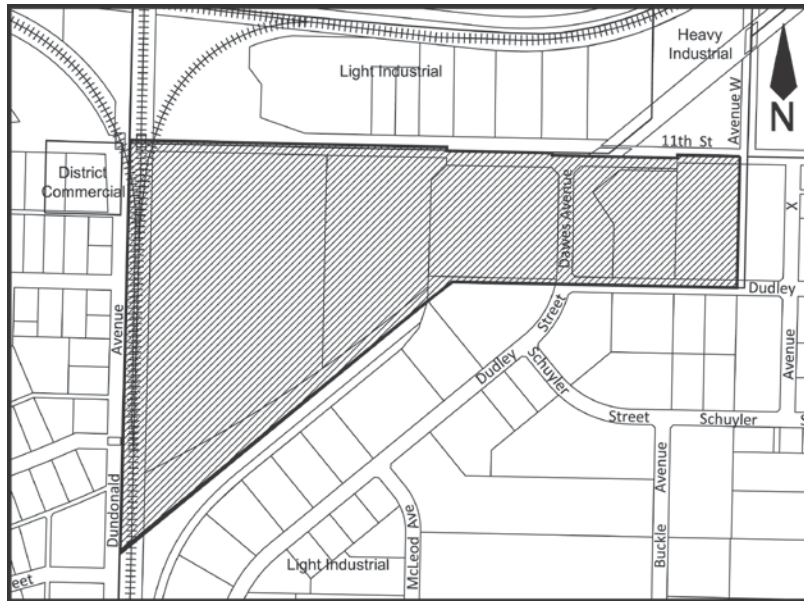
1. Location Maps
2. Comments from Other Divisions

Report Approval

Written by: Brent McAdam, Planner, Planning and Development
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

S:\Reports\DS\2015\MPC – Proposed Official Community Plan Amendment and Proposed Rezoning from IH to IL1 – South West Industrial – 11th Street West – Approval for Advertising\kt

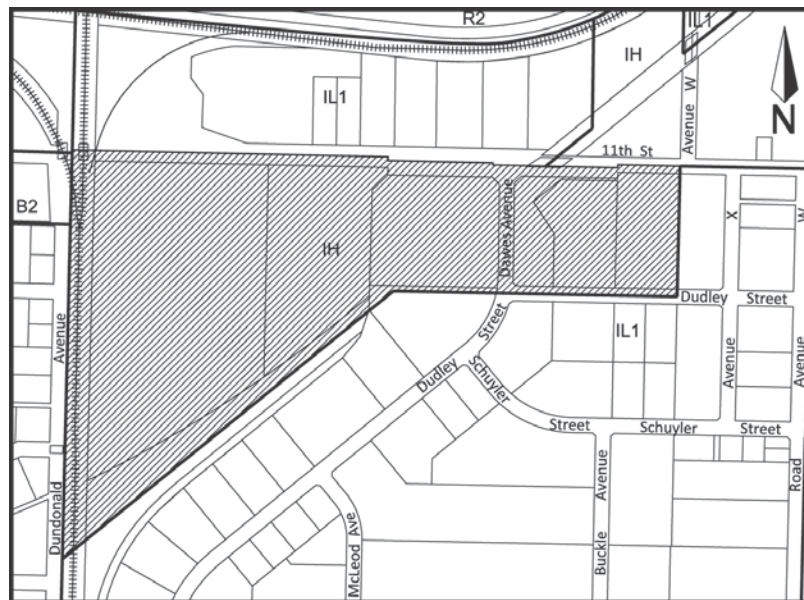
Location Maps




PROPOSED OFFICIAL COMMUNITY PLAN AMENDMENT
LAND USE MAP

 From Heavy Industrial to Light Industrial

File No. OCP04-2015



PROPOSED ZONING AMENDMENT

 From IH to IL1

File No. RZ39-2014

Comments From Other Divisions

Transportation and Utilities Department

The proposed Zoning Bylaw No. 8770 amendment, as noted in the report, is acceptable to the Transportation and Utilities Department, with the following comments:

1. The right-in/right-out access from 11th Street West, east of Dawes Avenue and access off of Dawes Avenue, south of 11th Street West are subject to the approval of a Traffic Impact Study (TIS).

Planning and Development Comment: Saskatoon Land acknowledges this condition, and that an acceptable TIS is required at the development stage. Saskatoon Land will inform potential purchasers that any parcel may be subject to a TIS satisfactory to the Transportation and Utilities Department. This information will be included in any public tender document or via correspondence to the specific purchaser for any direct private sale.

2. There will be no access granted from the Circle Drive interchange ramps.

Planning and Development Comment: Saskatoon Land acknowledges and accepts this condition.

3. There will be no access granted from 11th Street West between Dundonald Avenue and Dawes Avenue.

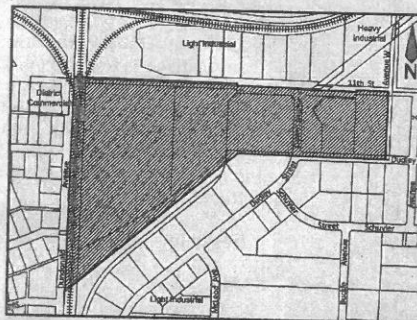
Planning and Development Comment: Saskatoon Land acknowledges and accepts this condition.

**OFFICIAL COMMUNITY
PLAN NOTICE
SOUTH WEST INDUSTRIAL**

**PROPOSED AMENDMENT TO THE OFFICIAL
COMMUNITY PLAN – LAND USE MAP – BYLAW
NO. 9278**

Saskatoon City Council will consider an amendment to the Official Community Plan, Bylaw No. 8769. By way of Bylaw No. 9278, The Official Community Plan Amendment Bylaw, 2015 (No. 5), land in South West Industrial will be reclassified from Heavy Industrial to Light Industrial within the Official Community Plan – Land Use Map.

LEGAL DESCRIPTION – Parcel C, Plan No. 101407328; Parcel D, Plan No. 101407339; Parcel A, Plan No. AY2916; Parcel X, Plan No. G610; Parcel A, Plan No. 101407306; Part of Parcel HJ, Plan No. 102124796; Lot 2, Block 183, Plan No. 80S31337; Lots 17-19, Block 183, Plan No. 102125494; Part of Lot 20, Block 183, Plan No. 102125494.



PROPOSED OFFICIAL COMMUNITY PLAN AMENDMENT
LAND USE MAP

From Heavy Industrial to Light Industrial

File No. OCP04-2015

REASON FOR THE AMENDMENT – The proposed amendment will provide for light industrial development and preclude heavy industrial land uses from being established that may cause nuisance or land use conflicts with surrounding properties.

INFORMATION – Questions regarding the proposed amendment or requests to view the proposed amending Bylaw, the City of Saskatoon Official Community Plan and Land Use Map may be directed to the following without charge:
Community Services Department,
Planning and Development Division
Phone: 306-986-0902 (Brent McAdam)

PUBLIC HEARING – City Council will hear all submissions on the proposed amendment, and all persons who are present at the City Council meeting and wish to speak on **Monday, April 27, 2015 at 6:00 p.m. in City Council Chamber, City Hall, Saskatoon, Saskatchewan.**

All written submissions for City Council's consideration must be forwarded to:

His Worship the Mayor and Members of City Council
c/o City Clerk's Office, City Hall
222 Third Avenue North, Saskatoon, SK S7K 0J5.

All submissions received by the City Clerk by **10:00 a.m. on Monday, April 27, 2015** will be forwarded to City Council. City Council will also hear all persons who are present and wish to speak to the proposed Bylaw.

BYLAW NO. 9279

The Zoning Amendment Bylaw, 2015 (No.12)

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as *The Zoning Amendment Bylaw, 2015 (No. 12)*.


Purpose

2. The purpose of this Bylaw is to amend the Zoning Bylaw to rezone the lands described in the Bylaw from an IH District to an IL1 District.

Zoning Bylaw Amended

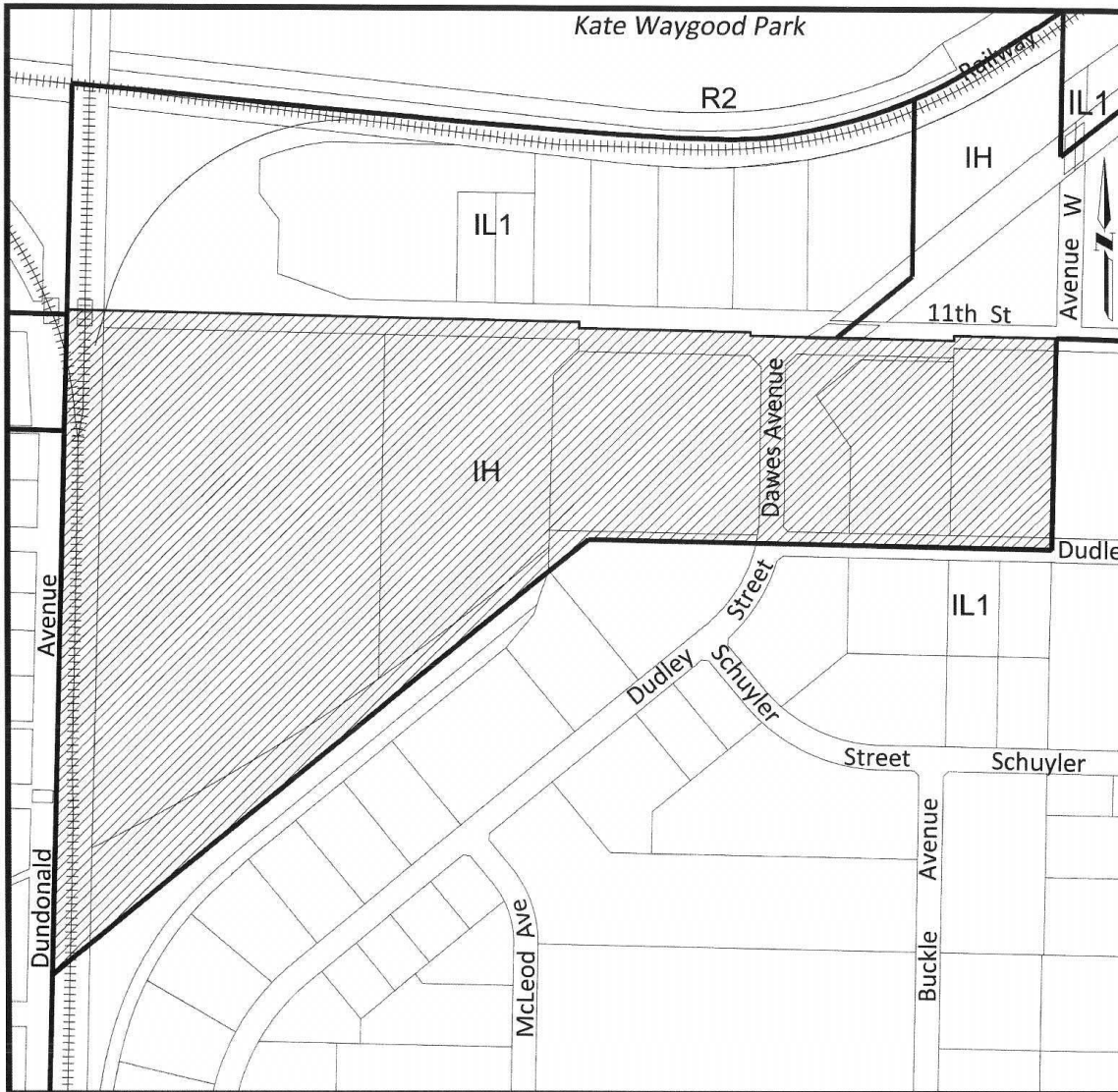
3. Zoning Bylaw No. 8770 is amended in the manner set forth in this Bylaw.

Zoning Map Amended

4. The Zoning Map, which forms part of the Zoning Bylaw, is amended by rezoning the lands described in this Section and shown as  on Appendix "A" to this Bylaw from an IH District to an IL1 District:

- (a) Surface parcel no.: 136165451
Legal land description: Blk/Par D, Plan 101407339 Ext 154
As described on Certificate of Title 98SA25682,
description 154;
- (b) Surface parcel no.: 135938885
Legal land description: Blk/Par C, Plan 101407328 Ext 119
As described on Certificate of Title 98SA25683,
description 119;
- (c) Surface parcel no.: 136165439
Legal land description: Blk/Par A-Plan AY2916 Ext 1
As described on Certificate of Title 98SA25682;
- (d) Surface parcel no.: 145141332
Legal land description: Blk/Par X, Plan G610 Ext 1
As described on Certificate of Title 98SA25681;
- (e) Surface parcel no.: 202811082
Legal land description: Blk/Par A, Plan 101407306 Ext 115;

Appendix "A"



ZONING AMENDMENT

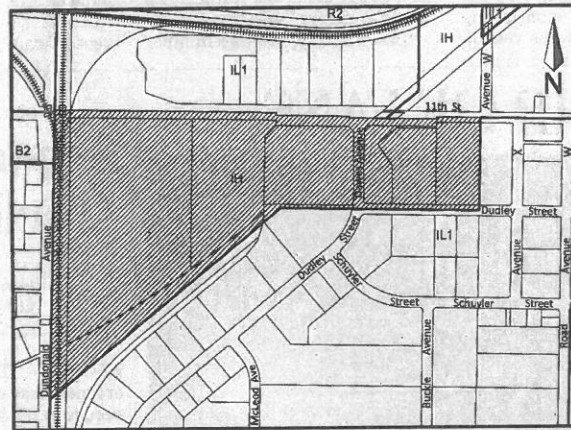
 From IH to IL1




**ZONING NOTICE
SOUTH WEST INDUSTRIAL
PROPOSED ZONING BYLAW AMENDMENT – BYLAW NO. 9279**

Saskatoon City Council will consider an amendment to the City's Zoning Bylaw (No. 8770). By way of Bylaw No. 9279, The Zoning Amendment Bylaw, 2015 (No. 12), land in South West Industrial will be rezoned from IH – Heavy Industrial District to IL1 – General Light Industrial District, as shown in the map below.

LEGAL DESCRIPTION – Parcel C, Plan No. 101407328; Parcel D, Plan No. 101407339; Parcel A, Plan No. AY2916; Parcel X, Plan No. G610; Parcel A, Plan No. 101407306; Part of Parcel HJ, Plan No. 102124796; Lot 2, Block 183, Plan No. 80531337; Lots 17-19, Block 183, Plan No. 102125494; Part of Lot 20, Block 183, Plan No. 102125494.



PROPOSED ZONING AMENDMENT

 From IH to IL1

File No. RZ39-2014

REASON FOR THE AMENDMENT – The proposed rezoning will provide for light industrial development and preclude heavy industrial land uses from being established that may cause nuisance or land use conflicts with surrounding properties.

INFORMATION – Questions regarding the proposed amendment or requests to view the proposed amending Bylaw, the City of Saskatoon Zoning Bylaw and Zoning Map may be directed to the following without charge:
Community Services Department, Planning and Development Division
Phone: 306-986-0902 (Brent McAdam)

PUBLIC HEARING – City Council will hear all submissions on the proposed amendment, and all persons who are present at the City Council meeting and wish to speak on **Monday, April 27, 2015 at 6:00 p.m. in City Council Chamber, City Hall, Saskatoon, Saskatchewan.**

All written submissions for City Council's consideration must be forwarded to:
His Worship the Mayor and Members of City Council
c/o City Clerk's Office, City Hall
222 Third Avenue North, Saskatoon, SK S7K 0J5.

All submissions received by the City Clerk by **10:00 a.m. on Monday, April 27, 2015** will be forwarded to City Council. City Council will also hear all persons who are present and wish to speak to the proposed Bylaw.

BYLAW NO. 9280

The Zoning Amendment Bylaw, 2015 (No. 13)

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as *The Zoning Amendment Bylaw, 2015 (No. 13)*.


Purpose

2. The purpose of this Bylaw is to amend the Zoning Bylaw to rezone the property described in the Bylaw from an IL2 District to an IL1 District.

Zoning Bylaw Amended

3. Zoning Bylaw No. 8770 is amended in the manner set forth in this Bylaw.

Zoning Map Amended

4. The Zoning Map, which forms part of the Zoning Bylaw, is amended to rezone the property described in this Section and shows as:  on Appendix "A" to this Bylaw from an IL2 District to an IL1 District:

- (a) Civic address: 202 Gladstone Crescent
Surface Parcel No. 164957721
Reference Land Description: Lot 5, Blk/Par 272, Plan 102031186 Ext 0.

Coming into Force

5. This Bylaw shall come into force on the day of its final passing.

Read a first time this _____ day of _____, 2015.

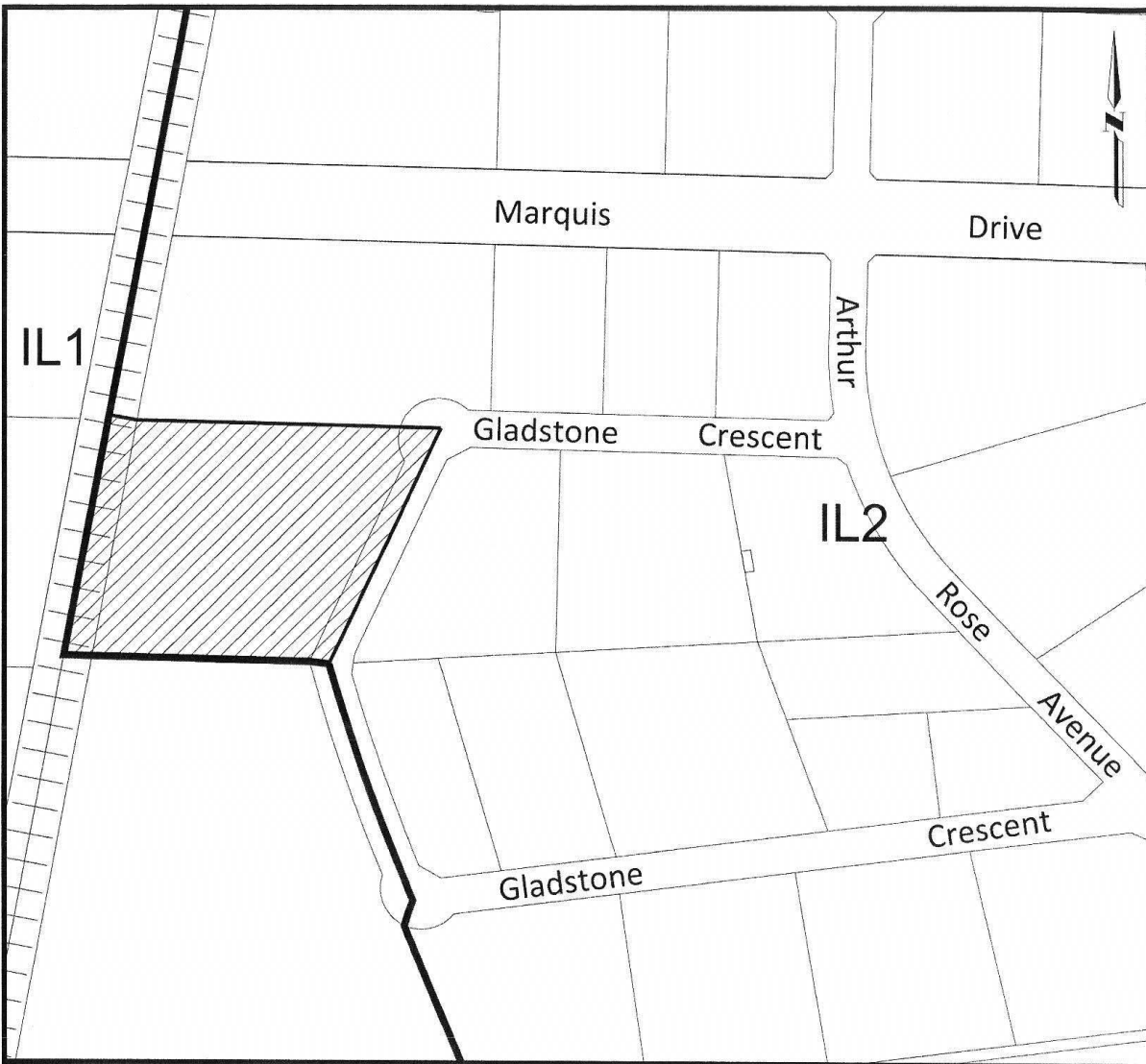
Read a second time this _____ day of _____, 2015.

Read a third time and passed this _____ day of _____, 2015.

Mayor

City Clerk

Appendix "A"



ZONING AMENDMENT

 From IL2 to IL1

April 15, 2015

City Clerk

Dear City Clerk:

**Re: Municipal Planning Commission Report for Public Hearing
Proposed Rezoning from IL2 to IL1 – 202 Gladstone Crescent
Marquis Industrial (File No. CK. 4351-015-005)**

The Municipal Planning Commission considered a report of the General Manager, Community Services Department, dated March 31, 2015, on the above application and supports the following recommendation of the Community Services Department:

That the proposed amendment to Zoning Bylaw No. 8770 to rezone 202 Gladstone Crescent from IL2 – Limited Intensity Light Industrial District to IL1 – General Light Industrial District, be approved.

The Commission respectfully requests that the above report be considered by City Council at the time of the public hearing with respect to the above proposed application.

Yours truly,



Penny Walter, Committee Assistant
Municipal Planning Commission

PW:sj

Proposed Rezoning from IL2 to IL1 – 202 Gladstone Crescent – Marquis Industrial

Recommendation

That at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to Zoning Bylaw No. 8770 to rezone 202 Gladstone Crescent from IL2 – Limited Intensity Light Industrial District to IL1 – General Light Industrial District, be approved.

Topic and Purpose

An application has been submitted by Dwayne Howatt requesting that 202 Gladstone Crescent (see Attachment 1) in Marquis Industrial be rezoned from IL2 – Limited Intensity Light Industrial District to IL1 – General Light Industrial District. The proposed rezoning will support the development of the property for warehouse and associated office use.

Report Highlights

1. The IL2 District restricts public assembly uses. IL2 District is typically located within a one kilometre buffer from the chemical plants on Wanuskewin Road.
2. The subject property, 202 Gladstone Crescent, is proposed to be rezoned from IL2 to IL1 because it lies substantially outside of the one kilometre buffer.

Strategic Goal

This report supports the Strategic Goal of Sustainable Growth by ensuring balanced land use.

Background

The subject property, located in Marquis Industrial, is zoned IL2 – Limited Intensity Light Industrial District. The IL2 District restricts land uses that may have public assembly, such as office buildings, retail stores, and restaurants, because of the proximity of chemical plants on Wanuskewin Road.

The applicant, Dwayne Howatt, representing Continental Mine and Industrial Supply Ltd., a company that focuses on assembly, sales, and service for mining and industrial equipment, will be the primary tenant of 202 Gladstone Crescent. The principal use of the property is proposed to be an office warehouse use.

Report

Public Assembly Restrictions in IL2 District

The subject property is currently zoned IL2 – Limited Intensity Light Industrial District. The IL2 District is intended to permit certain light industrial activities and related businesses that do not create land use conflicts or nuisance conditions during the normal course of operations, as well as to limit activities oriented to public assembly.

Proposed Rezoning from IL2 to IL1 – 202 Gladstone Crescent – Marquis Industrial

Restriction on uses that limit activities oriented to public assembly, such as office buildings, retail stores, and restaurants, is the main distinction between the IL2 and IL1 zoning districts. Offices, in relation to an otherwise permitted use of an IL2-zoned property, are only allowed when they are accessory to and subordinate in size and purpose of the principal use.

Public assembly uses are prohibited in the IL2 District as land zoned as such is intended to be within a one kilometre buffer from facilities on Wanuskewin Road that handle and store anhydrous ammonia and other dangerous chemicals.

Anhydrous Ammonia Regulations

The Provincial Regulations Respecting Anhydrous Ammonia, which were repealed in 2007 and replaced with The Boiler and Pressure Vessel Regulations, speak to restricting residential development, schools, institutions, and other similar places of public assembly in close proximity to facilities that store and handle anhydrous ammonia.

The City of Saskatoon (City) established a one kilometre radial buffer from Akzo Nobel and ERCO Worldwide chemical plants on Wanuskewin Road to reflect the Provincial regulations and limit proximity of residential and public assembly uses from these facilities. The IL2 District was developed to provide land uses that are appropriate within the one kilometre buffer.

Proposed Rezoning from IL2 to IL1

The applicant is proposing that 202 Gladstone Crescent be rezoned from IL2 – Limited Intensity Light Industrial District to IL1 – General Light Industrial District. The purpose of the rezoning is to accommodate the proposed use of the property as an office, warehouse, and service yard.

Extent of Buffer

Rezoning 202 Gladstone Crescent from IL2 to IL1 is considered appropriate because the property lies substantially outside of the one kilometre buffer. The buffer's perimeter follows Gladstone Crescent north before crossing over the eastern portion of this property. Property immediately to the south, which is just outside the one kilometre buffer, was rezoned to IL1 District to provide for future development as Municipal Reserve, and the property to the north, which will remain IL2, is located substantially inside the buffer. Please see Attachment 2 which shows the extent of the buffer in this area.

Comments from Other Divisions

There were no comments received from other divisions with respect to this rezoning.

Options to the Recommendation

City Council could choose to deny this application. This would maintain the current zoning designation.

Public and/or Stakeholder Involvement

Given that this rezoning is technical in nature and will not impact other properties, public consultation was not necessary.

Other Considerations/Implications

There are no policy, financial, environmental, privacy, or CPTED implications or considerations. A communication plan is not required at this time.

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

Public notice is required for consideration of this matter, pursuant to Section 11(a) of Public Notice Policy No. C01-021. Once this application has been considered by the Municipal Planning Commission, it will be advertised in accordance with Public Notice Policy No. C01-021, and a date for a public hearing will be set. The Planning and Development Division will notify all property owners within 75 metres of the subject site of the public hearing date by letter. A notice will be placed in The StarPhoenix two weeks prior. Notice boards will be placed on the site.

Attachments

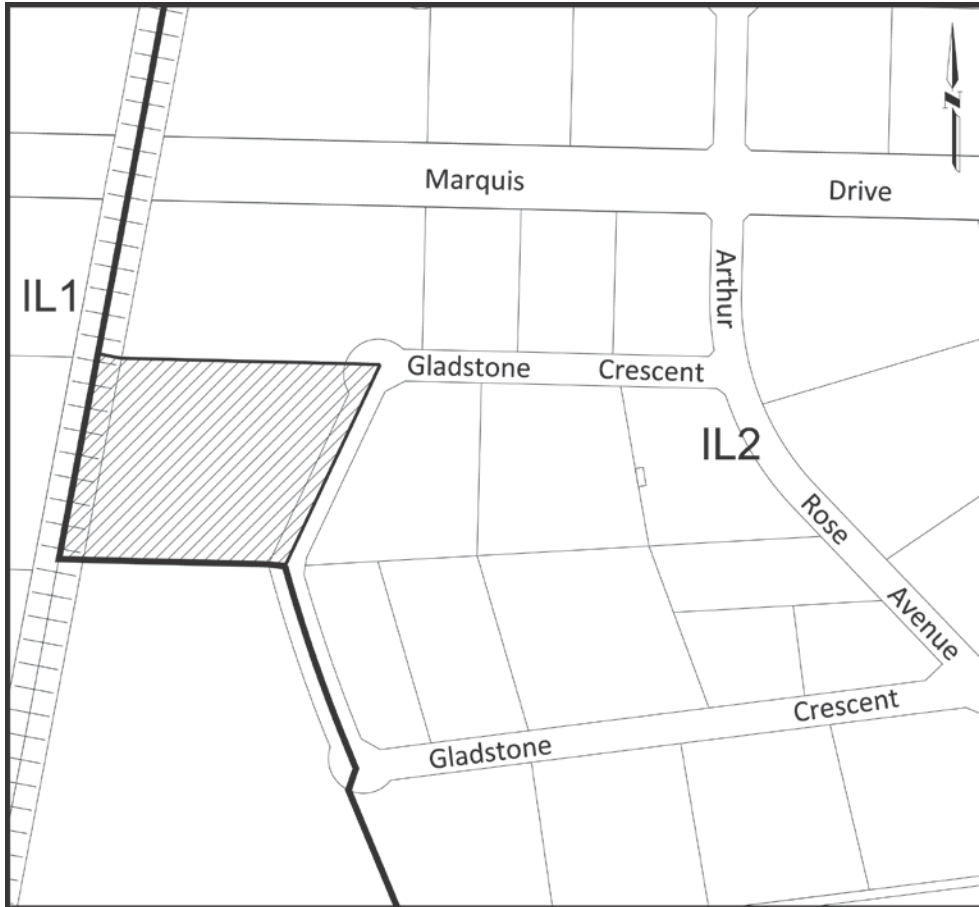
1. Location Map
2. Extent of Buffer

Report Approval

Written by: Brent McAdam, Planner, Planning and Development
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Lynne Lacroix, Acting General Manager, Community Services Department

S/Reports/DS/2015/MPC – Proposed Rezoning from IL2 to IL1 – 202 Gladstone Crescent – Marquis Industrial/ks

Location Map



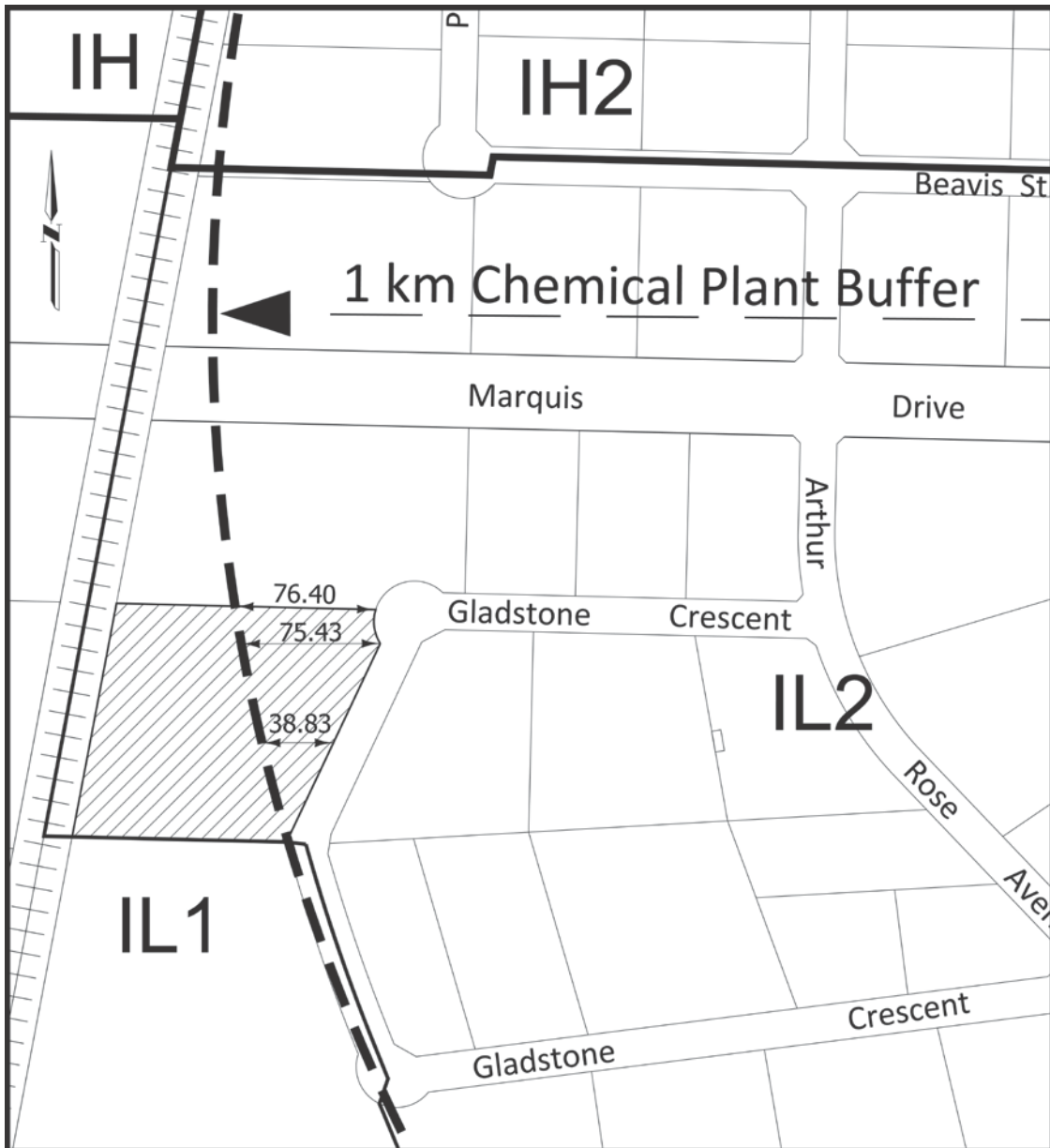
ZONING AMENDMENT

 From IL2 to IL1



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Extent of Buffer



 202 Gladstone Crescent



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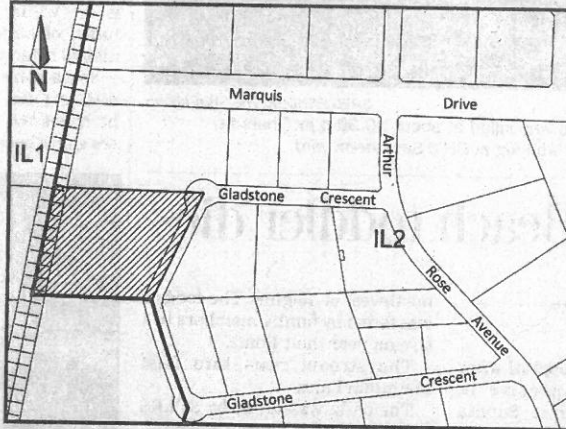
ZONING NOTICE

MARQUIS INDUSTRIAL


PROPOSED ZONING BYLAW AMENDMENT – BYLAW NO. 9280

Saskatoon City Council will consider an amendment to the City's Zoning Bylaw (No. 8770). By way of Bylaw No. 9280, The Zoning Amendment Bylaw, 2015 (No. 13), land in South West Industrial will be rezoned from IL2 – Limited Intensity Light Industrial District to IL1 – General Light Industrial District, as shown in the map below.

LEGAL DESCRIPTION – Lot 5, Block 272, Plan No. 102031186.



PROPOSED ZONING AMENDMENT

 From IL2 to IL1

File No. RZ44-2014

REASON FOR THE AMENDMENT – The IL2 zoning restricts public assembly uses on lands which are typically located within a one kilometre buffer from chemical plants located on Wanuskewin Road. 202 Gladstone Crescent is proposed to be rezoned from IL2 to IL1 as it lies substantially outside of the one kilometre buffer. The proposed rezoning will support the development of the property for warehouse and associated office use.

INFORMATION – Questions regarding the proposed amendment or requests to view the proposed amending Bylaw, the City of Saskatoon Zoning Bylaw and Zoning Map may be directed to the following without charge:
Community Services Department, Planning and Development Division
Phone: 306-986-0902 (Brent McAdam)

PUBLIC HEARING – City Council will hear all submissions on the proposed amendment, and all persons who are present at the City Council meeting and wish to speak on **Monday, April 27, 2015 at 6:00 p.m. in City Council Chamber, City Hall, Saskatoon, Saskatchewan.**

All written submissions for City Council's consideration must be forwarded to:
His Worship the Mayor and Members of City Council
c/o City Clerk's Office, City Hall
222 Third Avenue North, Saskatoon, SK S7K 0J5.

All submissions received by the City Clerk by **10:00 a.m. on Monday, April 27, 2015** will be forwarded to City Council. City Council will also hear all persons who are present and wish to speak to the proposed Bylaw.

BYLAW NO. 9281

The Zoning Amendment Bylaw, 2015 (No. 14)

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as *The Zoning Amendment Bylaw, 2015 (No. 14)*.

Purpose

2. The purpose of this Bylaw is to authorize an amendment to the Rezoning Agreement applicable to the land described in this Bylaw.

Zoning Bylaw Amended

3. Zoning Bylaw No. 8770 is amended in the manner set forth in this Bylaw.

Zoning Map Amended

4. The Zoning Map, which forms part of the Zoning Bylaw No. 8770, is amended as follows:
 - (a) The Rezoning Agreement applicable to the following lands shown on Appendix "A":

Surface Parcel No. 202997627

Legal Land Description: Blk/Par AA, Plan 102165241 Ext 0

is amended in accordance with the Amended Rezoning Agreement attached as Appendix "B" to this Bylaw.

Execution of Agreement Authorized

5. The Mayor and City Clerk are authorized to execute this Agreement attached as Appendix "B" to this Bylaw.

Coming into Force

6. This Bylaw shall come into force on the day of its final passing.

Read a first time this _____ day of _____, 2015.

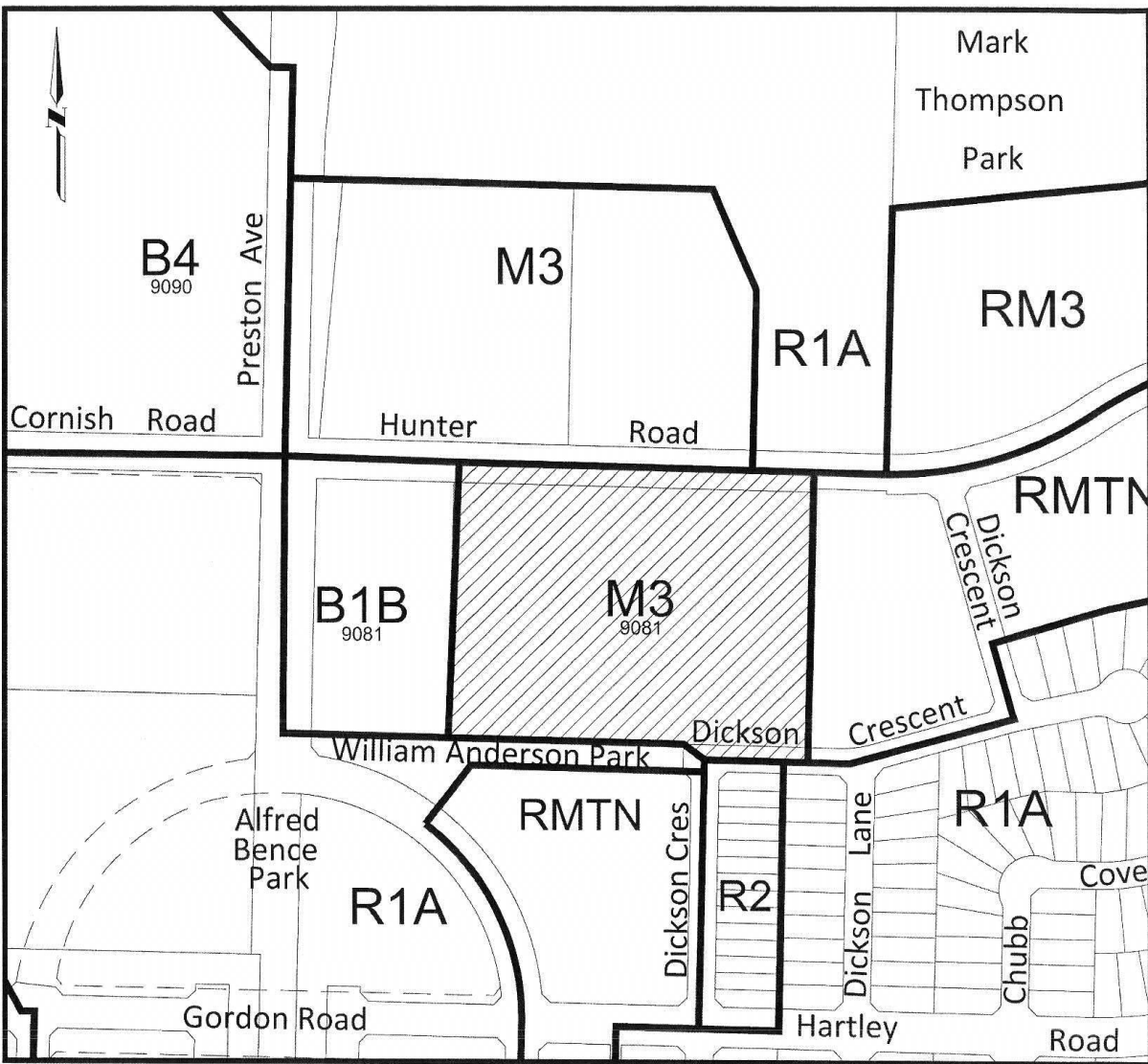
Read a second time this _____ day of _____, 2015.

Read a third time and passed this _____ day of _____, 2015.

Mayor

City Clerk

Appendix "A"



ZONING AMENDMENT



Amendment to Existing M3 by Agreement

April 15, 2015

City Clerk

Dear City Clerk:

**Re: Municipal Planning Commission Report for Public Hearing
Proposed Amendment to Existing Zoning Agreement
M3 – General Institutional Service District – 250 Hunter Road
[File No. CK. 4351-015-006]**

The Municipal Planning Commission at its meeting held on March 31, 2015 considered a report of the General Manager, Community Services Department, dated March 31, 2015, on the above application and supports the following recommendation of the Community Services Department:

That the proposal to amend the existing Zoning Agreement for the property located at 250 Hunter Road, as outlined in the report of the Acting General Manager, Community Services Department, dated March 31, 2015, be approved.

The Commission respectfully requests that the above report be considered by City Council at the time of the public hearing with respect to the above proposed application.

Yours truly,



Penny Walter, Committee Assistant
Municipal Planning Commission

PW:sj

Proposed Amendment to Existing Zoning Agreement – M3 - General Institutional Service District – 250 Hunter Road

Recommendation

That at the time of the public hearing, City Council consider the Administration's recommendation that the proposal to amend the existing Zoning Agreement for the property located at 250 Hunter Road, as outlined in this report, be approved.

Topic and Purpose

An application has been submitted by Meridian Development requesting an amendment to the existing Zoning Agreement for 250 Hunter Road in Stonebridge (see Attachment 1). The proposed amendment will clarify permitted uses and development standards on the property.

Report Highlights

1. In 2013, City Council approved applications to rezone two sites in Stonebridge, subject to Zoning Agreements, to accommodate a mixed-use residential development focused on senior care and neighbourhood-oriented services.
2. Meridian Development has applied to amend the Zoning Agreement, specific to 250 Hunter Road, in order to clarify permitted uses and development standards on the property so that construction of the seniors housing facility on the site may proceed.
3. The requested amendments are acceptable to Planning and Development as the development proposal is generally consistent with what was originally approved.

Strategic Goal

This report supports the Strategic Goal of Quality of Life by encouraging a mix of housing types across the city.

Background

In 2013, City Council approved applications from Meridian Development to rezone two sites in the Stonebridge neighbourhood.

The purpose of these rezoning applications was to allow for the construction of a mixed-use development focused on senior care and neighbourhood-oriented services consisting of a combination of commercial, residential, and institutional uses on these two sites. The B1B site (3203 Preston Avenue South), on which construction commenced in 2014, is occupied by a neighbourhood commercial development with retail, office, and other commercial uses.

The M3 site (250 Hunter Road), which is the subject of this report, is proposed to accommodate a seniors' housing facility with approximately 155 independent living

Proposed Amendment to Existing Zoning Agreement – M3 - General Institutional Service District – 250 Hunter Road

apartments, an intermediate care home with approximately 40 units, a dementia care facility for approximately 240 residents. The site also includes related amenities for residents, such as a medical clinic, personal service trades, restaurant, and lounge.

Meridian Development has applied to amend the Zoning Agreement specific to 250 Hunter Road. A rearrangement of uses originally proposed for the B1B site, as well as required clarification of certain development standards for this site, has prompted this amendment in order to allow construction of the facility to proceed.

Report

2013 Zoning Agreement

The Zoning Agreement approved for 250 Hunter Road in 2013 includes provisions with respect to use of land, development standards, and landscaping requirements. It currently restricts use of land to that of:

- a) a dwelling group consisting of special-needs housing and multiple-unit dwellings;
- b) a medical clinic;
- c) personal service trades accessory to and located within a principal residential building;
- d) food service accessory to and located within a principal residential building; and
- e) child care centres and preschools.

Development standards for the property are as follows:

- a) building height: building or portion of building used for independent living apartments and intermediate care not to exceed 5 storeys and 25 metres; all other buildings not to exceed 12 metres;
- b) front yard setback: 3.0 metres minimum;
- c) rear yard setback: 4.5 metres minimum;
- d) side yard setback: 3.0 metres, except west side yard, 0.0 metres; and
- e) gross floor space ratio: 2.2:1.

Further, the Zoning Agreement requires a landscaped strip in all required front, rear, and side yards, as well as open-style fencing provided adjacent to the south property line with gates provided to the adjacent linear park at least every 200 metres.

Requested Amendments to Zoning Agreement

Meridian Development is requesting amendments to the Zoning Agreement for 250 Hunter Road regarding permitted uses of the property, including clarifying uses, adding uses that are compatible with the original development concept, and clarifying development standards.

Planning and Development is of the opinion that these requested amendments are acceptable and generally consistent with what was originally proposed. The density of residential development on the property remains the same, and no material change to the use, building, or site design will result.

Proposed Amendment to Existing Zoning Agreement – M3 - General Institutional Service District – 250 Hunter Road

Please see Attachment 2 for a detailed explanation of the proposed amendments and the rationale for each, and Attachment 3 for the proposed site plan. Provisions of the current Zoning Agreement that are not being amended will remain in place.

Comments from Other Divisions

No concerns were received through the administrative referral process that precludes this application from proceeding to the public hearing. Please refer to Attachment 4 for complete comments.

Options to the Recommendation

City Council could choose to deny this application. This option is not recommended as it would not allow the development to proceed as proposed.

Public and/or Stakeholder Involvement

Public consultation was conducted as part of the process for the original rezoning application, including an open house held in November 2012, where there was general support for the proposal. As this amendment to the Zoning Agreement is technical in nature, and the overall intent and principal use of this proposal is consistent with the original, further consultation was not conducted for this application. The Stonebridge Community Association was advised, in writing, of the application.

Other Considerations/Implications

There are no policy, financial, environmental, privacy, or CPTED implications or considerations. A communication plan is not required at this time.

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

Public notice is required for consideration of this matter, pursuant to Section 11(a) of Public Notice Policy No. C01-021. Once this application has been considered by the Municipal Planning Commission, it will be advertised in accordance with Public Notice Policy No. C01-021, and a date for a public hearing will be set. The Planning and Development Division will notify all property owners within 75 metres of the subject site of the public hearing date by letter. A notice will be placed in The StarPhoenix two weeks prior. Notice boards will be placed on the site.

Attachments

1. Location Map
2. Proposed Amendments to Zoning Agreement for 250 Hunter Road
3. Proposed Site Plan
4. Comments from Other Divisions

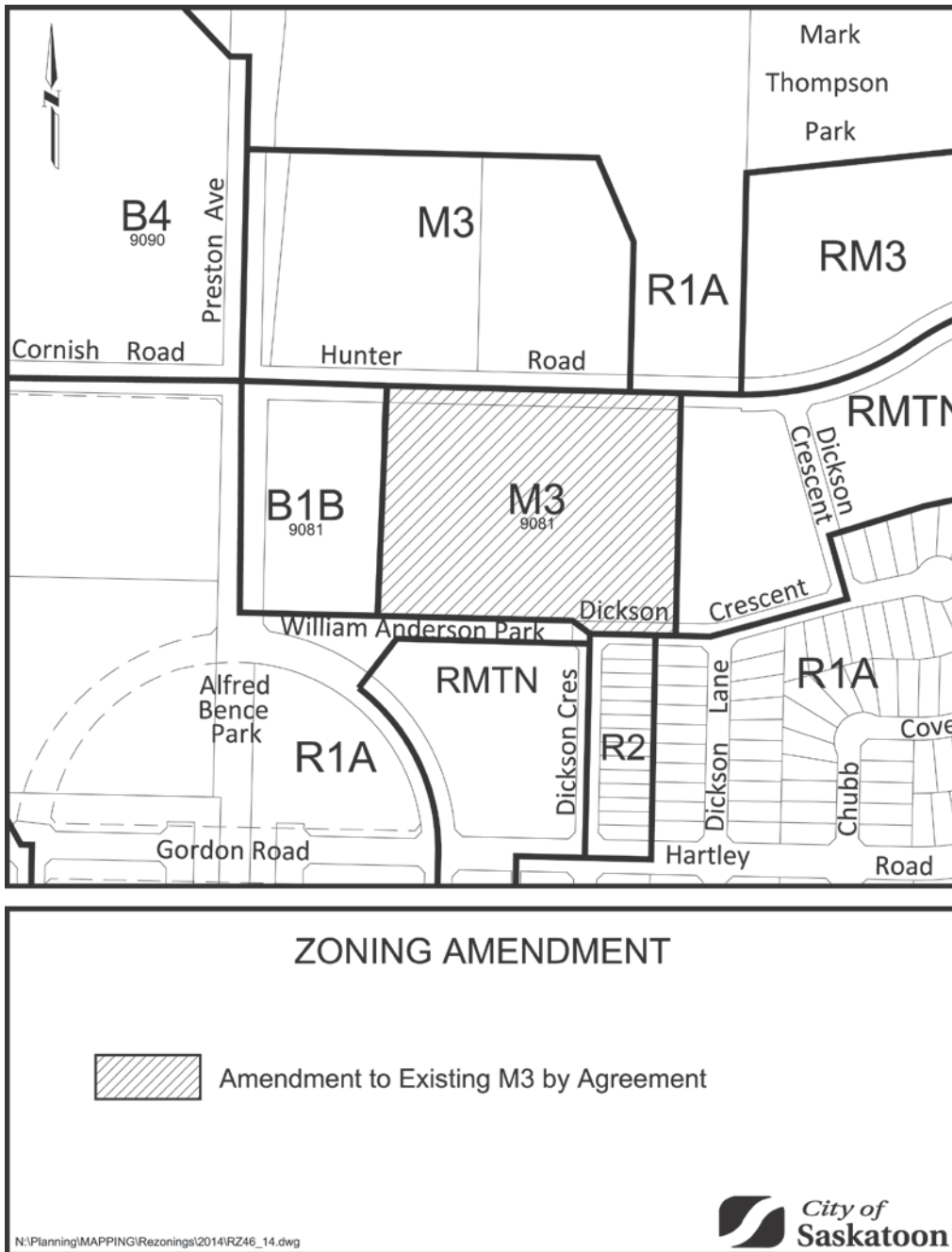
Proposed Amendment to Existing Zoning Agreement – M3 - General Institutional Service District – 250 Hunter Road

Report Approval

Written by: Brent McAdam, Planner, Planning and Development
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Lynne Lacroix, Acting General Manager, Community Services Department

S/Reports/DS/2015/MPC – Proposed Amendment to Existing Zoning Agreement – M3 – General Institutional Service District – 250 Hunter Road/ks

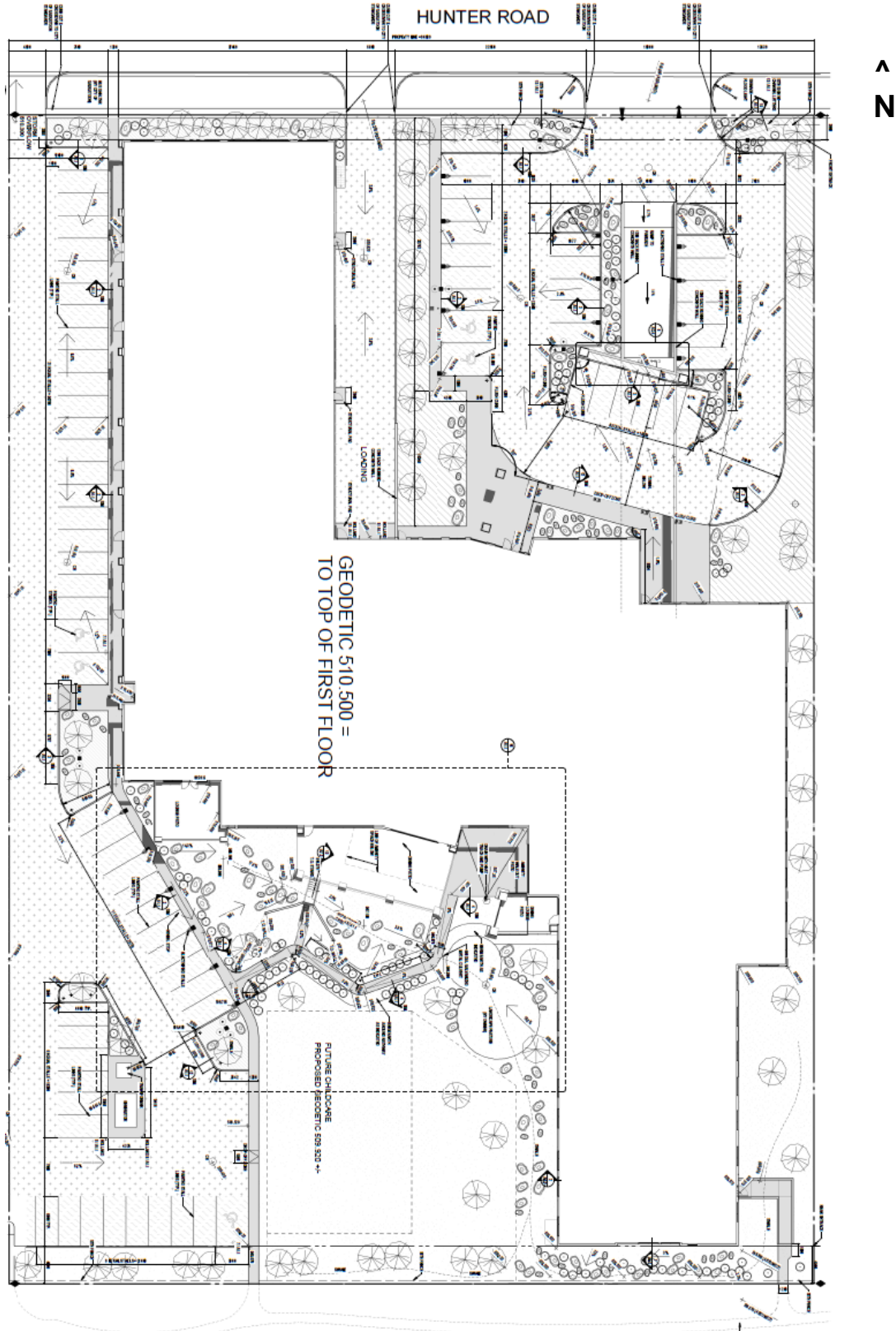
Location Map



Proposed Amendments to Zoning Agreement for 250 Hunter Road

Category	Proposed Amendment	Rationale
Use of Land	Add to the permitted uses: <ul style="list-style-type: none"> • Public library; and • Health club (with max. floor area of 745 m²). 	These uses were envisioned in the original proposal for the overall development concept and were provided for in the Zoning Agreement of the adjacent B1B site, 3203 Preston Avenue South. They are now intended to be accommodated as part of the seniors' housing facility.
	Clarify "food service" in the current Agreement to mean: <ul style="list-style-type: none"> • Restaurant and lounge located within the principal residential building with interior access only. 	The original proposal intended for a full service restaurant and lounge to primarily serve residents of the facility, which would be open to the general public as well. This amendment will clarify the intended use.
	Clarify the permitted residential uses of the property (a dwelling group consisting of special needs housing and multiple-unit dwellings) to include: <ul style="list-style-type: none"> • Special care home. 	The original proposal envisioned a housing facility that provided a range of levels of care for residents. Inclusion of a special care home will clarify the intended range of residential uses on the property.
	Add to the permitted uses in the defined commercial area on the west side of the building: <ul style="list-style-type: none"> • Offices; • Art galleries and museums; • Place of worship (with max. floor area of 745 m²); and • Confectionaries and drug stores or pharmacies, with exterior access but otherwise subject to the requirements of M3. 	Inclusion of these uses will serve the amenity and convenience of building residents, as well as ensure the viability of the leasable space on the west side of the building that faces and is integrated with the B1B commercial development to the west. These uses are anticipated to have a low impact on traffic and parking needs for the development.
	Allow personal service trades to have exterior access.	The current Zoning Agreement requires that these uses only have interior access within the principal building. However, the opportunity for exterior access is considered to be appropriate.
Development Standards	Allow for six floors instead of five, but overall building height still not to exceed 25m.	The development, as proposed, is considered to be six floors instead of five because of amenity space for residents that is included on the ground floor parking level, causing it to be considered as an occupied floor. The overall building height will not change from what was originally proposed.
	Allow the child care centre to be in a detached building.	This amendment will clarify the intention to include a child care centre on-site that is detached from the principal residential building.

Proposed Site Plan



Comments from Other Divisions

Transportation and Utilities Department

The proposed rezoning, as noted in this report, is acceptable to the Transportation and Utilities Department, with the following comments:

1. The sanitary sewer capacity is acceptable for the first phase, but further study/justification will be required for the later phase.

Planning and Development Comment: Meridian Development has acknowledged and agreed to this requirement.

2. Any storm water beyond the original design (40% impervious) must be retained on-site for one- or two-year storm events.

Planning and Development Comment: Meridian Development has acknowledged and agreed to this requirement and will address it in site design at the building permit stage.

ZONING NOTICE
STONEBRIDGE NEIGHBOURHOOD
PROPOSED ZONING BYLAW AMENDMENT – BYLAW NO. 9281

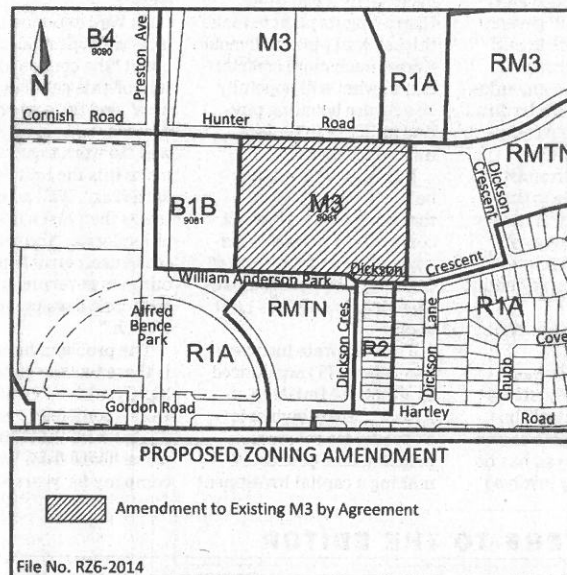
Saskatoon City Council will consider an amendment to the City's Zoning Bylaw (No. 8770). By way of Bylaw No. 9281, the Zoning Amendment Bylaw 2014 (No. 14), the existing Zoning Agreement for 250 Hunter Road (M3 – General Institutional Service District, by Agreement) in the Stonebridge neighbourhood, as shown in the map below, will be amended in order to permit the construction of a mixed-use development focused on senior care and neighbourhood-oriented services to proceed.

Proposed amendments include:

- Adding to the list of permitted uses: special care home, public library, health club, offices, art galleries and museums, place of worship, and confectionaries and drug stores or pharmacies;
- Clarifying those permitted uses that shall be allowed exterior access from the outside of the principal building, and those that shall have interior access only; and
- Allowing the residential portion of the building to be six storeys rather than five, although the overall maximum building height of 25 metres will not change.

LEGAL DESCRIPTION – Parcel AA, Plan No. 102165241.

CIVIC ADDRESS – 250 Hunter Road.



REASON FOR THE AMENDMENT – Amendments to the existing Zoning Agreement are required to clarify permitted land uses and development standards on the property, which are consistent with the vision and intent of the original development proposal, which received zoning approval in 2013.

INFORMATION – Questions regarding the proposed amendment or requests to view the proposed amending Bylaw, the City of Saskatoon Zoning Bylaw and Zoning Map may be directed to the following without charge:
Community Services Department, Planning and Development Division
Phone: 306-986-0902 (Brent McAdam)

PUBLIC HEARING – City Council will hear all submissions on the proposed amendment, and all persons who are present at the City Council meeting and wish to speak on **Monday, April 27, 2015 at 6:00 p.m. in City Council Chamber, City Hall, Saskatoon, Saskatchewan.**

All written submissions for City Council's consideration must be forwarded to:
His Worship the Mayor and Members of City Council
c/o City Clerk's Office, City Hall
222 Third Avenue North, Saskatoon, SK S7K 0J5.

All submissions received by the City Clerk by **10:00 a.m. on Monday, April 27, 2015** will be forwarded to City Council. City Council will also hear all persons who are present and wish to speak to the proposed Bylaw.

RECEIVED

MAR 30 2015

205-5

CITY CLERK'S OFFICE
SASKATOON

From: Hauser, Patrick <patrick.hauser@usask.ca>
Sent: March 30, 2015 8:20 AM
To: Web E-mail - Mayor's Office; Web E-mail - City Clerks
Cc: Hauser, Patrick
Subject: 2015 NAOSH Week proclamation request & information on the 2015 NAOSH Week National Launch
Attachments: NAOSH Week proclamation request - May 3 to 9 2015.pdf; NAOSH Flyer and Registration 2015 (3).pdf; NAOSH 2015 - Invite and Sponsorship Request 03 - MAR 2015.pdf

Dear City of Saskatoon Mayor's Office and City Clerk's Office,

Please find attached a request to proclaim North American Occupational Safety & Health (NAOSH) Week in Saskatoon for 2015 – the week of May 3rd to May 9th 2015.

Also, please see the attached information regarding the 2015 NAOSH Week National Launch being Held in Saskatoon this year on Monday May 4th, at Prairieland Park, Hall A.

We hope His Worship Mayor Atchison will confirm his attendance for the NAOSH National Launch Luncheon, as well as agree to bring greetings from the city at the event.

If there are any questions about this request or about any of the attachments please let me know.

Thank you for your time and consideration, I look forward to hearing back from you.

Sincerely,

Patrick Hauser
306-227-2051

Patrick Hauser, BA, CRSP
Safety Consultant, Safety Resources
Wellness & Safety Resources, University of Saskatchewan
Room 150 - Research Annex
105 Maintenance Road
Saskatoon, SK S7N 5C5 Canada
306-966-8838
<http://safetyresources.usask.ca>

205-5



North American Occupational Safety and Health Week

Sunday May 3rd through Saturday May 9th 2015



His Worship the Mayor and Members of City Council
Saskatoon City Council – City Hall
22 Third Avenue North
Saskatoon, SK S7K 0J5

March 30, 2015



Dear His Worship Mayor Don Atchison and All Members of Saskatoon City Council,

The local Northern Light Chapter of the Canadian Society of Safety Engineering respectfully requests that Saskatoon City Council proclaim Sunday May 3rd 2015 through Saturday May 9th 2015 as North American Occupational Safety & Health (NAOSH) Week.

Facts about NAOSH Week:

- NAOSH Week (May 3 to 9, 2015) is a time to learn more about the importance of occupational health and safety and recognize the contributions of health and safety professionals throughout our community.
- NAOSH Week events help prevent workplace tragedies by raising awareness and participation in health and safety systems at workplaces, helping to ensure workers – especially new and young workers – know that their own health and safety is more important than the work they perform.
- NAOSH Week has been celebrated across Canada and throughout North America since 1997.
- The 2015 NAOSH Week theme is “Make Safety a Habit... throughout your career.”

In addition to the proclamation request, the CSSE Northern Light Chapter invites Your Worship and all City Councillors to attend the following NAOSH Week events planned this year, and bring greetings from the City of Saskatoon.

Sunday May 3th – Steps for Life Walk

The third annual Steps for Life Walk will take place at the Diefenbaker Building on the U of S campus, 101 Diefenbaker Place; registration at 11:30 AM, speakers at 12:30 PM, walk at 1:00 PM with BBQ to follow. The Steps for Life Walk raises awareness and funds for Threads of Life, a national charity supporting workers who have been seriously injured at work and the families of workers who were fatally injured at work. For more information please visit: www.stepsforlife.ca and www.threadsoflife.ca

Monday May 4th – 2015 NAOSH Week Canadian National Launch

The 2015 NAOSH Week National Launch be held at Prairieland Park, Hall A, and will be the first NAOSH national launch to have 200 young workers attending from local high schools competing in the first ever **Amazing Safety Quest**. The luncheon begins at 11:30 AM and ends around 1:30 PM. The Amazing Safety Quest runs from 9:30 AM until 3:00 PM.

Guest Speaker: Greg Johnson – Tornado Hunter.

On Friday May 8th – NAOSH Week BBQ

The sixth annual NAOSH Week BBQ is again being held at CNH Place, at 230 Marquis Drive. We will be serving burgers from 11:00 AM until 1:00 PM, with booths promoting health and safety resources in our community, as well this year, the dunk tank is indoors (and warm) so companies are again urged to raise money to dunk their safety supervisors! It's a lot of fun.

Should Your Worship or any City Councillors wish to make arrangements to attend and support these events please contact me anytime at the numbers or email below. We welcome your participation!

Thank you for your consideration and time to support these and other local NAOSH Week initiatives.

Sincerely,

Patrick Hauser

On behalf of the NAOSH Week National Launch Committee &
Northern Light Chapter of the Canadian Society of Safety Engineering
306-227-2051 or 306-966-8838 or patrick.hauser@usask.ca



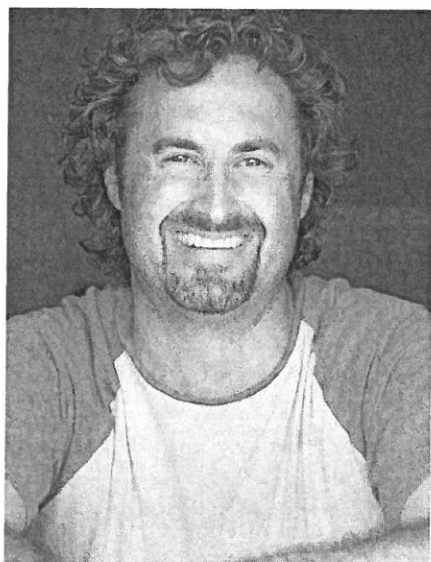
Association for Workplace Tragedy Family Support

NORTH AMERICAN OCCUPATIONAL
Safety and Health Week
Make Safety a Habit - For Your Career



May 3 - 9, 2015

Attend one of Saskatchewan's esteemed luncheons in support of North American Occupational Safety and Health (NAOSH) Week.



What kind of person looks for warning, danger and violence, then dives head first into it? A lunatic? Maniac? Close! Meet Greg Johnson, the Tornado Hunter.

Greg Johnson is one of North America's top professional storm-chasers and severe weather experts. With over ten years of experience, Johnson enjoys chasing classic prairie thunder and lightning storms, tornadoes, hurricanes, blizzards, and plans to continue traveling the world year-round to satisfy his appetite for capturing extreme weather.

He is an accomplished photographer, speaker, author, and workshop leader who has devoted himself full-time to capturing nature's most beautiful and deadly displays of severe weather on the new TV series, Tornado Hunters.

His recent experiences include documenting the aftermath of the massive twisters that devastated communities Missouri and Oklahoma. Greg is now being retained by the outdoor festival industry in order to assist organizers in ensuring their large crowds are kept safe from sudden and severe weather risks.

Saskatoon:
National Launch Event
Monday, May 4, 2015

Prairieland Park - Hall A
503 Ruth Street West
11:00 a.m. to 2:00 p.m.
Tickets \$30

Regina:
Provincial Launch Event
Tuesday, May 5, 2015

Conexus Arts Centre
200 Lakeshore Drive
11:00 a.m. to 2:00 p.m.
Tickets \$30

Registration deadline: Friday, April 24, 2015

For more information regarding other NAOSH Week activities please visit
<http://northernlight.nationbuilder.com/naoshweek2015>



NORTH AMERICAN OCCUPATIONAL
Safety and Health Week
Make Safety a Habit - For Your Career



Registration for NAOSH Week Luncheon

Name of Organization: _____

Name of Contact Person: _____

Email: _____

Mailing Address: _____

Phone: _____ Fax: _____

Luncheon tickets: _____ Saskatoon tickets at \$30 = \$ _____ (total)

_____ Regina tickets at \$30 = \$ _____ (total)

Note: Tables seat 8 people.

Payment Options:

Invoice - please send me an invoice at the above address.

Cheque - make cheques payable to: CSSE - Northern Light (for the Saskatoon event) or
CSSE - South Saskatchewan (for the Regina event)

For Saskatoon send cheques to:

CSSE Northern Light
PO Box 9867
Saskatoon, SK S7K 7Z2
Email: patrick.hauser@usask.ca

For Regina send cheques to:

CSSE South Saskatchewan
445 Hoffer Drive
Regina, SK S4N 6E2
Email: naosh@cassesouthsask.org
Fax: 306-569-1907

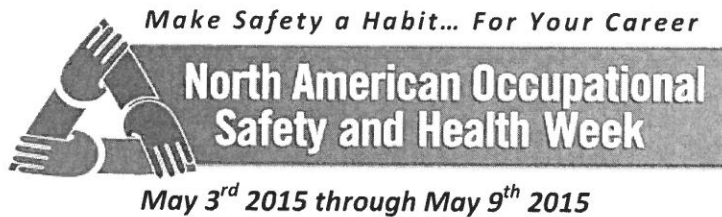
PayPal (Saskatoon only) - visit <http://northernlight.nationbuilder.com/naoshweek2015>

Cancellation Policy:

Upon registration, payment is required for ALL tickets requested unless cancelled in advance. Cancellations must be received by April 24, 2015 to obtain a refund. Please contact the committee you purchased tickets from by mail or email to cancel your ticket purchase.

Registration deadline: Friday, April 24, 2015

Together, let's create a culture of health and safety in Saskatchewan that eliminates all work-related illnesses, injuries and deaths.



Saskatchewan to Host 2015 NAOSH Week National Launch Monday, May 4th, Prairieland Park, Saskatoon

March 24, 2015

Dear Business Owners, Industry Leaders & Corporate Citizens,

The local Northern Light and South Saskatchewan Chapters of the Canadian Society of Safety Engineering and both the National and Provincial NAOSH Committees want to invite all employers throughout the province to take part in the 2015 NAOSH Week National Launch on Monday, May 4, 2015 in Saskatoon and the annual NAOSH Week provincial launch on Tuesday May 5th, 2015 in Regina.

At the NAOSH National Launch the first annual Amazing Safety Quest competition will be held the national launch on Monday. The Amazing Safety Quest will be a fun, hands-on and interactive activity to encourage new and young Saskatchewan workers to make safety a habit at the start of their career.

Also, the national and provincial launches feature speaker Greg Johnson, Storm-Chaser and Severe Weather Expert, sharing an educational message and entertaining visuals relating to leadership, assessing hazards and risks, situational awareness, and emergency preparedness.

Your generous sponsorship or donation will help ensure a memorable and positive experience for all young workers who participate.

Sponsorship Options:

In-Kind Sponsorship: Providing Great Prizes for Amazing Safety Quest Participants

- We are also looking for great prizes to recognize exceptional competitors in the Amazing Safety Race, in the \$50 to \$500 range (depending on the number of prizes you are able to provide.
- As well, we want to provide all young workers participating in the event with a package of materials they can use to help them make safety a habit. So far we have safety glasses for all participants. If you have ideas for prizes and/or giveaways please contact us.
- In-Kind Sponsors will also gain benefit from the exposure by hanging your banner at the event; your logo included in the sponsorship scroll; a tax receipt; and, a full colour frame-able Thank You Certificate for your office(s).

Class Sponsor: \$1000

- Please sponsor a class of 30 high school student young workers to take part in the luncheon and hands-on safety skills Amazing Safety Race competition. *A \$1000 sponsorship is far less than the direct cost of a serious workplace injury, and will help prevent future injuries by educating young workers to make safety a habit for their career!*
- Class Sponsors will also gain benefit from the exposure by having a promotional booth and/or hanging your banner at the event; your logo included in the sponsorship scroll; formal recognition by the MC during the event; and, a full colour frame-able Thank You Certificate for your office(s).

Student Sponsor: \$100 to \$900

- Sponsor 3 to 27 high school students to take part in the luncheon and hands-on safety skills Amazing Safety Race competition. *A Student Sponsorship is less than the cost of a typical training course for one worker, and will help prevent future injuries by educating young workers to make safety a habit for their career!*
- Student Sponsors will also gain benefit from the exposure by hanging your banner at the event; your logo included in the sponsorship scroll; and, a full colour frame-able Thank You Certificate for your office(s).

TO BECOME A SPONSOR AND TO REGISTER TO ATTEND THE 2015 NATIONAL OR PROVINCIAL NAOSH LAUNCH PLEASE VISIT:

<http://northernlight.nationbuilder.com/naoshweek2015>

The 2015 NAOSH Week National and Provincial Launches will be strengthened by your generous support! This is a non-profit event; all funds over and above the cost of hosting the event will be donated to the Threads of Life – Association for Workplace Tragedy Family Support.

With any questions about the national or provincial NAOSH launches please contact Patrick Hauser at 306-227-2051 or patrick.hauser@usask.ca in Saskatoon and Ryan Jacobson at 306-757-3197 or rjacobson@sasksafety.org in Regina.

Thank you for your time and support.

Sincerely,

Patrick Hauser, CRSP

On behalf of the 2015 NAOSH National Launch Committee,
And the local Northern Light Chapter of the CSSE





In-Kind Sponsorship Form

For the 2015 NAOSH Week National Launch in Saskatoon, SK

Company Name			
Contact Name			
Address			
City & Province		Postal Code	
Phone		Fax	
Email		Website	
Description of Prizes, Donation or In-Kind Contribution:			

To arrange a corporate sponsorship please contact Patrick Hauser at 306-227-2051
or fax this form to 306-966-8394

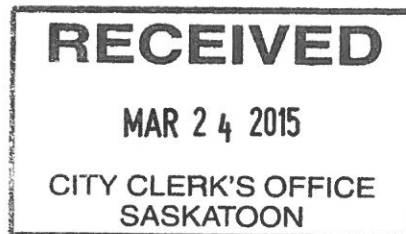
*Your NAOSH National Launch Organizing Committee
thanks you for your participation and support!*

To learn more about NAOSH and for a list of local events please visit: <http://www.naosh.org/>

205-5

From: Web NoReply
Sent: March 23, 2015 7:01 PM
To: Web E-mail - City Clerks
Subject: Proclamation - World Ovarian Cancer Day, Flag Raising & Request to Bring Greetings

Submitted on Monday, March 23, 2015 - 19:01
Submitted by anonymous user: 216.130.220.83
Submitted values are:



First Name: Catherine
Last Name: Mazurkewich
Email: cgal.maz@baudoux.ca
Confirm Email: cgal.maz@baudoux.ca
Phone Number: (306) 256-3510

*Box 219
Cudworth, SK
S0K 1B0*

==Your Message==

Service category: City Council, Boards & Committees
Subject: Proclamation - World Ovarian Cancer Day, Flag Raising & Request to Bring Greetings

Message:

On Behalf of Ovarian Cancer Canada Saskatoon Walk of Hope Committee, I would like to respectfully request that the City of Saskatoon consider declaring a Proclamation for World Ovarian Cancer Day on May 8th, 2015. We would also like to request that on that day, permission to raise a flag designating World Ovarian Cancer Day and that the Mayor or a City Councillor consider attending this ceremony & bringing greetings from the City of Saskatoon. This year marks our 10th Anniversary of the Walk in Saskatoon and our Committee has been working very hard to bring awareness regarding this deadly women's cancer since 2006 to all women and their families in this community as well as communities across the province. Following is a sample/template of the proclamation given to us from Ovarian Cancer Canada. If you wish to have this in Word Format, I can email you the template as well. We look forward to hearing from the Mayor & City Council regarding this very important day for Women across this Country. Please feel free to contact me at the above email address (I am away from March 25th to April 11th, but will have access to my emails). Sincerely, Catherine Mazurkewich - Co-Chair, Saskatoon Walk of Hope.

WORLD OVARIAN CANCER DAY

May 8, 2015

WHEREAS, Ovarian cancer has the lowest survival rate of all gynecological cancers, and is characterized around the world by a

lack of awareness of symptoms and late stage diagnosis; and

WHEREAS, on this day, ovarian cancer awareness organizations from across the world will aim to have a singular focus and message for ovarian cancer and its symptoms and will unite to educate their communities; and

WHEREAS, for women living with the disease, and their families and friends, this day will build a sense of solidarity in the fight against the disease;

THEREFORE, I, ~~---~~INSERT NAME, Mayor of the City of, INSERT CITY do hereby proclaim May 8, as World Ovarian Cancer Day in CITY.

JOURNÉE MONDIALE DU CANCER DE L'OVAIRE

8 mai 2015

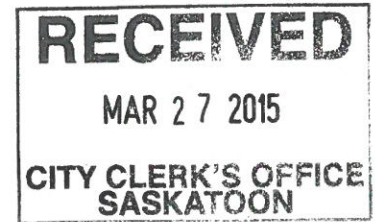
ATTENDU QUE le cancer de l'ovaire présente le taux de survie le plus faible de tous les cancers gynécologiques et qu'il se caractérise partout dans le monde par un manque de connaissance des symptômes et un diagnostic à un stade avancé;

ATTENDU QUE durant ce jour-là, les organisations de sensibilisation au cancer de l'ovaire du monde entier s'uniront en une même action et un même message pour éduquer leurs communautés au cancer de l'ovaire et à ses symptômes;

ATTENDU QUE pour les femmes atteintes du cancer de l'ovaire, leurs familles et leurs amis, cette journée mondiale établira un sentiment de solidarité dans la lutte contre la maladie;

PAR CONSÉQUENT, je, NOM DU MAIRE, maire de la ville de NOM DE LA VILLE, proclame par la présente le jour du 8 mai Journée Mondiale du cancer de l'ovaire à NOM DE LA VILLE.

NOM
Mayor / Maire



March 25, 2015

His Worship the Mayor and
Members of City Council

**Re: Request for Proclamation
Week of May 3 to 9, 2015 as
Emergency Preparedness Week in Saskatoon**

The Saskatoon Fire Department respectfully requests that City Council proclaim the week of May 3 to 9, 2015, as Emergency Preparedness Week in Saskatoon.

Emergency Preparedness Week is an annual, national event coordinated by Public Safety Canada that takes place during the first full week of May to raise awareness of the importance of having an emergency kit, making an emergency plan, and identifying risks in specific regions.

The Saskatoon Emergency Measures Organization (EMO) has planned activities throughout the week to raise awareness for the citizens of Saskatoon and test the City's own resources. A city-wide emergency messaging test will be performed on Tuesday, May 5, using the mass communication system **notifynow**. This will allow citizens to confirm they are registered and will show them what a message sounds like, or looks like, on their registered devices. EMO will host a cooking contest with celebrity tasters on Friday, May 8, to demonstrate what types of food should be in a basic emergency kit.

Citizens can ensure they are prepared at any time throughout the year by calling Saskatoon EMO at 306-975-3210 or visiting www.saskatoon.ca.

Thank you for considering this request for proclamation.

Sincerely,



Dan Paulsen
Fire Chief

/bjs



April 13, 2015

City of Saskatoon
222 3rd Ave North
Saskatoon, SK S7K 0J5

Dear Saskatoon City Council,

NatureCity Festival is an annual event of mostly free activities that take place across the city and encourage the people of Saskatoon to get out and engage with nature. It is organized by Wild About Saskatoon, an informal group of individuals who are dedicated to re-envisioning Saskatoon as a place immersed in nature. We believe that if the people of Saskatoon are engaging with nature they will be healthier, stronger, and more economically, socially, culturally and environmentally sustainable.

Now in our third year, we are grateful to the dozens of individuals, organizations, and businesses that make the festival possible.

In support of this initiative, we are requesting that the City of Saskatoon proclaim May 23 – 29, 2015 as NatureCity Festival Week.

Thank you for considering our request.

Sincerely,

Fiji Robinson
for Wild About Saskatoon /NatureCity Festival
306-652-5049
rudecat@sasktel.net

414 - 24th Street West
Saskatoon, SK
S7L 0B8

RECEIVED

505-5

APR 08 2015

CITY CLERK'S OFFICE
SASKATOON

From: Ken Alecxe <director@sanp.ca>
Sent: April 08, 2015 2:45 PM
To: Web E-mail - City Clerks
Cc: president@sanp.ca
Subject: Proclamation of May 11-17, 2015 as Naturopathic Medicine Week

Dear Ms. Sproule:

On behalf of the Council of the Saskatchewan Association of Naturopathic Practitioners, we would like to request that the City of Saskatoon proclaim May 11-17, 2015 as Naturopathic Medicine Week. There likely will be local events and open houses held throughout Saskatchewan communities at that time, including the City of Saskatoon.

I have attached a link below to the Canadian Association of Naturopathic Doctors, which contains an explanation of Naturopathic Medicine Week as a national event observed in provinces across Canada. It is our hope that the Government of Saskatchewan also take this opportunity to proclaim the week of May 11-17, 2015 as Naturopathic Medicine Week for our province.

https://www.cand.ca/Naturopathic_Medicine_Week.nmw.0.html

Thank you so much for your assistance. Please let us know what else you require to assist you in processing our request.

Ken Alecxe
Executive Director
Saskatchewan Association of Naturopathic Practitioners
306-535-0430
director@sanp.ca
director@sanp.ca
www.sanp.ca

2A - 2146 Robinson Street
Regina, SK
SAT 2PT

Mayor Donald J. Atchison
City of Saskatoon
222 Third Avenue North
Saskatoon, Saskatchewan
S7K 0J5



**Re: 2015 National Public Works Week: May 17-23, 2015
"Community Begins Here"**

Dear Mr. Mayor:

For 55 years, public works officials in Canada and the United States have celebrated National Public Works Week. This annual observance, which takes place during the third full week in May, is designed to educate the public regarding the importance of our nation's public infrastructure and services. It serves, moreover, as a time to recognize the contributions of public works professionals who, working in the public interest, build, manage and operate these essentials of our communities. The week is organized by the Canadian Public Works Association (CPWA) and the American Public Works Association (APWA) and is being celebrated for its 55th year in 2015.

The theme for the 2015 National Public Works Week is **"Community Begins Here."** The theme speaks to the essential nature of public works in providing the basis for communities to thrive and the importance of public works services in support of everyday quality of community life. Without public works, there would be no community.

As a steward of your province's public interest, we appeal to you to lend your support to our efforts by issuing a proclamation officially recognizing the 2015 National Public Works Week observance, which will occur May 17-23, 2015. Enclosed for your consideration is a draft proclamation. We hope to have all proclamations in our possession by April 15, 2015.

Together, the more than 28,500 members of CPWA and APWA in North America design, build, operate, and maintain the transportation, water supply, sewage and refuse disposal systems, public buildings, and other structures and facilities essential to our economy and way of life. Their dedication and expertise at all levels of government are a capital investment in the growth, development, economic health—and ultimate stability—of the nation. Therefore, we believe it is in the national interest to honor those who devote their lives to its service.

An effective public works program requires the confidence and informed support of all our citizens. To help public works professionals win that confidence and support, it is the mission of CPWA and APWA to promote professional excellence and public awareness through education, advocacy and the exchange of knowledge.

Through a variety of public education activities conducted by CPWA, its chapters and individual public works agencies—particularly during National Public Works Week—tens of thousands of adults and children have been shown the importance of the role of public works in society. The program also seeks to enhance the prestige of the professionals, operators and administrators serving in public works positions and to arouse the interest of young people to pursue careers in the field.

We respectfully request that you proclaim the importance of public works to the quality of life in our nation and affirm the contributions of public works professionals.

We will be in contact with you to determine how we can provide assistance to you in issuing and presenting a proclamation. Should you have questions, please contact me by phone at:

Andrew Stevenson
President, CPWA Saskatchewan Chapter
Manager
ATAP Infrastructure Management Ltd.
2225 Northridge Dr.
Saskatoon, SK S7L 6X6
Phone: (306) 244-8828
stevensona@ae.ca

National Public Works Week
May 17-23, 2015
"Community Begins Here"

City of Saskatoon Proclamation

WHEREAS public works infrastructure, facilities and services are of vital importance to the health, safety and well-being of the people of this Nation; and

WHEREAS such facilities and services could not be provided without the dedicated efforts of public works professionals, employees, and administrators, representing Federal, provincial, territory, and local units of Government, who are responsible for and must design, build, operate, and maintain the transportation, water supply, wastewater systems, public buildings, and other structures and facilities essential to serve our citizens; and

WHEREAS it is in the public interest for the citizens and civic leaders of this country to gain knowledge of and to maintain a progressive interest in the public works needs and programs of their respective communities;

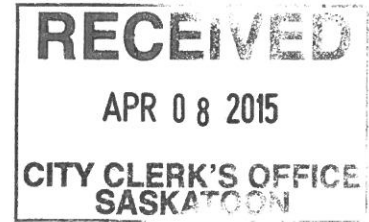
NOW, THEREFORE, I, Mayor Donald J. Atchison, do hereby designate the week, May 17-23, 2015, as National Public Works Week; and I urge all our people to join with representatives of governmental agencies in activities and ceremonies designed to pay tribute to our public works engineers and administrators and to recognize the substantial contributions they have made to our national health and welfare,

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City to be affixed,

[SEAL]

By the Mayor

From: Web NoReply
Sent: Wednesday, April 08, 2015 10:47 AM
To: City Council
Subject: Form submission from: Write a Letter to Council



Submitted on Wednesday, April 8, 2015 - 10:47
Submitted by anonymous user: 167.129.198.65
Submitted values are:

Date: Wednesday, April 08, 2015
To: His Worship the Mayor and Members of City Council
First Name: Linda
Last Name: Perrett
Address: P.O. Box 1728
City: Saskatoon
Province: Saskatchewan
Postal Code: S7K 3R6
Email: linda.perrett@police.saskatoon.sk.ca

Comments:
I am requesting a Proclamation from City Hall recognizing Victim Services week

" We can all help shape a future in which victims of crime are treated with the compassion, courtesy and respect they deserve.

April 19 to 25 is the tenth annual national Victims of Crime Awareness Week

Victims Week is about raising awareness about issues facing victims of crime and the services, programs and laws in place to help them and their families.

Call Saskatoon Police Victim Services Unit at 306-975-8400 for more information.

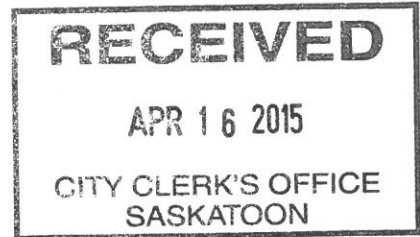
The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/14375>



HEART &
STROKE
FOUNDATION

His Worship Don Atchison
Mayor City of Saskatoon
222 3rd Avenue North
Saskatoon SK S7K 0J5

April 16 2015



Dear Mayor Atchison:

Re: National Health & Fitness Day 2015

I write to ask that your Council pass a resolution in support of this new national day to enhance the health and fitness of your constituents and all Canadians. If you have already done so in previous years- thank you for your support!

I enclose a draft resolution that can be adapted or used by Council to commit to a national program that unites you with other local governments in the promotion of increased participation in physical activities in communities across Canada.

Councils that have endorsed the concept have taken different approaches. Some have simply proclaimed the day (the first Saturday in June) to raise awareness of the importance of increasing physical activity; others have marked the day with free or discounted local events and initiatives celebrating and promoting the importance and use of local health, recreational, sports and fitness facilities, in order to boost participation in healthy physical activity. Endorsement of the concept should ultimately drive up participation rates and help promote our common interest in encouraging Canadians to live healthier lifestyles.

If you support National Health and Fitness day, please send a copy of your resolution to the office of MP Weston, who is monitoring the results from Coast to Coast and who has introduced the *National Health & Fitness Day Private Member's Bill*.

Thank you in anticipation of your Council helping to promote health and fitness in Canada.

With best regards,

Natalie Gierman, MSc
Director, Health Policy and Research | Heart and Stroke Foundation | Saskatchewan

Enclosures: Draft resolution

Draft resolution for proclamation:

National Health and Fitness Day

Whereas:

- the Parliament of Canada wishes to increase awareness among Canadians of the significant benefits of physical activity and to encourage Canadians to increase their level of physical activity and their participation in recreational sports and fitness activities;
- it is in Canada's interest to improve the health of all Canadians and to reduce the burden of illness on Canadian families and on the Canadian health care system;
- many local governments in Canada have public facilities to promote the health and fitness of their citizens;
- the Government of Canada wishes to encourage local governments to facilitate Canadian's participation in healthy physical activities;
- the Government of Canada wishes to encourage the country's local governments, non-government organizations, the private sector and all Canadians to recognize the first Saturday in June as National Health and Fitness Day and to mark the day with local events and initiatives celebrating and promoting the importance and use of local health, recreational, sports and fitness facilities;
- Canada's mountains, oceans, lakes, forest, parks and wilderness also offer recreational and fitness opportunities;
- Canadian Environment Week is observed throughout the country in early June, and walking and cycling are great ways to reduce vehicle pollution and improve physical fitness;
- declaring the first Saturday in June to be National Health and Fitness Day will further encourage Canadians to participate in physical activities and contribute to their own health and well-being;

Therefore:

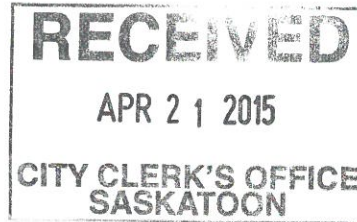
We proclaim National Health & Fitness Day in our municipality/district /regional district as the first Saturday in June;

(Optional) As a step to increase participation and enhance the health of all Canadians, we commit to mark the day with local events and initiatives celebrating and promoting the importance and use of local health, recreational, sports, and fitness facilities on National Health and Fitness Day.



Filipino Canadian Association of Saskatoon
14-115 3rd Avenue South Saskatoon, SK S7K1L7
Phone: 306.653.4499 Fax: 306.653.3971
Email: info@filcas.ca

April 16, 2015



His Worship Mayor Donald Atchison
and Members of the City Council

**RE: DECLARING JUNE 6-13 A FILIPINO-CANADIAN WEEK TO
COMMEMORATE THE INDEPENDENCE DAY OF THE PHILIPPINES**

Greetings! The Filipino Canadian community of Saskatoon takes great pride in commemorating annually the independence of the Philippines. This year marks the 117th year ending the 336 years of Spanish colonization rule.

Filipinos throughout the world celebrate the event in order to communicate the great history's lesson from one generation to the next, and to enable us to chart our future, according to our martyred national hero, Dr. Jose Rizal.

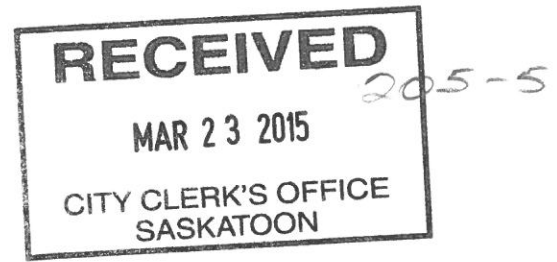
We would greatly appreciate and consider it a great honor if you can declare June 6-13, a Filipino-Canadian Week, not only to remember the Philippines' independence from colonial Spain and from 36 years of American occupation, but also to recognize the many contribution of Filipino-Canadians in Saskatoon who work in various workplaces and sectors of our city.

As it has been in the previous years and with your permission, we would like to open the celebration with a flag-raising ceremony on June 6, 2015 Saturday 10:00 am at the civic square. We further request that the Philippine flag be hoisted for the duration of the requested Filipino Canadian Week. Please feel free to contact the undersigned if there are any questions.

Thank you for your attention.

Sincerely,


ISAGANI FABI
President
306.203.0143



Honorary Consulate of Turkey in Saskatchewan
101-203 Stonebridge Blvd
Saskatoon, Saskatchewan Canada S7T 0G3

March 23, 2015

His Worship Mayor Don Atchison
Mayor of Saskatoon

Your Worship,

As Canadian Turks, we are proud of being citizens of this free and democratic country which stands out as one of the most successful examples of multiculturalism in the world. We appreciate the opportunities provided by the City of Saskatoon to different ethnic communities including Canadian Turks.

We have a growing population of Canadian Turks in the Province of Saskatchewan and in the City of Saskatoon. For this reason, as Honorary Consul General of Turkey in Saskatchewan, I would respectfully wish to request an annual Proclamation to commemorate two very important days in Turkey, April 23rd, Children's Day in Turkey and October 29th, Republic Day in Turkey.

As well, through appropriate channels, I will contact City Hall to arrange a flag raising ceremony to commemorate these important days. Your Worship, I would certainly extend a personal invitation to you to join us on these days as we recognize these special events.

April 23rd marks the first assembly of the Turkish Parliament in 1920. Mustafa Kemal Atatürk, the founder of the Turkish Republic, to whom we owe the modern state of Turkey, has dedicated the Republic to children and the date is celebrated as Children's Day since 1923 (National Sovereignty and Children's Day since 1935). On that day, Turkish school children take seats in the Parliament for a few minutes to symbolically govern the country. The children taking the seats also give short addresses which are publicized through media. Through public events, television and radio, and now social media events as well, children of Turkey grow up generation after generation with vivid memories of April 23rd Children's Day as they celebrate it with their friends from all around the world. That's why in each and every Turk's memory, there is a deep and special place for Children's Day.

October 29th is truly an important day for Turkey which commemorates the founding of the modern Turkish Republic by Mustafa Kemal Atatürk in 1923. This event marked the end of the Ottoman Empire and started Turkey on the path to embark on a wide-ranging set of reforms in the political, economic and cultural aspects of Turkish society. These reforms have left a lasting legacy of which the peoples of Turkish heritage are proud: the conversion of the newly founded Republic into today's modern, democratic and secular Turkish state.

It would truly be meaningful to the community of Canadian Turks to have these special and important days recognized by their adopted community.

We would be happy to provide additional information should Your Worship deem it necessary.

Best regards,

Sincerely

A handwritten signature in black ink, appearing to be 'Omer Al-Katib', with a long horizontal flourish extending to the right.

Omer Al-Katib
Honorary Consul General of Turkey, Saskatchewan