



ORDER OF BUSINESS

REGULAR MEETING OF CITY COUNCIL

DECEMBER 16, 2013, AT 6:00 P.M.

** The Woodwind Quintet (Saskatoon Symphony Orchestra) will be playing holiday music in Council Chamber from 5:30 p.m. to 6:00 p.m., finishing off with O Canada to start the meeting **

1. **Approval of Minutes** of regular meeting held on December 16, 2013.
2. **Public Acknowledgements**
3. **Hearings**
4. **Matters Requiring Public Notice**
5. **Unfinished Business**
6. **Reports of Administration and Committees:**
 - a) Administrative Report No. 21-2013;

- b) Legislative Report No. 16-2013;
 - c) Report No. 21-2013 of the Planning and Operations Committee;
 - d) Report No. 20-2013 of the Administration and Finance Committee;
 - e) Report No. 6-2013 of the Audit Committee; and
 - f) Report No. 24-2013 of the Executive Committee.
-
- 7. Communications to Council – (Requests to speak to Council regarding reports of Administration and Committees)**

 - 8. Communications to Council (Sections B, C, and D only)**

 - 9. Question and Answer Period**

 - 10. Matters of Particular Interest**

 - 11. Enquiries**

 - 12. Motions**

 - 13. Giving Notice**

14. Introduction and Consideration of Bylaws

- Bylaw No. 9154 - The Electric Light and Power Amendment Bylaw, 2013
- Bylaw No. 9156 - The Cemeteries Amendment Bylaw, 2013
- Bylaw No. 9157 - The Waterworks Amendment Bylaw, 2013
- Bylaw No. 9158 - The Sewage Works Control Amendment Bylaw, 2013
- Bylaw No. 9159 - The Transit Fares Amendment Bylaw, 2013
- Bylaw No. 9160 - The Waste Amendment Bylaw, 2013
- Bylaw No. 9161 - The Traffic Amendment Bylaw, 2013 (No. 5)

15. Communications to Council – (Section A - Requests to Speak to Council on new issues)

His Worship the Mayor and City Council
The City of Saskatoon

ADMINISTRATIVE REPORTS

Section A – COMMUNITY SERVICES

**A1) Land Use Applications Received by the Community Services Department
For the Period Between November 7, 2013 and December 4, 2013
(For Information Only)
(Files CK. 4000-5 and PL. 4350-1)**

RECOMMENDATION: that the information be received.

The following applications have been received and are being processed:

Condominium

- Application No. 19/13 1010 Main Street (24 New Units)
Applicant: Webb Surveys for 101174631 Saskatchewan Ltd.
c/o BlackRock Developments Ltd.
Legal Description: Lots 23-28, Block 4, Plan No. G18
Current Zoning: RM3
Neighbourhood: Varsity View
Date Received: November 13, 2013

Condominium

- Application No. 20/13: 3718 8th Street East (70 New Units)
Applicant: Larson Surveys for Providence Developments Ltd.
Legal Description: Parcel AA, Plan No. 101317485
Current Zoning: RM3
Neighbourhood: Wildwood
Date Received: November 19, 2013

Official Community Plan

- Amendment No. OCP 30/13: 105 71st Street East
Applicant: FFUN Enterprises
Legal Description: Parcels A & B, Block 113, Plan No. FP6240
and Parcel E, Plan No. 63S08144
Current Land Use Designation: Phase II
Proposed Land Use Designation: Phase I
Neighbourhood: Marquis Industrial
Date Received: November 13, 2013

Rezoning

- Application No. Z27/13: 210 – 224 Avenue P South
Applicant: Jim Siemens for Dr. Rob Basi & Company
Legal Description: Lots 18-22, Block 25, Plan No. F5554
Current Zoning: M2
Proposed Zoning: M3 by Agreement
Neighbourhood: Pleasant Hill
Date Received: November 5, 2013

Rezoning

- Application No. 31/13: 105 71st Street East
Applicant: FFUN Enterprises
Legal Description: Parcels A & B, Block 113, Plan No. FP6240 and
Parcel E, Plan No. 63S08144
Current Zoning: IL1(H)
Proposed Zoning: IL1
Neighbourhood: Marquis Industrial
Date Received: November 13, 2013

Subdivision

- Application No. 90/13: 3315 Centennial Drive
Applicant: Webb Surveys for Westgate Alliance Church
Legal Description: Parcel E, Plan No. 102124279
Current Zoning: RM3
Neighbourhood: Pacific Heights
Date Received: November 6, 2013

Subdivision

- Application No. 91/13: 1417 Main Street East
Applicant: Webb Surveys for Samtron Real Estate Corp.
Legal Description: Lot 12, Block 18, Plan No. G781 and
Lot 19, Block 18, Plan No. 101411154
Current Zoning: R2
Neighbourhood: Varsity View
Date Received: November 13, 2013

Subdivision

- Application No. 92/13: 52 - 25th St East and 25th Street Place
Applicant: City of Saskatoon
Legal Description: Part of Parcel SPS and all of Parcels B & G,
Plan No. 102111253
Current Zoning: RA1
Neighbourhood: Central Industrial
Date Received: November 14, 2013

Subdivision

- Application No. 93/13: 1820 College Drive (Proposed Hotel Site)
Applicant: Altus Geomatics for University of Saskatchewan
Legal Description: N.E. ¼ Section 34-36-5 W3M
Current Zoning: DCD7
Neighbourhood: U of S Lands South Management Area
Date Received: November 15, 2013

Subdivision

- Application No. 94/13: 1330 15th Street East
Applicant: Webb Surveys for 101222897 Sask. Ltd.
Legal Description: Lot 8, Block 2, Plan No. G705
Current Zoning: R2
Neighbourhood: Varsity View
Date Received: November 19, 2013

Subdivision

- Application No. 95/13: 13/15 Carleton Drive
Applicant: Webb Surveys for M. Derow/D & G Thiessen
Legal Description: Lot 28, Block 606, Plan No. 66S19386
Current Zoning: R2
Neighbourhood: College Park
Date Received: November 21, 2013

Subdivision

- Application No.96 /13: 11/13 Kusch Crescent
Applicant: Webb Surveys for Barry and Cynthia McEwen and
City of Saskatoon
Legal Description: Parcel E, Block 296 Plan No. G919 consolidated
with Lot 13, Block 296, Plan No. G919
Current Zoning: R2
Neighbourhood: Hudson Bay Park
Date Received: December 2, 2013

PUBLIC NOTICE

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

ATTACHMENTS

1. Plan of Proposed Condominium No. 19/13
2. Plan of Proposed Condominium No. 20/13
3. Plan of Proposed Official Community Plan Amendment No. OCP30/13
4. Plan of Proposed Rezoning No. Z27/13
5. Plan of Proposed Rezoning No. Z31/13
6. Plan of Proposed Subdivision No. 90/13
7. Plan of Proposed Subdivision No. 91/13
8. Plan of Proposed Subdivision No. 92/13
9. Plan of Proposed Subdivision No. 93/13
10. Plan of Proposed Subdivision No. 94/13
11. Plan of Proposed Subdivision No. 95/13
12. Plan of Proposed Subdivision No. 96/13

Section B – ASSET AND FINANCIAL MANAGEMENT

B1) SREDA - Business Incentives 2013 Tax Abatements (Files CK. 3500-13, CS. 3500-1 and CS. 1965-1)

RECOMMENDATION: that the tax incentive abatements as determined by SREDA be approved.

TOPIC AND PURPOSE(S)

To receive City Council's approval to process tax abatements to businesses approved under the City's Business Development Incentives Policy No. C09-014.

STRATEGIC GOAL(S)

The Business Development Incentives Policy supports the Economic Diversity and Prosperity Strategic Goal and the long-term strategy of working collaboratively with economic development authorities.

REPORT

Throughout the year, as applications are received, the Saskatoon Regional Economic Development Authority Inc. (SREDA) requests City Council to approve tax abatements for business incentive purposes. The incentives are based on the value of new construction, the creation of a specified number of jobs, and the maintenance of certain financial requirements. On an annual basis, following the approval of the incentive, staff from SREDA meet with each company to ensure that all of the requirements are being fulfilled.

Attached is a letter from SREDA resulting from their 2013 audit. The letter identifies those companies that have met all conditions of their incentive agreements for 2013. It also identifies those companies that are not eligible for tax abatements as the terms and conditions outlined in their incentive agreements were not met.

OPTIONS TO THE RECOMMENDATION

There are no options as the incentives are identified within the agreements between the City and the applicable business.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

Property tax abatements approved under this policy result in the deferral of the increased taxes that the new construction creates. As a result, there is no immediate impact, other than deferral. The abatements decline over a five-year period.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Public and/or stakeholder involvement is not required.

COMMUNICATION PLAN

None required.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

City Council's approval to process tax abatements is required by December 31 in order to apply the abatement to the current tax year.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications identified at this time.

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED review is not required.

PUBLIC NOTICE

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

ATTACHMENT

1. Letter dated November 27, 2013, from Bernie Ness, Director, Business Development, SREDA.

Section D – TRANSPORTATION & UTILITIES

D1) Award of Request for Qualifications for Civic Operations Centre (Files CK. 600-27, CC. 600-1 and CS. 600-2)

RECOMMENDATION: that the information be received.

TOPIC AND PURPOSES

This report is to provide City Council with the shortlist from the Request for Qualifications process to seek proponent teams that will design, build, finance and maintain the Transit Facility, and design, build, finance, maintain and operate a permanent Snow Management Facility, both located at the Civic Operations Centre (COC) Phase One.

REPORT HIGHLIGHTS

The Request for Qualifications (RFQ) was to seek out qualified firms that the City of Saskatoon could shortlist to proceed to a Request for Proposal stage. The three firms being shortlisted are: Berry Infrastructure Partners; Integrated Team Solutions (ITS); and Plenary Infrastructure COC, who will receive a future Request for Proposal for the COC Project using a Public-Private Partnership (P3) method of procurement.

STRATEGIC GOALS

The COC supports many of the goals from the City's Strategic Plan including:

Quality of Life: Relocating Transit from the Caswell Hill neighbourhood supports the four-year priority of directing expenditures towards amenities in neighbourhoods to enhance and protect property values and encouraging private investment.

Environmental Leadership: The new Transit Facility will be LEED certified and the Snow Management Facility will meet Environment Canada's "Code of Practice for the Environmental Management of Road Salts".

Asset and Financial Sustainability: This project supports the four-year priority of developing funding strategies for capital expenditures and the 10-year strategy of reducing the gap in the funding required to rehabilitate and maintain our infrastructure.

BACKGROUND

City Council, at its meeting held on February 11, 2013, when dealing with Clause G2, Administrative Report No. 3-2013 (Phase One – Civic Operations Centre P3 Funding Approval), adopted the following recommendation:

- “1) that the Public-Private Partnership procurement model be approved for the delivery of the new Transit Facility and permanent Snow Storage Facility at the Civic Operations Centre;”

At its May 6, 2013, meeting City Council authorized the Administration to release the Request for Proposals (RFP) to retain key advisors to support the procurement process and project delivery. At its June 24, 2013, meeting, City Council approved the advisory agreements award (Financial and Business Advisor - Deloitte; Legal Advisor - Blake, Cassels & Graydon LLP; Fairness Advisor - P1 Consulting; and Owner's Technical Advisor - Rebanks Pepper Littlewood Architects/Morrison Hershfield).

At its September 23, 2013 meeting, City Council approved the issuance of the Request For Qualifications for proponents for the COC.

REPORT

On September 24, 2013, the City issued the RFQ for proponents for the COC. The RFQ was to select and shortlist highly qualified respondents based on their demonstration of capacity (both technical and financial), who then will respond to a more detailed RFP, to find one proponent who will design, build, finance, and maintain the Transit Facility, and design, build, finance, maintain and operate the permanent Snow Management Facility.

The RFQ required firms to detail their experience in the areas of transit facilities and snow management facilities. The document had rigorous requirements in order to find the best applicants for this project. The applicants had to submit information that outlined their firm's overall experience and ability in:

- P3s;
- Financial capacity and financing approach;
- Transit Facility design, construction and maintenance; and
- Snow Management Facility design, construction and maintenance/operations.

Five submissions were received by the closing date of November 12, 2013. The submissions were from the following teams:

- Berry Infrastructure Partners
- Forum Social Infrastructure Saskatoon
- Gracorp Partnerships Saskatchewan
- Integrated Team Solutions (ITS)

- Plenary Infrastructure COC

The Project Fairness Monitor team was involved in every step of the RFQ process, to ensure that RFQ procurement was handled in a fair, open, and transparent manner. They reviewed the RFQ document before its issuance, reviewed every interaction the City had with Applicants, including reviewing Requests for Information, reviewing any addenda that were issued, attending the Applicants' Information Meeting, and assisting with any conflicts of interest that arose.

RFQ evaluation principles were established to: ensure consistency with the RFQ; fair and consistent process; confidentiality; and consensus decision making. The COC Evaluation Team underwent Evaluation Training and an Evaluation Manual was created. After receipt, all RFQ submissions were placed in a locked Data Room, and only the Evaluation Team could access the room for their reviewing, to ensure confidentiality. The Evaluation Team first reviewed and scored each submission individually, and then came together as group at Consensus Meetings, to establish one definitive record of scoring. The Fairness Monitor attended the consensus review meetings, to ensure a fair evaluation process occurred.

The RFQ submissions were scored based on the following criteria that were provided to all Applicants:

Financial Capacity	Pass/Fail
Applicant Team and Approach to partnering	20 points
Design Team –	
Asset Specific Expertise and Individual Qualifications	20 points
Construction Team –	
Asset Specific Expertise and Individual Qualifications	20 points
Facilities Management Team –	
Asset Specific Expertise and Individual Qualifications	25 points
Financing Approach and Experience	<u>15 points</u>
Total	100 points

The COC Evaluation Team determined the three highest scoring applicants. The three shortlisted proponent teams are:

1. Berry Infrastructure

HOCHTIEF PPP Solutions North America, Inc. – Developer and Finance Lead
DIF Infra3 Canada Ltd. – Developer and Finance Lead
Strasman Architects Inc. – Design Lead

Buttcon Limited – Construction Lead
Clark Builders Partnership – Construction Lead
Black & McDonald Limited – FM (Facilities Management) Lead

2. Integrated Team Solutions

EllisDon Capital Inc. – Developer and Finance Lead
Fengate Capital – Developer and Finance Lead
Kasian Architecture – Design Lead
EllisDon Corporation – Construction Lead
Cofely Services Inc. – FM (Facilities Management) Lead

3. Plenary Infrastructure COC

Plenary Group (Canada) Ltd. – Developer and Finance Lead
Stantec Consulting Ltd. – Design Lead
Bird Design-Build Construction/Wright Construction Western Inc. Joint Venture –
Construction Lead
Honeywell Limited – FM (Facilities Management) Lead
Alberta Highway Services Ltd. – FM (Facilities Management) Lead

The next step in the process is to issue a Request for Proposal (RFP) which is planned for February/March 2014. The RFP will be issued only to these three firms which were shortlisted through the RFQ process. The RFP is expected to close in June 2014, with a final proponent chosen and negotiations concluded by October 2014. Substantial completion of Phase One of the COC is anticipated by fall 2016.

OPTIONS TO THE RECOMMENDATION

There are no options to the recommendation.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

Phase One of the COC (Capital Project 1584) was approved during the 2013 budget deliberations on December 4, 2012. At this same meeting, the Civic Facilities Funding Plan was also approved. This plan, which provides a phased-in approach to address major facilities over the next eight to ten years, includes the funding required for this phase of the COC. The payment to the successful proponent under a public private partnership covers three categories: (1) capital debt, (2) operations and maintenance,

and (3) a reserve contribution. The funding plan supports a \$7.4M annual payment for the construction of the Transit Facility and Snow Storage Facility and a \$3.0M annual payment for the operational and reserve contribution. The capital costs for Phase One of the COC are currently budgeted at \$128M plus interest, financing fees, and other transaction costs. PPP Canada will fund up to a maximum of \$42.9M for this phase.

COMMUNICATION PLAN

The shortlisted firms will be contacted and notified that they are approved to proceed to the RFP stage. The other firms who submitted proposals will also be notified.

Overall communications for the project will be handled by the Owner's Technical Advisor working with the City's communications consultant. This will include public open houses, project updates, advertising, and regular updates to the existing Civic Operations Centre webpage.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications identified at this time.

PRIVACY IMPACT

There are no privacy implications.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

The RFP will be finalized, and will be brought to City Council in March 2014 for approval. The RFP is expected to close in June 2014, with a final proponent chosen and negotiations concluded by October 2014. The preferred proponent will be reported to City Council at that time. Substantial completion of Phase One of the COC is anticipated by fall 2016.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

Once planning of the site gets under way, a Crime Prevention through Environmental Design (CPTED) analysis will be developed.

PUBLIC NOTICE

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

D2) Capital Project #2407 – IS North Commuter Bridge North Commuter Parkway - Status Update (Files CK. 6050-10 and IS. 6050-104-044)

RECOMMENDATION: that the information be received.

TOPIC AND PURPOSE

This report is to provide City Council with an update as to the current status of the North Commuter Parkway project.

REPORT HIGHLIGHTS

1. Project development has been ongoing at an aggressive pace.
2. The Administration is working closely with PPP Canada to advance the funding application.
3. The City Manager's Office continues to coordinate with the Province of Saskatchewan to solicit a funding commitment; however, no commitments have been made to date.
4. Based on projected timelines for funding confirmation, a project completion date of October 2016 is not achievable.
5. The current total proposed project capital budget for the North Commuter Parkway Project is \$245 million (December 2015 dollars, not including G.S.T.) based on an October 2017 completion date.

STRATEGIC GOAL

The construction of the North Commuter Parkway supports the City of Saskatoon Strategic Goal of Moving Around as it will optimize the flow of people and goods in and around the city.

BACKGROUND

City Council, at its meeting held on May 21, 2013, during consideration of Clause 2, Report No. 10-2013 of the Executive Committee regarding the North Commuter Parkway project, adopted the following recommendations:

- “1) that the Administration proceed with the North Commuter Parkway project based on the bridge and arterial roadway configuration recommendations of the Functional Planning Study;
- 2) that the Traffic Bridge Replacement project be combined with the North Commuter Parkway project; and
- 3) that the Administration continue to pursue available funding for this project from the Federal and Provincial Governments.”

At its meeting on June 10, 2013, City Council approved the award of technical advisory services for the North Commuter Parkway project to CIMA+ at a total estimated cost, on a time and materials basis, to an upset limit of \$4,016,143.95 (including P.S.T. and G.S.T.).

At its meeting on June 17, 2013, the Executive Committee received an informational report from the General Manager, Corporate Services Department, advising that a screening application had been submitted to PPP Canada for funding of 25% of the direct construction cost of this project.

At its meeting on August 14, 2013, City Council received an informational report from the General Manager, Infrastructure Services Department, advising that the Administration had proceeded with procurement of a PPP Business Case Advisor and that the target completion date would be delayed if PPP Canada and Provincial funding was not confirmed and the Design-Build-Finance-Maintain (DBFM) Request for Proposal (RFP) process was not initiated prior to April/May 2014. The report also advised that the construction of the project must begin by early 2015 to meet the original target deadline. This would require that the DBFM Request for Qualifications (RFQ) be issued by January/February 2014.

At its meeting on September 23, 2013, City Council approved the award for the North Commuter Parkway Project P3 Business Case to KPMG LLP for a total estimated cost of \$69,500.00 (plus G.S.T.).

REPORT

North Commuter Parkway

Project development for the North Commuter Parkway is ongoing at an aggressive pace.

An Environmental and Geotechnical Pre-Screening Study was completed by Clifton Associated Ltd., with final reports received by July 2013. Stantec Consulting Ltd. (Stantec) was retained for a subsequent environmental study necessary for the project, which included a Baseline Terrestrial and Aquatic Field Studies, and Heritage Resource Impact Assessment report; this report was finalized in early November 2013.

Land acquisition necessary to accommodate the various road right-of-ways and working easements for the project is nearly completed.

The City's Technical Advisor, CIMA+, has completed topographic surveys of the project area, bathymetric surveys in the river, additional geotechnical investigations, and project design development. Development of the project design has entailed iterative reviews by key departments within the Administration to address transportation requirements, accommodate future land development, address drainage, and prevent conflict with future utility servicing. At this time, the overall project has been functionally designed to a 30% level, with some key components developed to a much higher level, to allow unit quantity and cost estimates to be completed as necessary for the financial models of the P3 Business Case.

Meetings with the Meewasin Valley Authority, Fire Department, and the CPTED Committee have been completed to review the preliminary design and solicit feedback from these critical project stakeholders. Additional meetings will be undertaken regarding staged design submissions during the procurement period.

With completion of the preliminary design, CIMA+ is now developing the technical performance specifications for the project and assisting in development of the RFQ and RFP documents.

Transportation is currently working to provide a completed functional plan for the Attridge Drive/Central Avenue intersection improvements to Council for approval.

The overall plan of the North Commuter Parkway project is illustrated in Figure 1 (Attachment 1).

Twinning of Central Avenue between Attridge Drive and Somers Road was not included in the overall scope of the original project. This work will be coordinated with the NCP project and will be included in the final P3 procurement package in the interest of schedule coordination and possible financial savings. This work will be funded from the appropriate off-site levies and other reserves and funding sources, with the exception of any required sound attenuation, which is included within the scope of the North Commuter Parkway project. The estimated budget for the road work on Central Avenue south of Somers Road is \$7.6 million.

Traffic Bridge Replacement

The Traffic Bridge has been shelf-ready as a Design-Build project since early 2013. Further to the report presented to Council at its meeting on June 10, 2013, Stantec Consulting Ltd. will remain as the City's Technical Advisor for the Traffic Bridge Replacement component of the overall project.

Stantec has been assisting development of the P3 Business Case through participation in the risk workshop and updating cost estimates for the Traffic Bridge Replacement. Stantec is now assisting CIMA+ in development of the technical performance specifications, as particularly related to the Traffic Bridge, and assisting in development of the RFQ and RFP documents.

The Administration is working with Stantec to update their fee estimate to complete the project based on the current project scope, schedule, and delivery model. A future report will be made to Council to approve a Notice to Proceed for Stantec to the balance of their Engineering Services Agreement with the City.

Funding

Funding for the North Commuter Parkway project relies on significant contribution by senior levels of government. The Administration is working closely with PPP Canada. The P3 Business Case Advisor, KPMG, has gathered the project facts to understand the objectives and requirements, conducted market sounding interviews, and conducted a formal risk workshop with the project team and its advisors. The Administration will submit the P3 Business Case to PPP Canada for review in December 2013.

The City Manager's Office continues to coordinate with the Province of Saskatchewan to solicit a funding commitment. Although no commitment has been received to date, the Administration will continue to work with the Province and is hopeful that there will be interest in the project in the future.

Schedule

Further to the August 14, 2013 report to Council, the original project completion target of October 2016 for the North Commuter Parkway was subject to funding confirmation by January 2014 to allow sufficient time for the procurement, design, and construction period. This timeline was already aggressive, and it has taken longer to go through the PPP process than the Administration estimated. The PPP process is extremely rigorous due to the significant financial impact to both the proponents and the Federal Government. A project completion date of October 2016 is no longer reasonable, unless significant premium cost bridge solutions are employed which allay the Department of Fisheries and Oceans 'in river' work regulations such as clear span designs, or construction methods that comply at a premium cost. All factors considered, the Administration believes that a mid to late 2017 completion deadline is achievable and would result in the highest value solution for the City.

The Administration will continue to advance the funding applications with the Federal and Provincial government. It must be noted, that if funding confirmation is not achieved prior to Summer 2014, even a 2017 completion date for the North Commuter Parkway may not be achievable.

OPTIONS TO THE RECOMMENDATION

There are no other options.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

A proposed project budget was presented to Council at its meeting on May 21, 2013. The proposed project budget included \$194,473,500 for the North Commuter Parkway component, and \$35,000,000 for the Traffic Bridge Replacement component, in 2013 dollars. The funding plan assumed significant participation from the Federal and Provincial governments.

Based on the latest project designs and cost estimates by the Technical Advisors, the current proposed project budget breakdown, in 2013 dollars, is as follows:

Project Administration and Advisory Services	\$ 8,822,000
Land Acquisition and Related Activities	10,450,000
Traffic Bridge Replacement	35,000,000
Parkway River Bridge	100,058,200
McOrmond Drive and Central Avenue Extension (arterial roadways, trails, drainage)	56,039,300
Central Avenue/Attridge Drive Intersection Improvements with Sound Allowance	7,023,600
Central (Attridge-Somers) Sound Allowance	1,446,700
Total (GST not included)	\$218,839,800

While the project has been operating under an estimated budget of \$229,473,500 to date, our cost consultant for this project has advised that the budget be adjusted to reflect escalation contingency to December 2015, based on the current project schedule and bidding practices anticipated under a P3 project delivery. Therefore, the project budget should reflect approximately 12% for this escalation, extending the total proposed budget to \$244,954,000. Administration is continuing to develop a funding plan based on this cost. When complete, the plan will be sent to City Council for approval.

This revised budget estimate is based on an October 2017 completion date. If the completion date is extended further, the project budget will need to be revised to reflect additional escalation contingency.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Stakeholder involvement will be required at various stages of the project. The Administration will coordinate with applicable stakeholders as necessary.

COMMUNICATION PLAN

A communications agency has been retained through the Technical Advisor for the project, and a phased-in communication plan will be developed for the life of the project. Webpages for the North Commuter Parkway and Traffic Bridge Replacement have been updated, and will continue to be updated as new information is made available. Various community events will be planned in order to engage and educate the public. Regular project updates will be provided to City Council by the Project Manager, and more broadly to the general public, through the media.

The P3 Business Case will be posted on the project website when complete.

ENVIRONMENTAL IMPLICATIONS

The opening of the North Commuter Parkway Bridge will divert considerable traffic from the congested bridges and arterial roads to the south, and the Traffic Bridge will provide an alternate route for crossing the river in the downtown core. The Traffic Bridge will also include pedestrian and bike lanes on both sides of the bridge and connect with the city's network of pedestrian and bicycle paths to support this environmental priority. With the opening of these two bridges, traffic congestion will be reduced and travel times will be shorter for vehicles and public transit, resulting in reduced greenhouse gas emissions and improved air quality.

These benefits are estimated in the table below:

Benefits	300,000 population	400,000 population
AM peak hour delay reduction	2,641 hours	15,284 hours
PM peak hour delay reduction	4,122 hours	25,571 hours
Fuel savings from idling engines (1.8 L/hr)	12,000 L per day	74,000 L per day
CO ₂ emissions reduction from fuel savings	28 tonnes per day	175 tonnes per day

At a population of 300,000, traffic reductions across the city's other river bridges is expected to be reduced by 6% to 27% after completion of the North Commuter Parkway project as commuters find more optimal commuting routes through the city. At a population of 400,000, traffic volumes across the city's other river bridges are expected to be reduced by 9% to 27%.

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A preliminary CPTED review was completed at the Committee's September 5, 2013, meeting. The CPTED Committee's report is pending. Additional CPTED reviews will be undertaken on staged design submissions during the procurement period.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

The revised target completion date for the North Commuter Parkway project is October 2017.

PUBLIC NOTICE

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

ATTACHMENT

1. North Commuter Parkway – Bridge and Roads Overall Plan

Respectfully submitted,

Randy Grauer, General Manager
Community Services Department

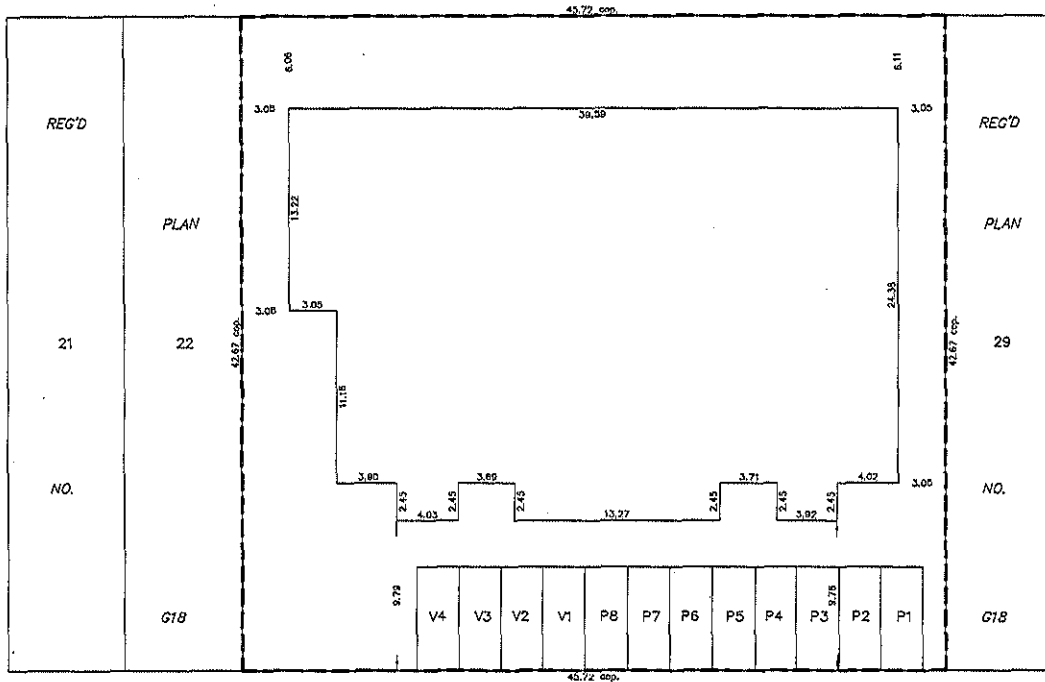
Marlys Bilanski, General Manager
Asset and Financial Management

Jeff Jorgenson, General Manager
Transportation & Utilities Department

MAIN STREET

SITE PLAN
SCALE 1:200

CLARENCE AVENUE



PLAN OF SURVEY SHOWING SURFACE BUILDING CONDOMINIUM FOR Lots 23 - 28 inclusive, in Block 4 Reg'd Plan No. G18 S.W. 1/4 OF SECTION 27 TWP. 36, RGE. 5, W. 3rd MER. SASKATOON, SASKATCHEWAN BY T.R. WEBB, S.L.S. SCALE AS SHOWN JULY - SEPTEMBER 2013

LEGEND

1. Dimensions shown are in metres and decimals thereof.
2. Measurements indicating the position of the building in relation to the outer boundaries of the parcel are taken to the concrete foundation of ground level.
3. Residential unit numbers are shown as 1, 2, 3, etc. on sheets 2 to 6.
4. Regular residential unit boundaries are shown on Sheets 3, 4, 5 and 6 by a heavy solid line and are defined as follows:
- the exterior surface of any interior finishing material that forms the surface of any common and exterior wall, floor, or ceiling.
5. The doors and windows form part of the regular residential units.
7. All exterior surfaces are common property.
8. The owner of each regular residential unit shall have exclusive use of that balcony to which that unit has sole access.
9. Parking spaces are in accordance with Section 11(1)(a) of The Condominium Property Act.
10. For the assignment of exclusive use parking stalls, see attached parking schedule on Sheet 6.
11. Parking spaces shown on Sheets 1 & 2 are designated P1, P2, P3, etc.
12. Visitor parking spaces shown on Sheet 1 are designated as V1, V2, V3 and V4.
13. All areas not designated with a unit number are common property.
14. Area to be approved is outlined by a heavy dashed line.
15. The parcel within the line of approval has an Extension 0.

CONDOMINIUM PLAN NO. 85506072 (REG'D PLAN NO G18)	CONDOMINIUM PLAN NO. 101937618 (REG'D PLAN NO G18)	REG'D 14	13	PLAN 12
		NO.		G18

Prepared by
Webb Surveys
© 2013
12-24516 B.F.

Proposed Condominium No. 19/13

ATD

**Providence Condominiums
Proposed Plan of Survey
Showing Re-division of
Bare Land Condominium Unit 1
Plan No. ???
in Accordance with Section 25 of the
Condominium Property Act, 1993
into
Condominium Units 5 - 179 inclusive
Howard A. Larson S.L.S.
August - November, 2013**

- Legend:**
1. area to be reserved or retained by a heavy dotted line.
 2. Power within the fee of approval but an extension of G.
 3. Measurements are to centre and outside corners.
 4. Measurements found are shown thus: a
 5. Measurements are shown to the exterior of the building or ground used.
 6. Measurements are shown to the interior of the building or ground used.
 7. Measurements shown on Page 7 are to the condominium unit boundaries.
 8. Condominium unit boundaries are to the outside of the ground of walls and ceilings and the top of the concrete or masonry floor.
 9. All similar markings and findings are common property, including vehicles and items.
 10. Solar entry doors are common property.
 11. The owner of each unit has exclusive use of the balcony to which their unit has been assigned.
 12. All, in the subdivision for balance.
 13. All existing equipment located on the roof of the building, together with any wiring and piping through the building up to the boundary of any unit, are common property.
 14. Parking is in accordance with Section 10(2)(b) of the Condominium Property Act 1993.
 15. New Units 5 - 74 are Premier Residential Units.
 16. New Units 75 - 179 are Parking Units.
 17. New Unit 179 is a Service Unit.
 18. All portions of the building and lands not designated as a regular unit form Section 179.
 19. Exterior parking unit boundaries are defined by re-interpretation in accordance with The Land Survey Act, 2000.
 20. Motor parking spaces shown on the plan are non-automotive use common property and are designated "P" etc.

List of Plans

1. Site Plan
2. Floor Plans
3. Elevations
4. Schedule of Unit Factors and Areas

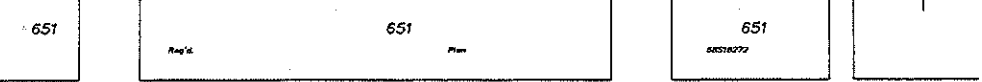
Larson Surveys Ltd, Saskatoon

Drawn by	Checked by	Color by	Field Work by
KAR	KAL	KAL	R.B.

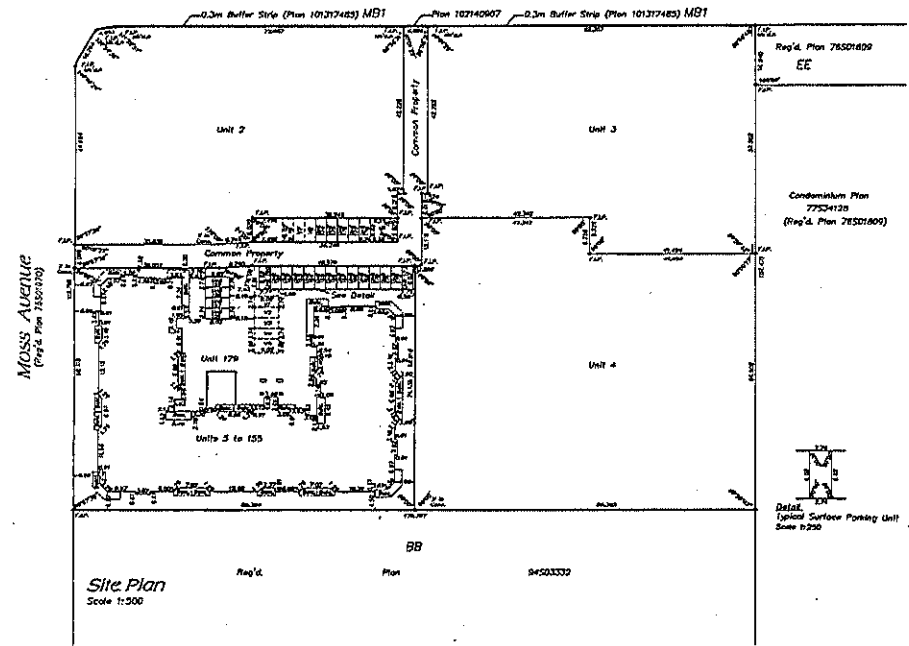
Examined by: City of Saskatoon
 Approved under the provisions of the Bylaw No. 8337 of the City of Saskatoon
 General Manager of the Community Services Department
 Date: _____ 2013

Defeat of Saskatchewan, in the Province of Saskatchewan, 2013
 Saskatchewan Land Survey

City of Saskatoon
 This is to certify that the proposed subdivision of the building shown on this plan has been approved in accordance with Section 10(2)(b) of the Condominium Property Act, 1993.
 Defeat of Saskatchewan, in the Province of Saskatchewan, 2013
 City Clerk



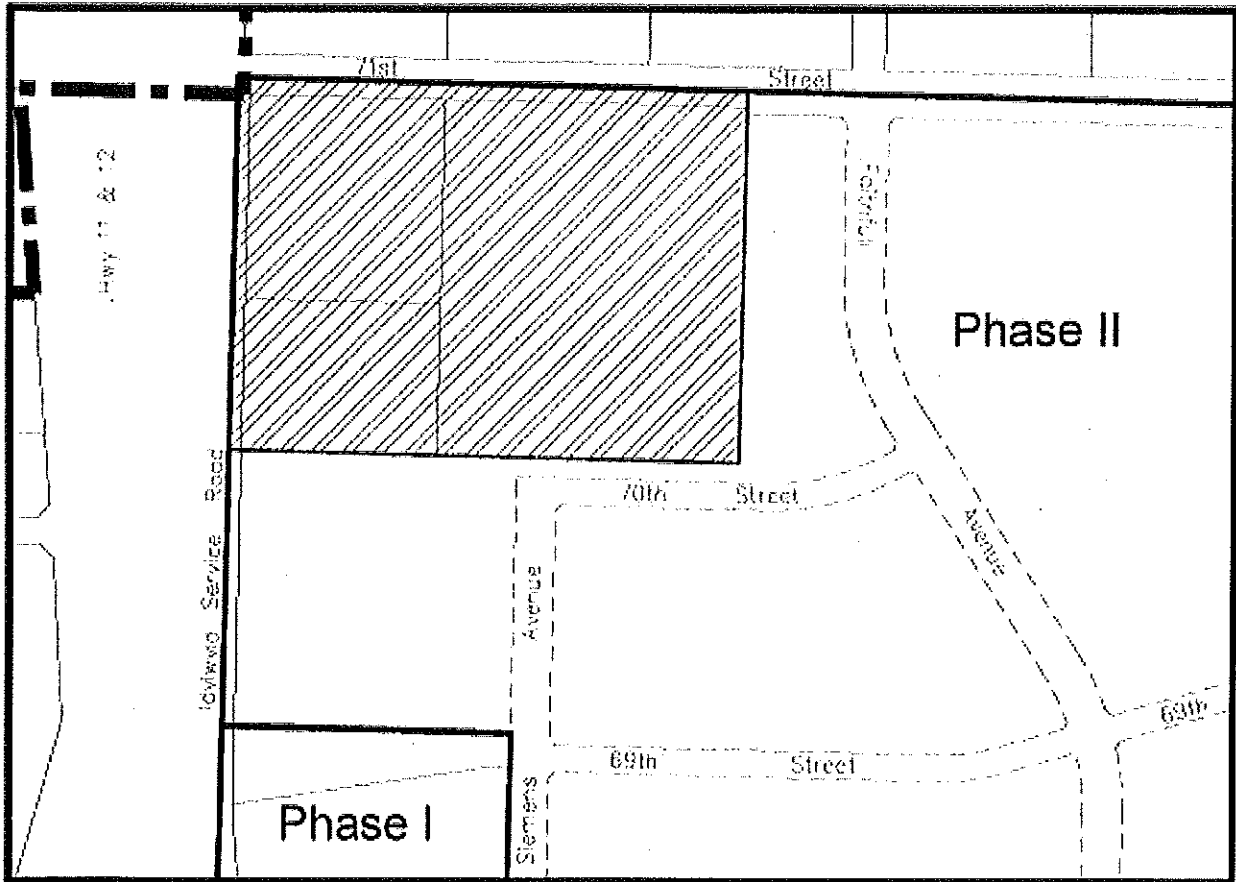
8th Street
 (Reg'd. Plan 090833)



MOSS Auerlic
 (Reg'd. Plan 78501678)

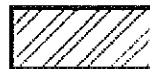
Site Plan
 Scale 1:500

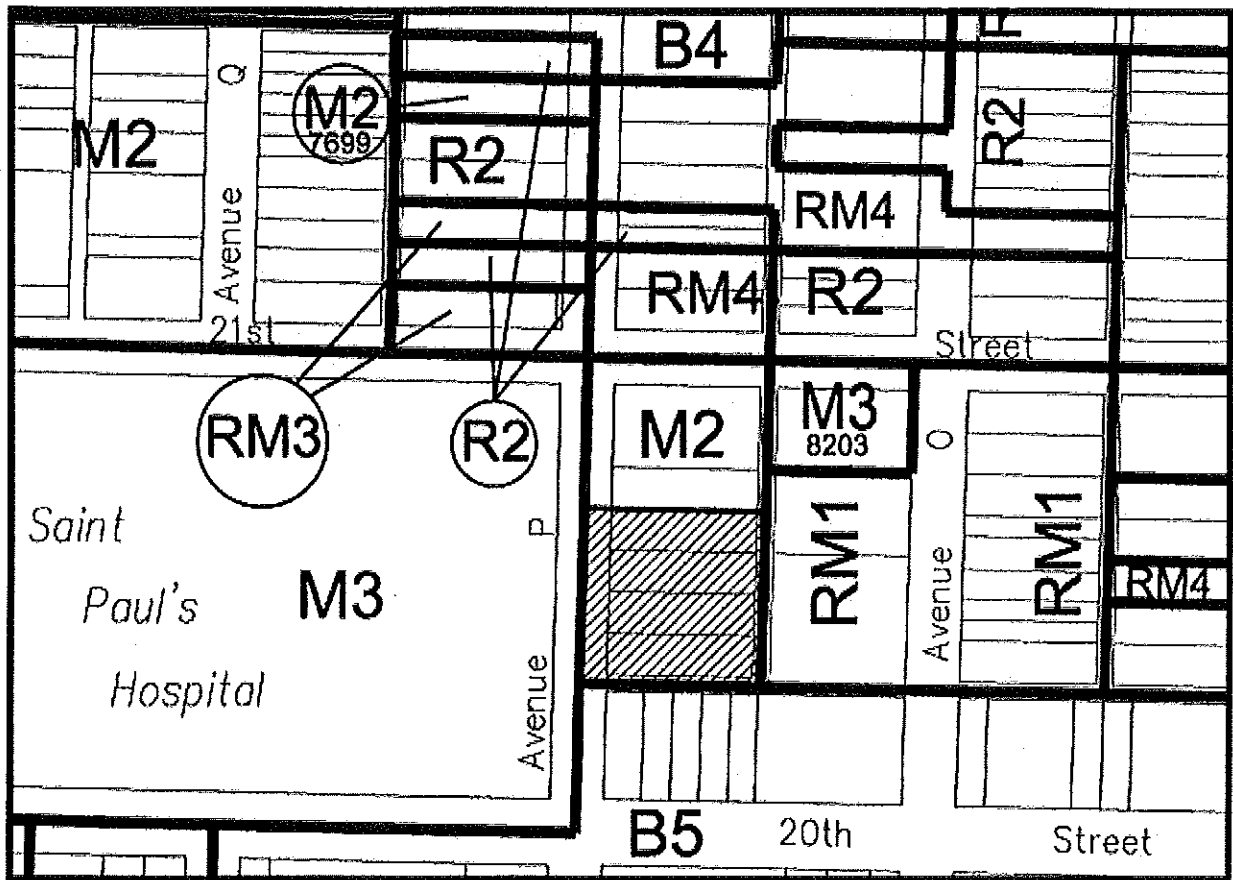
Detail
 Typical Surface Parking Unit
 Scale 1:250



**PROPOSED AMENDMENT TO THE
OFFICIAL COMMUNITY PLAN - PHASING MAP**

From Phase II to Phase I





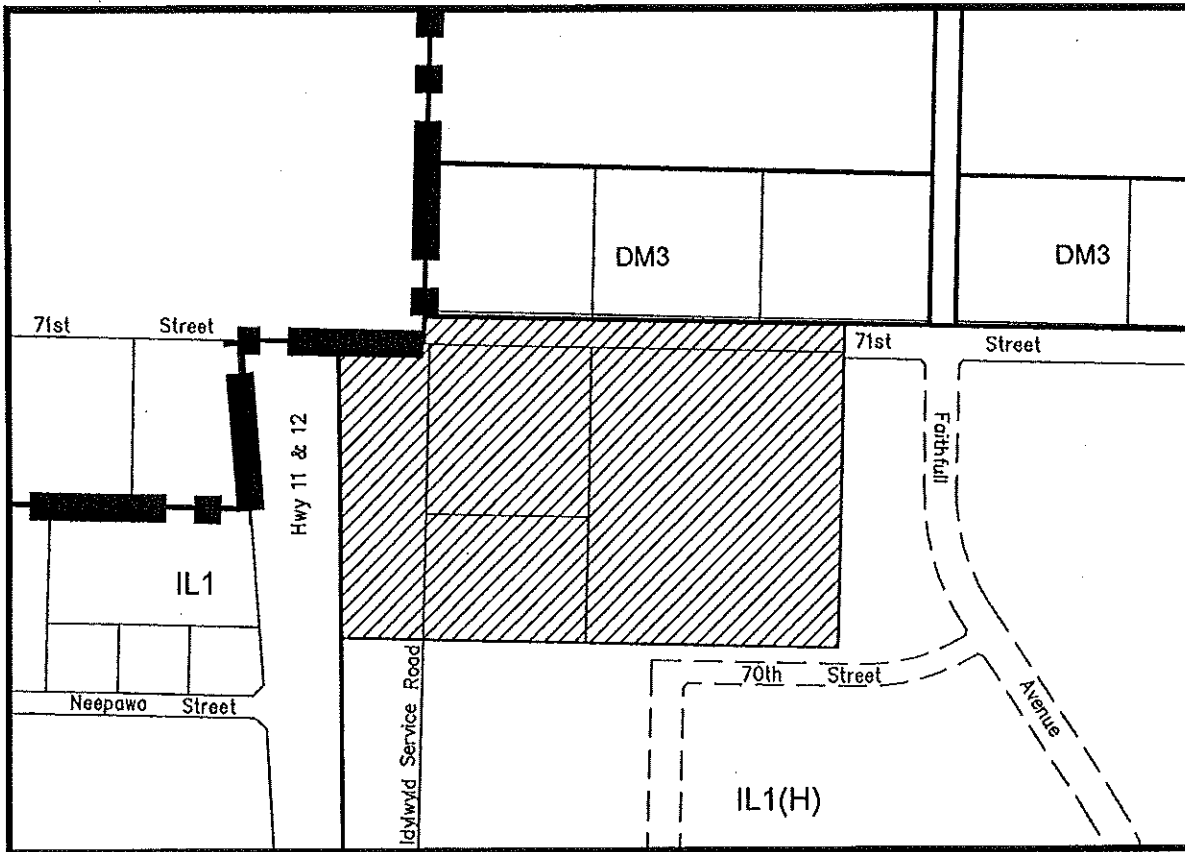
PROPOSED REZONING



From M2 to M3 by Agreement



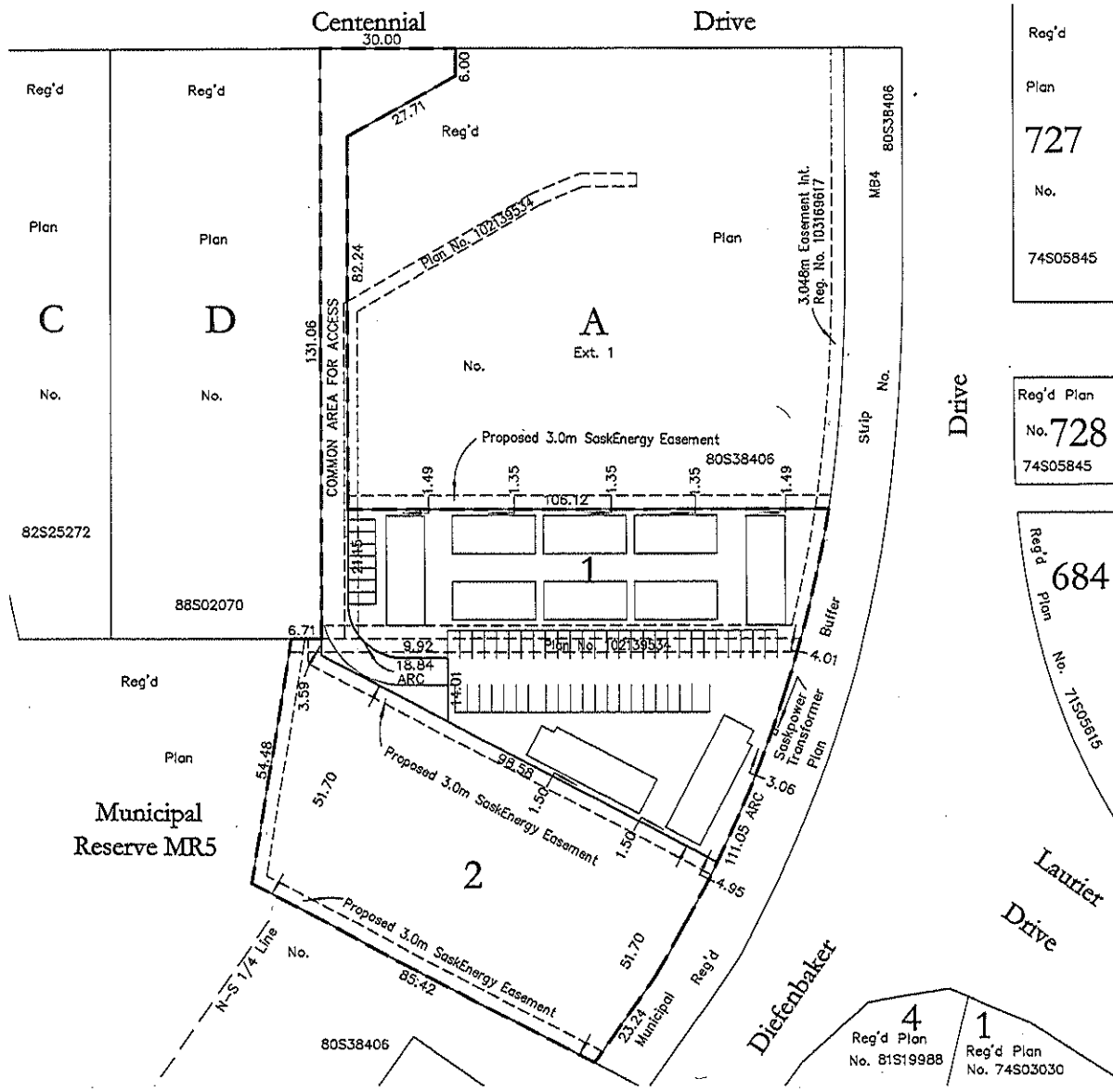
Proposed Rezoning No. Z31/13



PROPOSED REZONING

From IL1(H) to IL1





PLAN OF PROPOSED
 BARE LAND CONDOMINIUM
 ON PARCEL E,
 PLAN NO. 102124279
 S.W. 1/4 SEC. 36
 TWP. 36, RGE. 6, W. 3RD MER.
 3315 CENTENNIAL DRIVE
 SASKATOON, SASKATCHEWAN
 BY T.R. WEBB, S.L.S.
 SCALE 1:1000

Dimensions shown are in metres and decimals thereof.
 Constructed buildings are wholly within the proposed unit boundaries as shown.
 Portion of this plan to be approved is outlined in a bold, dashed line and contains 1.19± ha (2.95± ac.).
 Distances shown are approximate and may vary from the final plan of survey by ± 1.0 m

T.R. Webb
 T.R. Webb November 5th 2013
 Saskatchewan Land Surveyor

Approved under the provisions of
 Bylaw No. 6537 of the
 City of Saskatoon

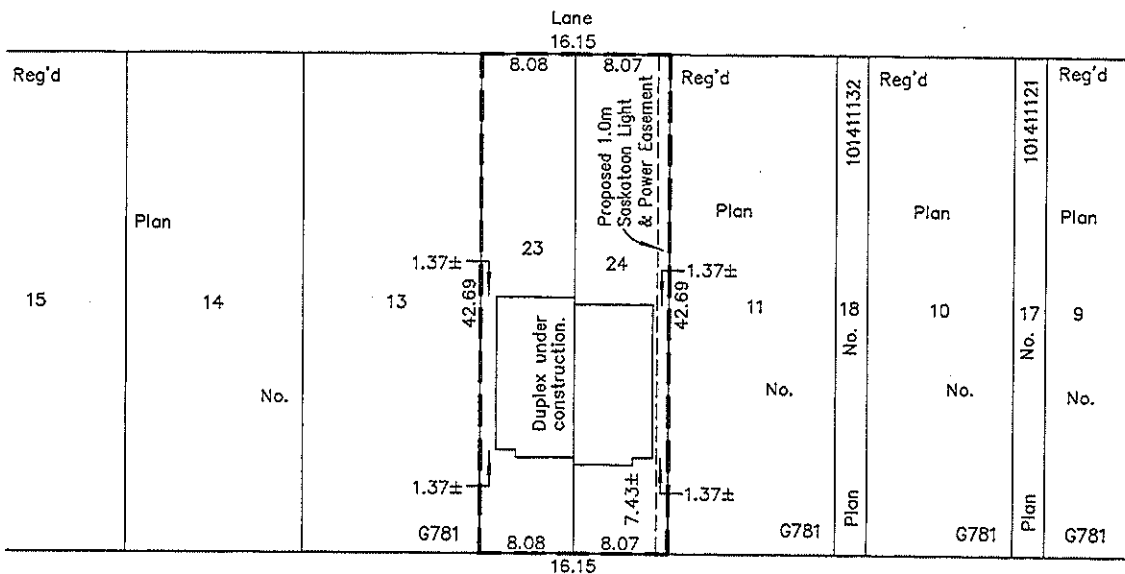
 Date
 Community Services Department

Prof

 12-231

Proposed Subdivision No. 90/13

Plan No. 2 Reg'd No. G781	Plan No. 21 101411176	Plan No. 3 Reg'd No. G781	Plan No. 22 101411187	4	5	6	7	8 Reg'd No. G781
------------------------------	--------------------------	------------------------------	--------------------------	---	---	---	---	---------------------



PLAN OF PROPOSED
SUBDIVISION OF
LOT 12, BLOCK 18
REG'D PLAN NO. G781 &
LOT 19, BLOCK 18
PLAN NO. 101411154
S.W. 1/4 SEC. 27
TWP. 36, RGE. 5, W. 3RD MER.
1417 MAIN STREET EAST
SASKATOON, SASKATCHEWAN
BY T.R. WEBB, S.L.S.
SCALE 1:500

Dimensions shown are in metres and decimals thereof.

Portion of this plan to be approved is outlined in a bold, dashed line and contains 0.07± ha. (0.17± ac.).

Distances shown are approximate and may vary from the final plan of survey by ± 0.5 m

T.R. Webb
T.R. Webb November 27, 2013
Saskatchewan Land Surveyor

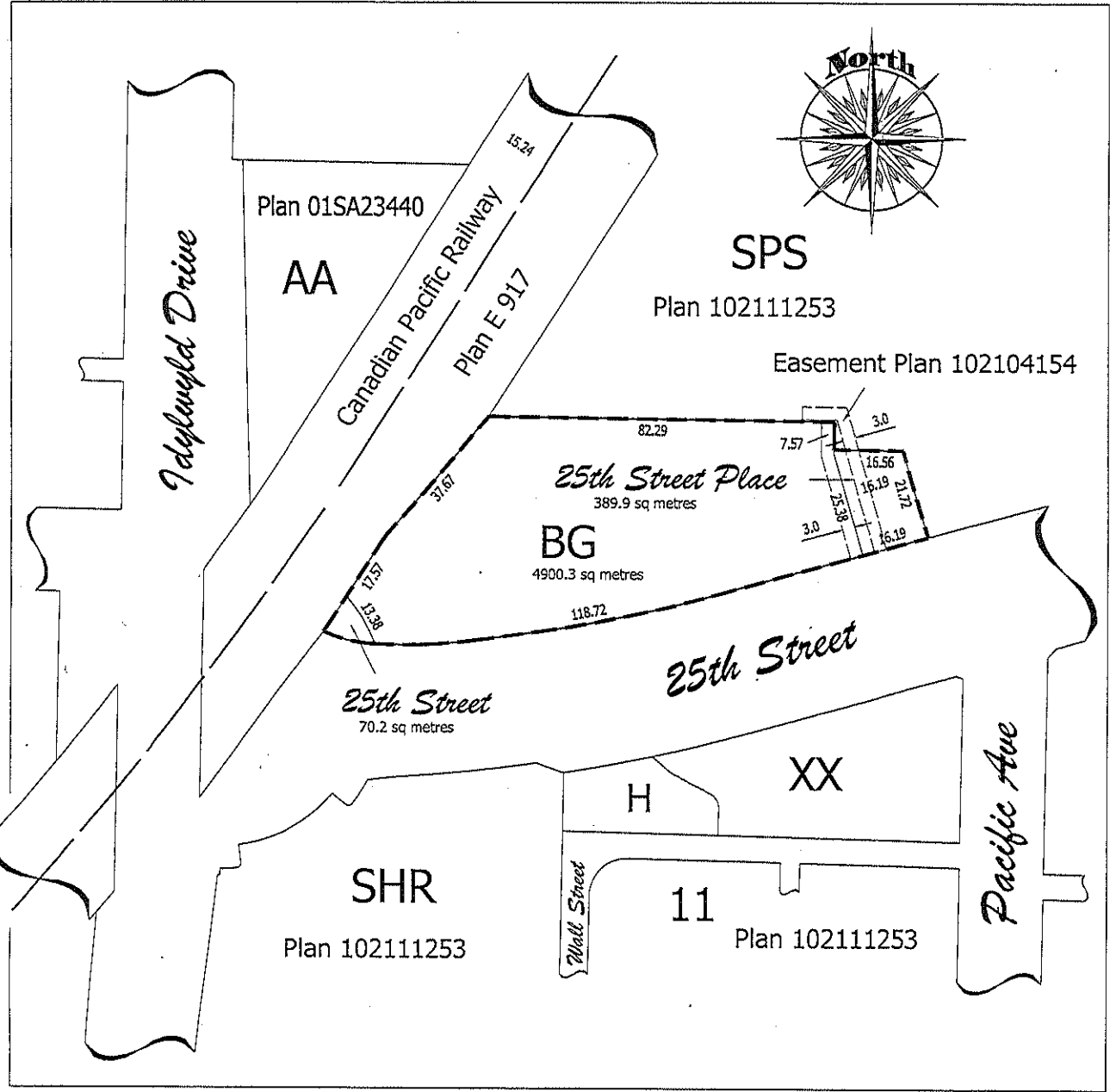
Sec

Approved under the provisions of
Bylaw No. 6537 of the
City of Saskatoon

_____ Date _____
Community Services Department

Prepared by
T.R. Webb
© 2013
13-2568sc NL

Proposed Subdivision No. 91/13



Plan of Proposed Subdivision
of
part of Parcel SPS - Plan 102111253
and all of Parcel B and G - Plan 102111253
SW 1/4 Sec 33 Twp 36 Rge 5 West 3 Mer
Saskatoon - Saskatchewan

May, 2013 AD _____ Scale 1:1000
10 0 10 20 30 40 50 60 70 80 90 100 metres

Notes:
All dimensions are in metres and decimals thereof.
Portion to be subdivided is outlined in heavy broken line and contains 0.54 ha.

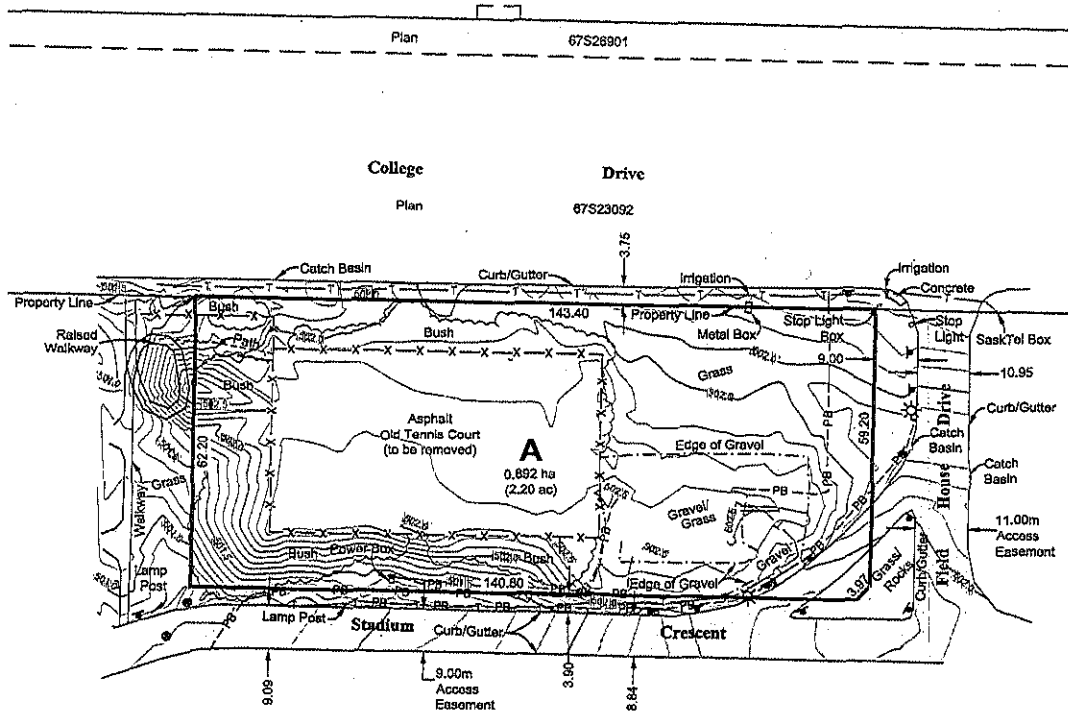
Land Surveyor _____
M. Murien
Saskatchewan Land Surveyor

Owner _____
M. Murien Sur City

Saskatoon
Alvin Surveyors
Digital Mapping Systems
Computer Aided

Proposed Subdivision No. 92/13

S.E. ¼ Sec. 34-36-5-W3M



N.E. ¼ Sec. 27-36-5-W3M

LEGEND

- MAN HOLE _____ ●
- SIGN _____ T
- LIGHT POST _____ ☼
- BOLLARD _____ ○
- MAJOR CONTOUR _____ 392.0
- MINOR CONTOUR _____
- BURIED POWERLINE _____ PB
- BURIED SASKTEL CABLE _____ T
- WALKWAY _____
- BUSHLINE _____
- CHAINLINK FENCE _____ X-X
- EDGE OF GRAVEL _____
- ACCESS EASEMENT _____

PROPOSED SUBDIVISION OF
N.E. 1/4 SEC. 27-36-5-W 3rd M
SASKATOON,
SASKATCHEWAN
C. W. A. Bourassa, S.L.S.
DATE: November 8th, 2013
SCALE 1:1000

Owner Approval and Utility Declarations:

"That I (we) have no objection to the land being subdivided and will grant any easement, agreement or rights as may be required by the utility company owning a line."

UNIVERSITY OF SASKATCHEWAN
[Signature]
Chair, Board of Governors
Owner: University of Saskatchewan

Project No.: 167932
Initials: AP
Preliminary Survey: August 12, 2013
[Signature]
Secretary, Board of Governors

NOTES:

- Area to be subdivided is outlined with a bold, red line and contains 0.892 ha (2.20 ac). **Nov 12, 2013**
- Distances shown are horizontal at general ground level and are expressed in metres and decimals thereof and may vary ± 0.50 metres.
- Utility lines are for reference only. Locations of lines must be verified by the responsible utility prior to construction.

Dated at Saskatoon in the Province of Saskatchewan this 8th day of November, 2013.

[Signature]
Saskatchewan Land Surveyor



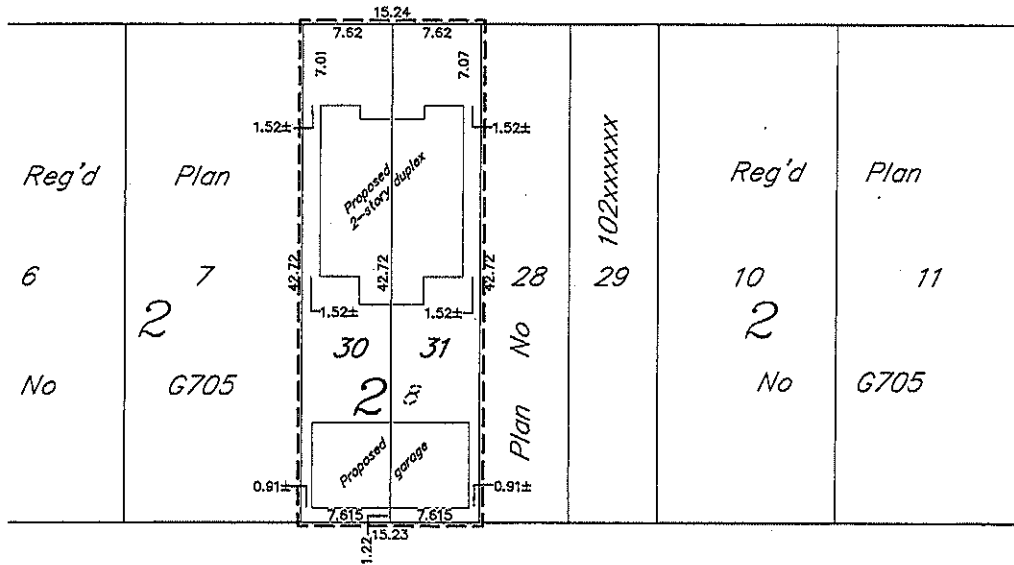
Altus Geomatics
Limited Partnership

Examined: City of Saskatoon
: Approved under the provisions of By-Law No. 6537 of the City of Saskatoon.
: General Manager of the Community Services Department
Date: _____ A.D. 2013.

Proposed Subdivision No. 93/13

15TH

STREET



Reg'd

Plan

6

2

No

G705

28

29

Plan No

2

Reg'd

Plan

10

2

No

G705

AVENUE

BOTTOMLEY

PLAN OF PROPOSED
 SUBDIVISION
 OF LOT 8, BLOCK 2
 REG'D PLAN NO G705
 N.W. 1/4 SEC. 27-TWP. 36-
 RGE. 5-W. 3rd MER.
 1330 15th STREET EAST
 SASKATOON, SASK.
 BY T.R. WEBB, S.L.S.
 SCALE 1:500

T.R. Webb October 21, 2013
 Saskatchewan Land Surveyor

Seal

Dimensions shown are in metres and decimals thereof.

Portion of this plan to be registered is outlined in red with a bold, dashed line and contains 0.06± ha (0.16± ac.)

Dimensions shown are approximate and may vary from the final plan of survey by ±0.5 metre.

Approved under the provisions of
 Bylaw No. 6537 of the
 City of Saskatoon

Date _____
 Community Services Department

Prepared by

Webb Surveys

13-2581ay CAS

Proposed Subdivision No. 94/13

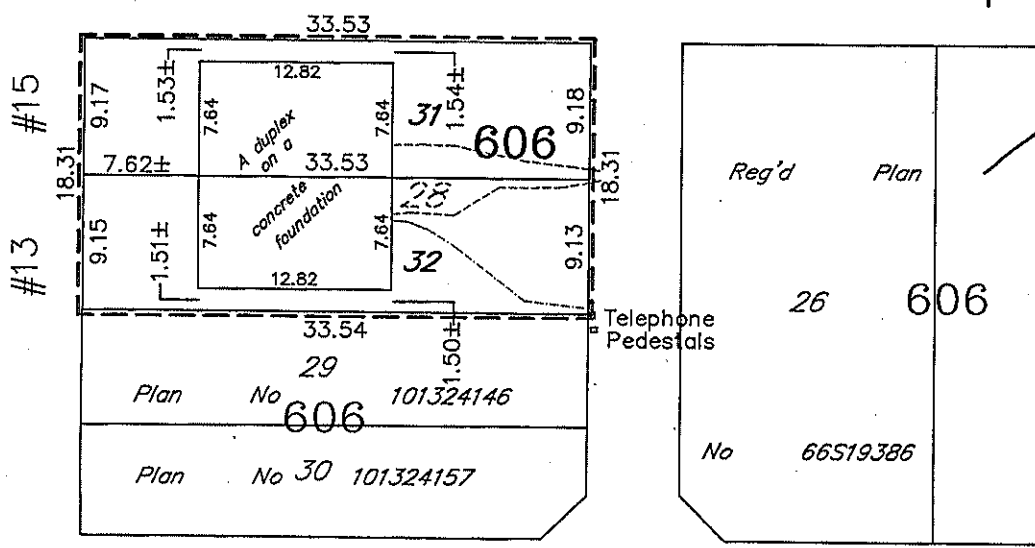
607
20
Plan No 102055823

5 6

PLAN OF PROPOSED
SUBDIVISION OF
LOT 28, BLOCK 606
REG'D PLAN NO 66S19386
NE 1/4 SEC 26-36-5-3
13/15 CARLETON DRIVE
SASKATOON, SASK.
SCALE 1:500

MCGILL STREET

CARLETON DRIVE



J.R. Webb
J.R. Webb
October 16, 2013
Saskatchewan Land Surveyor

Dimensions shown are in metres and decimals

Portion of this plan to be approved is outlined in red with a bold, dashed line and contains 0.06± ha (0.15± ac.).

Dimensions shown are approximate and may differ from the final plan of survey by 0.5± metres.

----- Buried Telephone Line
----- Buried Gas Line

Approved under the provisions of
Bylaw No. 6537 of the
City of Saskatoon

Date
Community Services Department

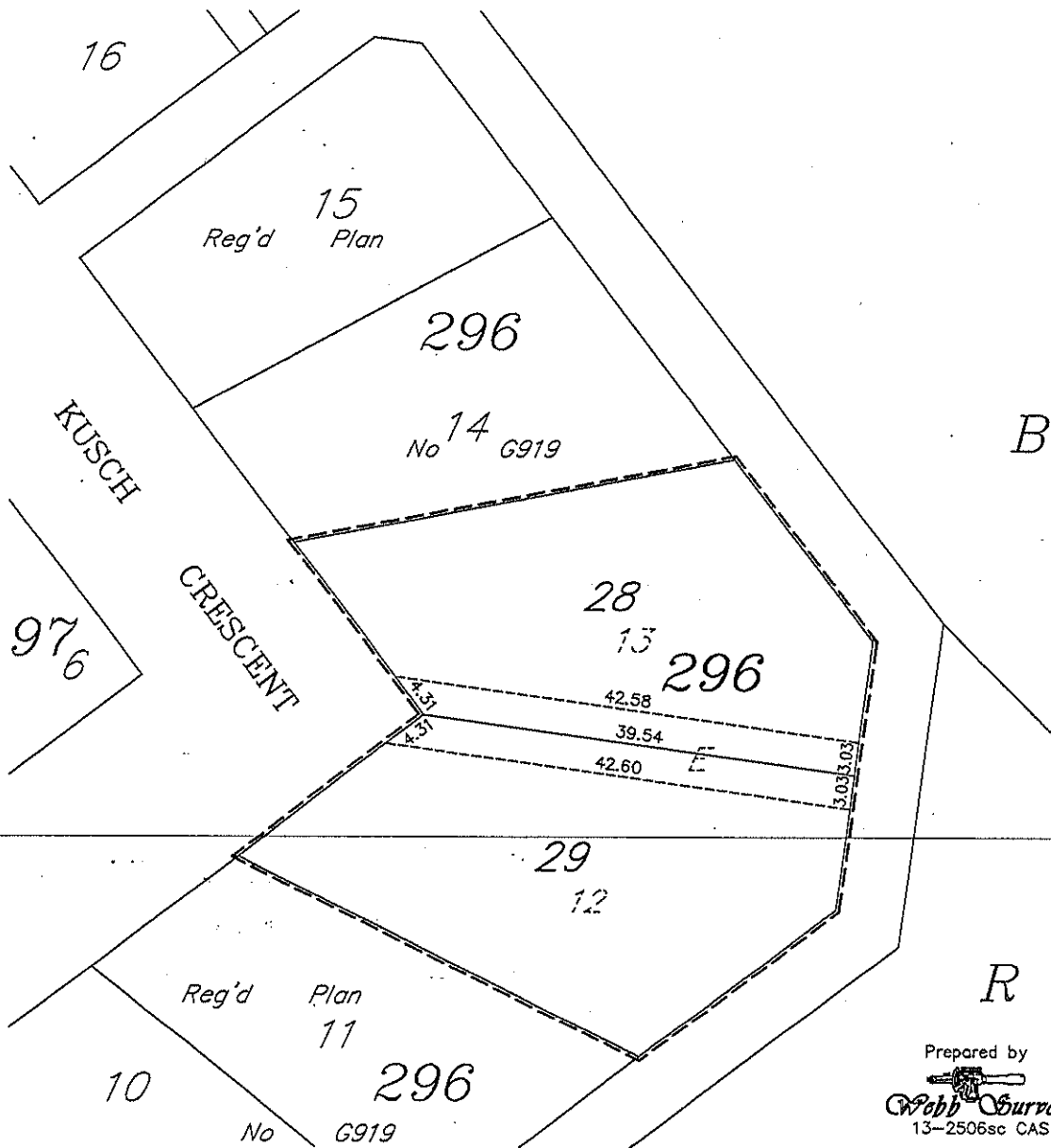
Prepared by



13-2569sd CAS

Reg'd Plan No 66S19386

Proposed Subdivision No. 95/13



PLAN OF PROPOSED
SUBDIVISION OF
PARCEL E, BLOCK 296
REG'D PLAN NO G 919
& CONSOLIDATION WITH
LOT 12, BLOCK 296,
REG'D PLAN NO G 919
& LOT 13, BLOCK 296,
REG'D PLAN NO G 919
SW 1/4 SEC 5-
TWP 37-RGE 5-W 3rd MER
11/13 KUSCH CRESCENT
SASKATOON, SASK.
SCALE 1:500

R.R.W.
R.R. Webb November 26, 2013
Saskatchewan Land Surveyor

Dimensions shown are in metres and decimals thereof.
Portion of this plan to be registered is outlined in red with a bold, dashed line and contains 0.20± ha (0.50± ac.)

Dimensions shown are approximate and may vary from the final plan of survey by ±1.0 metre.
The City of Saskatoon requires an easement over the entire closed lane for Sanitary and Storm sewers.

Approved under the provisions of
Bylaw No. 6537 of the
City of Saskatoon

Date
Community Services Department

Prepared by
Robb Survey
13-2506sc CAS

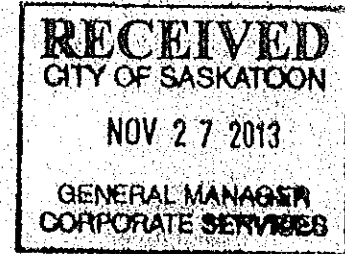
Proposed Subdivision No. 96/13



Suite 103, 202 4th Avenue N | Saskatoon, SK | S7K 0K1
PH. 306.664.0720 | TF. 1.800.706.1977 | S7K 0K1 | www.sreda.com

November 27, 2013

Ms. Marlys Bilanski
General Manager, Corporate Services Department
City of Saskatoon
222 3rd Avenue North
Saskatoon, SK S7K 0J5



Dear Ms. Bilanski:

RE: 2013 Property Tax Abatements

This letter will confirm that the following companies comply with the terms and conditions outlined in each of their incentive agreements with the City of Saskatoon, therefore qualifying for tax abatements in 2013:

Camco Corporation	1131 Avenue W South
Crestline Coach Ltd.	126 Wheeler Street
Dymark Industries, Inc.	3719 Kinnear Avenue
DynaIndustrial Inc.	3326 Faithfull Avenue
Industrial Machine & Mfg. Inc.	3315 Miners Avenue
Lean Machine Metal Fabrication Inc.	3607 Wheeler Avenue
Littelfuse Startco	3714 Kinnear Place
Maple Leaf Foods Inc.	100 McLeod Avenue

Note: DynaIndustrial Inc. is currently experiencing a temporary reduction in their workforce. They have provided documentation that this issue will be rectified before the nine month requirement.

The following is not eligible for a tax abatement in 2013:

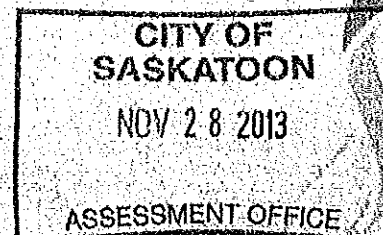
- Yanke Group of Companies/Marcoux Bros. Trucking Ltd. – 1359 Fletcher Road
 - The Yanke Group has been bought by the Celadon Group, based in Indianapolis.

Lastly, please find attached the original copies of this year's company visits along with key documentation for your review. I kindly request you forward this information back to my attention once your review is complete.

If you have any questions regarding the 2013 Property Tax Abatements, please contact me at 664-0728.

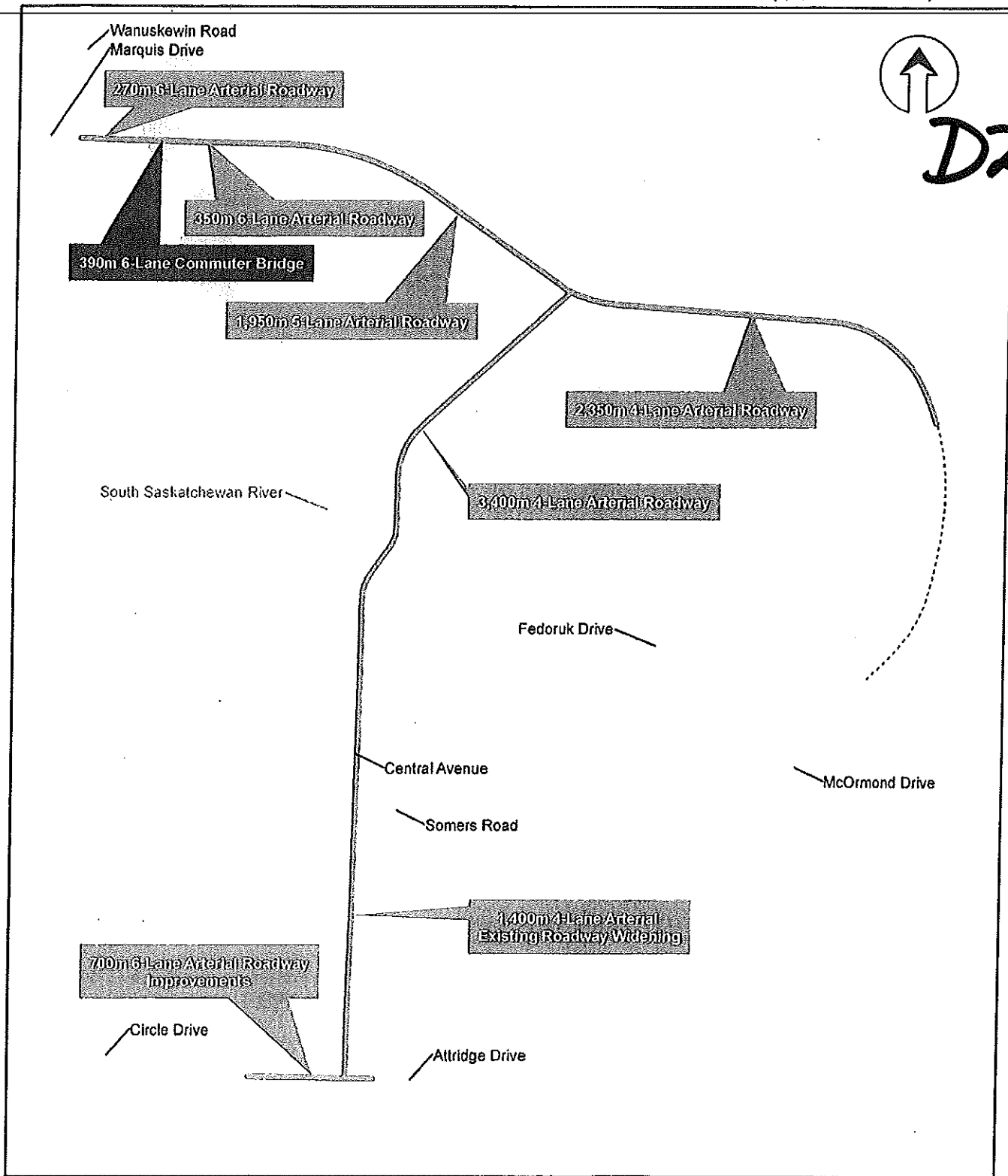
Regards,

Bernie Ness
Senior Director, Business Development





D2)



W:\Office\Corporate Projects\60505-58 North Commuter Bridge\09 - Surveys and Design\figs\map_2013\205.pdf
2013-12-06 By: dwillems

December 2013
6050-104-44



Scale: 1:30,000

Project:
NORTH COMMUTER PARKWAY

Figure No.:
1

Title/Subject:

Project Overview

His Worship the Mayor and City Council
The City of Saskatoon

LEGISLATIVE REPORTS

Section B – OFFICE OF THE CITY SOLICITOR

B1) Electrical Rates Increase
Effective January 1, 2014
(File No. CK. 1905-3)

RECOMMENDATION: that City Council Consider Bylaw No. 9154.

TOPIC AND PURPOSE

The purpose of this report is to provide City Council with Bylaw No. 9154, *The Electrical Light and Power Amendment Bylaw, 2013* which implements City Council's decision to increase electrical rates effective January 1, 2014.

REPORT

On December 3 and 4, 2013, at its Special Meetings to consider the 2014 Preliminary Corporate Business Plan and Budget Review, City Council received a report of the General Manager, Transportation & Utilities dated November 18, 2013, requesting approval to increase electrical rates to match SaskPower's interim 5.5% system average rate increase. City Council resolved that electrical rates be increased as outlined in the report and that the City Solicitor be instructed to prepare the necessary bylaw amendment.

In accordance with City Council's instructions, we are pleased to submit Bylaw No. 9154, *The Electrical Light and Power Amendment Bylaw, 2013*, for City Council's consideration.

ATTACHMENT

1. Proposed Bylaw No. 9154, *The Electrical Light and Power Amendment Bylaw, 2013*.

B2) Proposed 2014 Woodlawn Cemetery Fees
(File No. CK. 1720-4)

RECOMMENDATION: that City Council Consider Bylaw No. 9156.

TOPIC AND PURPOSE

The purpose of this report is to provide City Council with Bylaw No. 9156, *The Cemeteries Amendment Bylaw, 2013*, which implements City Council's decision to increase the fees charged for services provided at Woodlawn Cemetery effective January 1, 2014.

REPORT

On December 3 and 4, 2013, at its Special Meetings to consider the 2014 Preliminary Corporate Business Plan and Budget Review, City Council received a report from the General Manager, Community Services dated November 13, 2013, requesting approval to increase the fees charged for services provided at Woodlawn Cemetery. City Council resolved that the fees charged for services provided at Woodlawn Cemetery be increased as outlined in the report and that the City Solicitor prepare the necessary bylaw amendment.

In accordance with City Council's instructions, we are pleased to submit Bylaw No. 9156, *The Cemeteries Amendment Bylaw, 2013*, for City Council's consideration.

ATTACHMENT

1. Proposed Bylaw No. 9156, *The Cemeteries Amendment Bylaw, 2013*.

B3) Water, Wastewater and Infrastructure Rates 2014, 2015, 2016
(File No. CK. 1905-2)

RECOMMENDATION: that City Council consider Bylaw No. 9157 and Bylaw No. 9158.

TOPIC AND PURPOSE

The purpose of this report is to provide City Council with Bylaw No. 9157, *The Waterworks Amendment Bylaw, 2013*, and Bylaw No. 9158, *The Sewage Works Amendment*

Bylaw, 2013, which implement City Council's decision to increase the rates for water, wastewater and infrastructure for 2014 to 2016, effective January 1, 2014.

REPORT

On December 3 and 4, 2013, at its Special Meetings to consider the 2014 Preliminary Corporate Business Plan and Budget Review, City Council received a report of the General Manager, Transportation & Utilities dated September 12, 2013, requesting approval to increase the rates for water, wastewater and infrastructure. City Council resolved that the rates charged for water, wastewater and infrastructure be increased as outlined in the report and that the City Solicitor be instructed to prepare the necessary bylaw amendments.

In accordance with City Council's instructions, we are pleased to submit Bylaw No. 9157, *The Waterworks Amendment Bylaw, 2013*, and Bylaw No. 9158, *The Sewage Works Amendment Bylaw, 2013*, for City Council's consideration.

ATTACHMENTS

1. Proposed Bylaw No. 9157, *The Waterworks Amendment Bylaw, 2013*.
2. Proposed Bylaw No. 9158, *The Sewage Works Amendment Bylaw, 2013*.

B4) Transit Fare Increase 2014 (File No. CK. 1905-4)

RECOMMENDATION: that City Council Consider Bylaw No. 9159.

TOPIC AND PURPOSE

The purpose of this report is to provide City Council with Bylaw No.9159, *The Transit Fares Amendment Bylaw, 2013* which implements City Council's decision to increase transit fares effective February 1, 2014.

REPORT

On December 3 and 4, 2013, at its Special Meetings to consider the 2014 Preliminary Corporate Business Plan and Budget Review, City Council received a report of the General Manager, Transportation & Utilities dated November 7, 2013, requesting approval

to increase transit rates. City Council resolved that transit rates be increased as outlined in the report and that the City Solicitor prepare the necessary bylaw amendment.

In accordance with City Council's instructions, we are pleased to submit Bylaw No. 9159, *The Transit Fares Amendment Bylaw, 2013*, for City Council's consideration.

ATTACHMENT

1. Proposed Bylaw No. 9159, *The Transit Fares Amendment Bylaw, 2013*.

- B5) -Landfill Rates 2014 - 2016**
(File Nos. CK. 1905-1 x 7830-4)
-Heavy Grit Facility Fees 2014 - 2016
(File Nos. CK. 1905-1 x 7830-4)
-Residential Curbside Recycling Program Fees: 2014 - 2016
(File Nos. CK. 1905-1)
-

RECOMMENDATION: that City Council Consider Bylaw No. 9160.

TOPIC AND PURPOSE

The purpose of this report is to provide City Council with Bylaw No. 9160, *The Waste Amendment Bylaw, 2013*, which implements City Council's decision to increase landfill rates, heavy grit facility fees and residential curbside recycling program fees effective January 1, 2014.

REPORT

On December 3 and 4, 2013, at its Special Meetings to consider the 2014 Preliminary Corporate Business Plan and Budget Review, City Council received a report of the General Manager, Transportation & Utilities dated May 31, 2013, requesting approval to increase landfill rates effective January 1, 2014. City Council resolved that the landfill rates be increased as outlined in the General Manager's report and that the City Solicitor prepare the necessary bylaw amendment.

On December 3 and 4, 2013, at its Special Meetings to consider the 2014 Business Plan and Budget Review, City Council received a report of the General Manager, Transportation and Utilities Department dated May 30, 2013, requesting approval to increase heavy grit facility fees. City Council resolved that the fees charged for usage of

the heavy grit facility be increased as outlined in the General Manager's report and that the City Solicitor prepare the necessary bylaw amendment.

On December 3 and 4, 2013, at its Special Meetings to consider the 2014 Business Plan and Budget Review, City Council received a report of the General Manager, Transportation and Utilities Department dated June 7, 2013, requesting approval to increase the fees charged for curbside recycling. City Council resolved that the fees charged for curbside recycling be increased as outlined in the General Manager's report and that the City Solicitor prepare the necessary bylaw amendment.

In accordance with City Council's instructions respecting the increases to landfill rates, heavy grit facility fees and residential curbside recycling program fees, we are pleased to submit Bylaw No. 9160, *The Waste Amendment Bylaw, 2013*, for City Council's consideration.

ATTACHMENT

1. Proposed Bylaw No. 9160, *The Waste Amendment Bylaw, 2013*.

**B6) Street Sweeping Notification and Towing Options
AND
Enquiry - Councillor D. Hill (January 7, 2013)
Towing Vehicles - Posted Areas for Snow Cleaning/Street Sweeping
(File No. CK. 6120-6, x CK. 6290-1 and x CK. 6315-3)**

RECOMMENDATION: that City Council consider Bylaw No. 9161.

TOPIC AND PURPOSE

The purpose of this report is to provide City Council with Bylaw No. 9161, *The Traffic Amendment Bylaw, 2013 (No. 5)* which implements a two-tiered declaration for snow routes, parking controls for street maintenance including snow clearing and street sweeping, and an increase in the fine for parking or stopping on a street during a snow route declaration or during a street maintenance parking ban to \$100.00.

BACKGROUND

At its meeting held on August 14, 2013, City Council considered a report of the Utility Services Department dated August 1, 2013, and resolved, in part:

- “4) that the Administration implement a two-tier Snow Route approach as outlined in this report;
- 5) that the City Solicitor prepare and bring forward the necessary bylaw changes required to implement neighbourhood-based parking controls and increase the ticket cost from \$50 to \$100;”

In addition, the recent realignment of the corporate structure of The City of Saskatoon has resulted in nomenclature changes. Accordingly, we have updated the Bylaw to reference the current corporate structure as well as to incorporate the instructions enumerated above. We are pleased to submit Bylaw No. 9161, *The Traffic Amendment Bylaw, 2013 (No. 5)*, for City Council’s consideration.

REPORT

The proposed amendment makes a number of changes to Bylaw No. 7200, *The Traffic Bylaw*.

Snow Routes

The proposed amendment sets out a two-tiered declaration and clearing process. The Green Circle snow route, which includes Circle Drive and primary arterial roadways, will be declared and cleared first. The Blue Square snow route will be declared in effect 24 hours later. This process results in residents along snow routes being required to keep their vehicles off the street for 24 hours, rather than 72 hours as was previously the case. The existing offence of parking or stopping on a snow route during a declaration is maintained, with a fine increase from \$65 to \$100. In addition to being ticketed, vehicles remaining on snow routes during a declaration may be towed to a nearby street or to the Impound Lot.

Street Sweeping and City-Wide Snow Clearing

The proposed amendment creates an offence for parking or stopping on a street during a street maintenance parking ban. Street maintenance parking bans can be used for street sweeping, city-wide snow clearing, snow removal, regular maintenance and other similar activities. A street maintenance area is designated by placing yellow sandwich boards and signs indicating that parking is prohibited for the purpose of street maintenance along a street. A street maintenance parking ban is in effect for the time indicated on the sandwich boards and signs. Vehicles remaining on a street while a street maintenance parking ban is in effect may be ticketed and towed to a nearby street or to the Impound Lot. The fine for parking or stopping on a street while a street maintenance parking ban is in effect is \$100.

Corporate Realignment

The recent corporate realignment resulted in names of various departments being changed. In its current form, *The Traffic Bylaw* authorizes the General Manager of Infrastructure Services to implement parking controls, make declarations, and perform other acts. In order to ensure that the new snow route and street maintenance provisions are enforceable, and that other parking and moving violation provisions remain enforceable, it was prudent to update the Bylaw to reference the General Manager of Transportation & Utilities.

COMMUNICATIONS

Green Circle and Blue Square Snow Routes

Beginning in 2014, there will be two snow routes spread out across the city on high-traffic streets. Prior to any snow route being declared, the existing snow route signs will be modified with the appropriate coloured shape to distinguish between Green Circle and Blue Square snow routes. For the 2013-2014 winter, no new streets will be added to these snow routes.

Following a heavy snowfall, the General Manager of Transportation & Utilities may declare a snow route parking ban to allow crews to effectively clear designated streets of excessive snow. A snow route parking ban will be declared through a PSA to local media at either 7:00 a.m. (to take effect at 3:00 p.m.) or 3:00 p.m. (to take effect at 11:00 p.m.), depending on when the snowfall ends. The Green Circle snow route will be declared first, as it includes Priority 1 streets. Once clearing nears completions on the Green Circle route, the Blue Square snow route will be declared.

PSAs, the Snow & Ice Hotline recording, website information and media interviews will advise the public of which route is being declared and the time that the declaration takes effect.

Once a snow route declaration is announced, drivers have 8 hours from the time of the first announcement to remove their vehicles from the route before snow clearing begins. The declaration takes effect eight hours after the first announcement is made and continues for a 24-hour period. Vehicles parked or stopped along a declared snow route will be ticketed and towed to a nearby street.

As the end of the Green Circle snow route declaration approaches, at either 7:00 a.m. or 3:00 p.m., the Blue Square snow route will be announced. Residents on those affected

streets will have 8 hours to move their vehicles prior to the Blue Square snow route declaration taking effect. The parking ban remains in effect for 24 hours and vehicles parked or stopped along the declared route will be ticketed and towed to a nearby street.

If the snowfall is particularly heavy and it is apparent that the declared route will not be completed within the 24-hour period, a declaration for the same route may be required in order to extend the parking ban for a specified period.

In January of 2014, once the signs are modified, a public education campaign will be undertaken to explain what the new system means for residents along snow routes and how the new process will work. An updated "Snow What to Do?" brochure will be mailed to all homes with information about the snow clearing and snow route programs. A media campaign will notify residents of the brochure and educate about the program through radio, print and social media.

Street Maintenance (Street Sweeping and Snow Clearing)

Upon approval of this Bylaw by City Council, Public Works will issue a News Release announcing the new Street Maintenance parking ban and the bylaw will be updated on the website.

Residents will be alerted to street maintenance parking bans in a number of ways. First, Public Works will place high-visibility sandwich board signs a minimum of 36 hours in advance of scheduled street maintenance. Beginning with the spring 2014 street sweeping program, the sandwich board signs will be placed at corners of streets, and entrances and exits of crescents in designated street maintenance areas. Yellow paper "No Parking – Street Maintenance" signs will be posted mid-block so that the scheduled date of the parking ban is clear and visible to drivers and residents along the street. As more sandwich boards are produced they can be placed mid-block, so the paper signs may no longer be required in some cases.

Secondly, street maintenance parking bans will be well advertised. In addition to the on-site signage, the street maintenance schedule will be provided in an initial Public Service Announcement (PSA), on the website, in a daily recording on the City's Snow & Ice/Street Sweeping Hotline at (306)975-7656, and through advertising and social media. If street maintenance for an area is cancelled or needs to be rescheduled, the sandwich boards and signs will be removed immediately and the changes to the schedule will be communicated through a PSA, on the website and updated on the hotline recording.

Legislative Report No. 16-2013
Section B – Office of the City Solicitor
Monday, December 16, 2013
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ATTACHMENT

1. Proposed Bylaw No. 9161, *The Traffic Amendment Bylaw, 2013 (No. 5)*.

Respectfully submitted,

Patricia Warwick, City Solicitor

B1)

BYLAW NO. 9154

The Electric Light and Power Amendment Bylaw, 2013

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as *The Electric Light and Power Amendment Bylaw, 2013*.

Purpose

2. The purpose of this Bylaw is to amend Bylaw No. 2685, *A bylaw to regulate the sale of electric light and power in the City of Saskatoon and fixing the rates and deposits therefor*, to conform with the rates set by SaskPower for 2014.

Bylaw No. 2685 Amended

3. Bylaw No. 2685 is amended in the manner set forth in this Bylaw.

Section 6.(1) Amended

4. Section 6.(1) is repealed and the following substituted:

"6.(1) From and after the 1st day of January, 2014, the following shall be the rates for the supply of electric current for light and/or power by The City of Saskatoon and all charges for electric current consumed on and after the said date shall be computed on the following applicable rates:

Rates

All rates apply to individual customers on a monthly basis, and The City of Saskatoon reserves the right to:

- (a) require separate metering for each customer; and
- (b) specify the service voltage.

Residential

To apply to all residential customers for domestic use only.

Service Charge..... \$22.24 per month

Energy Charge 13.12¢ per kWh

Minimum Bill the service charge

NOTE: The bulk metered rate option is closed to new customers

Where one meter supplies more than one family dwelling unit, all rate blocks, the service charge and the minimum charge shall be multiplied by 100% of the total number of dwelling units in the premises.

General Service II

To apply to all non-residential customers to which no other rates apply and having a monthly demand less than 15 kVA.

Service Charge..... \$30.17 per month

Energy Charges

First 14,500 kWh per month..... 12.47¢ per kWh

Balance over 14,500 kWh per month.... 6.55¢ per kWh

Minimum Bill the service charge

If the customer's demand is 15 kVA or greater, the customer will advance to the General Service III rate.

General Service III

To apply to all non-residential customers to which no other rates apply and having billing demands from 15 kVA to 75 kVA inclusive.

Service Charge..... \$30.17 per month

Energy Charges

First 14,500 kWh per month..... 12.47¢ per kWh

Balance over 14,500 kWh per month.... 6.55¢ per kWh

Demand Charges

First 50 kVA of
billing demand per month..... no charge

Balance over 50 kVA of
billing demand per month..... \$13.85 per kVA

Minimum Bill

The service charge plus \$4.53 per kVA of maximum billing demand over 50 kVA recorded in the previous 11 months.

Billing Demand

The billing demand shall be the maximum demand registered in the current billing period. If such demand exceeds 75 kVA, then the customer advances to General Service IV rate.

If a customer's billing demand is less than 15 kVA, then the customer reverts to General Service II rates.

General Service IV

To apply to all non-residential customers to which no other rates apply and having billing demands greater than 75 kVA and up to and including 500 kVA.

Service Charge..... \$51.55 per month

Energy Charges

First 16,750 kWh per month..... 11.20¢ per kWh

Balance over 16,750 kWh per month.... 7.27¢ per kWh

Demand Charges

First 50 kVA of
billing demand per month..... no charge

Balance over 50 kVA of
billing demand per month..... \$14.03 per kVA

For those customers who own the supply transformer and receive service at primary voltages of 4,160 volts or higher:

Service Charge.....\$205.68 per month

Energy Charges6.86¢ per kWh

Demand Charges

\$12.53 per kVA of billing demand per month

Minimum Bill

The service charge plus \$4.53 per kVA of maximum billing demand over 50 kVA in the previous 11 months.

For those customers who own the supply transformer and receive service at primary voltages of 4,160 volts or higher, the service charge plus \$4.53 per kVA of maximum billing demand in the previous 11 months.

Billing Demand

The billing demand shall be the maximum demand registered in the current billing period.

If the billing demand exceeds 500 kVA, then the customer advances to General Service V rate.

If a customer's billing demand is equal to, or less than 75 kVA, then the customer reverts to General Service III rate.

General Service V

To apply to all non-residential customers to which no other rates apply and having billing demands greater than 500 kVA and up to and including 2,000 kVA.

Service Charge..... \$51.55 per month

Energy Charges

First 16,750 kWh per month..... 11.20¢ per kWh

Balance over 16,750 kWh per month.... 7.27¢ per kWh

Demand Charges

First 50 kVA of
billing demand per month..... no charge

Balance over 50 kVA of
billing demand per month..... \$14.03 per kVA

For those customers who own the supply transformer and receive service at primary voltages of 4,160 volts or higher:

Service Charge..... \$205.68 per month

Energy Charges 6.86¢ per kWh

Demand Charges

\$12.53 per kVA of billing demand per month

Minimum Bill

The service charge plus \$4.53 per kVA of maximum billing demand over 50 kVA in the previous 11 months.

For those customers who own the supply transformer and receive service at primary voltages of 4,160 volts or higher, the service charge plus \$4.53 per kVA of maximum billing demand in the previous 11 months.

Billing Demand

The billing demand shall be the maximum demand registered in the current billing period;

or

For those services with approved time-of-day metering (costs to be borne by the customer), the greater of the maximum kVA demand registered between the hours of 07:00 to 22:00 local time Monday through Friday excluding statutory holidays or 75% of the maximum kVA demand registered at any other time during the current month.

If the billing demand exceeds 2,000 kVA, then the customer advances to General Service VI rate.

If the customer's billing demand is equal to, or less than 500 kVA, then the customer reverts to General Service IV rate.

General Service VI

To apply to all non-residential customers to which no other rates apply and having billing demands greater than 2,000 kVA and up to and including 15,000 kVA.

Service Charge..... \$6,040.10 per month

Energy Charges 6.37¢ per kWh

At the customer's request, an alternative energy charge is available. If a customer registers for this energy charge, the customer must remain on this energy charge for a period of at least one year. To be eligible, the customer must have approved time-of-day metering (costs to be borne by the customer).

On-Peak Energy Consumption – monthly energy consumed between the hours of 07:00 to 22:00 hours Monday through Friday excluding statutory holidays (“on-peak hours”).

Off-Peak Energy Consumption – monthly energy consumed in all hours excluding on-peak hours.

On-Peak Energy Charge..... 7.00¢ per kWh

Off-Peak Energy Charge 5.90¢ per kWh

Demand Charges

\$10.92 per kVA of billing demand per month

For those customers who own the supply transformer and receive service at primary voltages of 4,160 volts or higher, the demand charge shall be \$10.19 per kVA of billing demand.

Minimum Bill

The demand charge plus the service charge.

Recorded Demand

The monthly recorded demand shall be the maximum kVA demand registered during the current month.

Billing Demand

The billing demand shall be the monthly recorded demand or 75% of the maximum billing demand in the previous 11 billing periods, whichever is the greater.

If a customer's billing demand is equal to, or less than 2,000 kVA, then the customer reverts to General Service V rate.

Unmetered Services

To apply to all unmetered services where the electrical consumption is constant and predictable. Examples of this type of load are SaskTel telephone booths, crosswalk lighting, school warning lights, automated railway crossing protection, street traffic counters, traffic lights, Public Library bookmobiles, and other miscellaneous services. This rate is not applicable to decorative lighting, dusk to dawn lighting where the City owns and maintains the equipment, SaskEnergy rectifiers, and cable television power supply units.

Rate

Charge per 100 watt of calculated average demand per month..... \$9.40

Minimum Bill \$18.30 per month

Decorative Lighting

To apply to all unmetered electricity used for decorative lighting operated by Timer control between the hours of 07:00 to 09:00 and 18:00 to 24:00 in any day during a Christmas season, being from the first Monday in December through to and including the 14th day of January.

Rate

Charge per 100 watt of calculated
Average demand per month \$4.08

Minimum Bill \$18.30 per month

Street Lighting and Off-Street Floodlighting

To apply to all unmetered lighting operated dusk to dawn by photo control where the City owns and maintains the lighting equipment. These rates apply to all City and Department of Highway street lighting, and to the floodlighting of public areas, lanes and private parking areas. With the exception of City accounts, these rates are closed to both existing and new customers for the purpose of off-street floodlighting.

Fixture Wattage and Type

Rate Code	Ornamental HPS	HPS	Ornamental MH	LED	MH	Monthly Rate
SL13	50 W					\$13.87
SL14	70 W					\$14.44
SL15	100 W					\$14.87
SL16	150 W					\$18.57
SL17	250 W					\$21.37
SL18		100 W				\$14.16
SL19		150 W				\$15.73
SL20		250 W				\$19.54
SL21		400 W				\$23.75
SL22		1000 W				\$40.73
SL23	400 W					\$25.55
SL24					400 W	\$24.31
SL25		200 W				\$20.96
SL26			50 W			\$17.16
SL27			100 W			\$19.97
SL28			250 W			\$25.11
SL29				100 W		\$15.26

SaskEnergy Rectifiers

To apply to all unmetered Cathodic Protection rectifiers.

Rate

Charge per rectifier per month..... \$25.75

Minimum Bill

Charge per rectifier..... \$25.75 per unit

Cable Television Power Supply Units

To apply to all unmetered Cable Television power supply units.

Rate

Charge per power supply unit per month..... \$67.93

Minimum Bill

Charge per power supply unit per month.....\$67.93 per unit"

Coming into Force

5. This Bylaw shall come into force on January 1, 2014.

Read a first time this _____ day of _____, 2013.

Read a second time this _____ day of _____, 2013.

Read a third time and passed this _____ day of _____, 2013.

Mayor

City Clerk

B2)

BYLAW NO. 9156

The Cemeteries Amendment Bylaw, 2013

The Council of The City of Saskatoon enacts:

Short Title

- 1. This Bylaw may be cited as *The Cemeteries Amendment Bylaw, 2013*.

Purpose

- 2. The purpose of this Bylaw is to amend Bylaw No. 6453, being *A bylaw of The City of Saskatoon to provide for the management and control of cemeteries within The City of Saskatoon*, to provide for changes in the fees charged for services rendered at Woodlawn Cemetery.

Bylaw No. 6453 Amended

- 3. Bylaw No. 6453 is amended in the manner set forth in this Bylaw.

Schedule "C" Amended

- 4. Schedule "C" is repealed and the schedule marked as Schedule "A" to this Bylaw is substituted.

Coming Into Force

- 5. This Bylaw shall come into force on the 1st day of January, 2014.

Read a first time this _____ day of _____, 2013.

Read a second time this _____ day of _____, 2013.

Read a third time and passed this _____ day of _____, 2013.

Mayor

City Clerk

Schedule "A" to Bylaw No. 9156

SCHEDULE "C"

Schedule of Fees for Use at Woodlawn Cemetery

Interment Rights

Cemetery plots (including care & maintenance fund charges)

Casket

Adult casket grave	
New areas	1,385.00
Established areas	1,815.00
Jewish area	1,815.00
Field of Honour grave	1,405.00
Child grave (up to a 4 foot casket)	430.00
Infant grave (up to 30 days)	130.00

Cremation

Cremation only grave	
New areas	895.00
Established areas	1,025.00
University of Saskatchewan - Department of Anatomy	
Cremation only grave	140.00

Columbarium niche (including care & maintenance fund charges)

Columbarium #3 - Middle Unit Bottom Half	2,355.00
Columbarium #3 - Middle Unit Top Half	2,655.00
Columbarium #4	2,355.00
Columbarium #5	2,355.00
Private Estate Columbarium Plot	1,815.00

Cemetery Services

Opening and closing a grave (including interring human remains or cremated human remains)

Adult casket includes fibre dome	1,575.00
Adult casket with funeral home supplied dome	1,375.00
Child casket (up to a 4 foot casket)	420.00
Infant (up to 30 days)	100.00

SCHEDULE "C"
(Continued)

Cremated remains including vault	555.00
Cremated remains outside supplied vault	515.00
Two interment one opening including vault	750.00
University of Saskatchewan - Department of Anatomy Cremated remains	550.00
Cremation interred with Casket Burial	210.00
 Opening and closing a niche in a columbarium	
One interment in niche	210.00
Two interment in same niche	315.00
 Handling and Placement of Casket or Cremation Urn.....	n/c
 Constructing or installing a concrete foundation for a memorial	
Base up to 42 inches	310.00
Base over 42 inches	605.00
 Removing a concrete foundation for a memorial	170.00
 Installing a flat marker	
Up to 24 inches	180.00
Over 24 inches	230.00
Infant area only	75.00
 Remove a flat marker	
In-ground.....	115.00
In-concrete	230.00
 Adding a concrete border around a flat marker in addition to cost to install flat marker.....	170.00
 Installing Field of Honour marker (in strip)	290.00
 Lowering device rental charge.....	75.00
 Supplying ground cover (greens).....	n/c

SCHEDULE "C"
(Continued)

Columbarium inscription

First inscription	400.00
Added inscription.....	315.00

Columbarium #3, 4, 5 Vase100.00

Bronze marker refurbishing160.00

Monument cleaning (power washing)70.00

Installing permanent in-ground vase (in concrete)230.00

Deepening grave

Adult casket515.00

Field of Honor casket515.00

Installing outside supplied burial vaults

Install lightweight vault250.00

Install concrete vault300.00

Install basic urn vaultn/c

Wilbert Way setup2,165.00

Disinterring human remains or cremated human remains

Standard casket disinterment (with or without vault)1,800.00

Standard child casket disinterment860.00

Standard infant casket disinterment435.00

Standard cremains disinterment (with or without vault)455.00

Columbarium disinterment225.00

Winter surcharge (November 1 - March 15)

Cremation100.00

Adult casket185.00

SCHEDULE "C"
(Continued)

Additional services (additional cost for grave preparation/closing outside regular cemetery hours)

Saturday surcharge (9:00 a.m. - 3:00 p.m.)	
Casket service	485.00
Cremation service	250.00
Sunday or Statutory Holiday surcharge (9:00 a.m. - 3:00 p.m.)	
Casket service	675.00
Cremation service	350.00
Late funeral surcharge	
Weekdays (per ½ hour after 4:00 p.m.)	120.00
Weekends and Statutory Holidays (per ½ hour after 3:00 p.m.)	120.00
Short notice opening (November 1 - March 15)	
Casket	190.00
Cremation.....	100.00
Administration fee for grave transfer.....	90.00
Providing and Establishing Sod	130.00
Tent Rental.....	85.00

Cemetery Supplies

Interment vaults

Lightweight dome only	395.00
Oversized lightweight dome	715.00
Lightweight base only	80.00
Non-sealing concrete	995.00
Sealing concrete	1,150.00
Basic urn vault	80.00

Monument/Inscriptions

Field of Honour.....	650.00
University of Saskatchewan – Department of Anatomy.....	1,075.00

SCHEDULE "C"
(Continued)

Memorial tree – military

Stand	195.00
Plaque.....	270.00

Memorial tree – non-military

Without plaque	610.00
With plaque.....	830.00

Memorial bench (including plaque).....2,205.00

Winter wreath (including GST & PST)70.00

Care and Maintenance Fund Charges

Second and third generation burials.....210.00

Second and third cremation interments.....160.00

Memorials

Upright (<1.22 metres high)	190.00
Upright (>1.22 metres high)	370.00
Flat markers (>439 centimetres ²).....	90.00

B3)

BYLAW NO. 9157

The Waterworks Amendment Bylaw, 2013

The Council of The City of Saskatoon enacts:

Short Title

- 1. This Bylaw may be cited as *The Waterworks Amendment Bylaw, 2013*.

Purpose

- 2. The purpose of this Bylaw is to amend *The Waterworks Bylaw, 1996*, to provide rates for the provision of services for 2014, 2015 and 2016.

Bylaw No. 7567 Amended

- 3. *The Waterworks Bylaw, 1996*, is amended in the manner set forth in this Bylaw.

Schedule "A" Amended

- 4. Schedule "A" is repealed and the schedule marked as Schedule "A" to this Bylaw is substituted.

Schedule "C" Amended

- 5. Schedule "C" is repealed and the schedule marked as Schedule "B" to this Bylaw is substituted.

Coming Into Force

- 6. This Bylaw shall come into force on January 1, 2014.

Read a first time this	day of	, 2013.
Read a second time this	day of	, 2013.
Read a third time and passed this	day of	, 2013.

Mayor

City Clerk

Schedule "A" to Bylaw No. 9157

Schedule "A"

Part I

Residential Property (i.e., four dwelling units or less)

The residential rate for the years 2014, 2015 and 2016, respectively, shall be as follows:

Service Charges (per month, per meter)

Meter Size	2014	2015	2016
5/8"	\$ 8.58	\$ 8.80	\$ 9.36
3/4"	12.87	13.20	14.04
1"	25.74	26.40	28.08
1 1/2"	51.48	52.80	56.16
2"	85.80	88.00	93.60

Volumetric Charges (per 100 cubic feet)

	2014	2015	2016
First 600 cubic feet per month.....	\$2.763	\$2.924	\$3.207
Next 600 cubic feet per month	3.077	3.255	3.570
All in excess of 1,200 cubic feet per month.....	4.050	4.285	4.700

Infrastructure Charges (per 100 cubic feet)

	2014	2015	2016
Constant unit charge	\$1.525	\$1.917	\$2.311

Minimum Monthly Charge service charges per meter per month

All consumer accounts within this classification shall be based upon a quarterly reading of the meter taken to the nearest 100 cubic feet, and shall be billed monthly.

Part II
Multi-Unit Residential Property (i.e., more than four dwelling units)

The multi-unit residential rate for the years 2014, 2015 and 2016, respectively, shall be as follows:

- A. Where the ratio of dwelling units to meters is less than or equal to four, the following rate shall apply:

Service Charges (per month, per meter)

Meter Size	2014	2015	2016
5/8".....	\$ 8.58	\$ 8.80	\$ 9.36
3/4".....	12.87	13.20	14.04
1".....	25.74	26.40	28.08
1 1/2".....	51.48	52.80	56.16
2".....	85.80	88.00	93.60

Volumetric Charges (per 100 cubic feet)

	2014	2015	2016
First 600 cubic feet per month.....	\$2.763	\$2.924	\$3.207
Next 600 cubic feet per month.....	3.077	3.255	3.570
All in excess of 1,200 cubic feet per month.....	4.050	4.285	4.700

Infrastructure Charges (per 100 cubic feet)

	2014	2015	2016
Constant unit charge.....	\$1.525	\$1.917	\$2.311

Minimum Monthly Charge service charges per meter per month

All consumer accounts within this classification shall be based upon a quarterly reading of the meter taken to the nearest 100 cubic feet, and shall be billed monthly.

Irrigation Metered Service

Individually metered condominiums with separately metered irrigation services shall pay the residential volumetric and infrastructure charges per meter for the irrigation service as follows:

Volumetric Charges (per 100 cubic feet)

	2014	2015	2016
Constant unit charge.....	\$3.077	\$3.255	\$3.570

Infrastructure Charges (per 100 cubic feet)

	2014	2015	2016
Constant unit charge	\$1.525	\$1.917	\$2.311

There shall be no service charge per meter charged for the irrigation meters.

- B. Where the ratio of dwelling units to meters is greater than four, the following rate shall apply:

Service Charges (per month, per meter)

Meter Size	2014	2015	2016
5/8".....	\$ 22.65	\$ 23.08	\$ 24.35
3/4".....	33.98	34.62	36.53
1".....	67.95	69.24	73.05
1 1/2".....	135.90	138.48	146.10
2".....	226.50	230.80	243.50
3".....	520.95	530.84	560.05
4".....	928.65	946.28	998.35
6".....	2,083.80	2,123.36	2,240.20
8".....	3,714.60	3,785.12	3,993.40
10".....	5,798.40	5,908.48	6,233.60

Volumetric Charges (per 100 cubic feet)

	2014	2015	2016
Constant unit charge	\$2.293	\$2.426	\$2.661

Infrastructure Charges (per 100 cubic feet)

	2014	2015	2016
First 1,000 cubic feet per month.....	\$1.337	\$1.511	\$1.823
Next 2,000 cubic feet per month	1.243	1.511	1.823
Next 10,000 cubic feet per month	1.225	1.511	1.823
All in excess of 13,000 cubic feet per month...	1.174	1.511	1.823

Minimum Monthly Charge..... service charges per meter per month

All consumer accounts within this classification shall be based upon a monthly reading of the meter taken to the nearest 100 cubic feet, and shall be billed monthly.

Part III Commercial and Industrial Property

The commercial and industrial rates for the years 2014, 2015 and 2016, respectively, shall be as follows:

Service Charges (per month, per meter)

Meter Size	2014	2015	2016
5/8".....	\$ 22.65	\$ 23.08	\$ 24.35
3/4".....	33.98	34.62	36.53
1".....	67.95	69.24	73.05
1 1/2".....	135.90	138.48	146.10
2".....	226.50	230.80	243.50
3".....	520.95	530.84	560.05
4".....	928.65	946.28	998.35
6".....	2,083.80	2,123.36	2,240.20
8".....	3,714.60	3,785.12	3,993.40
10".....	5,798.40	5,908.48	6,233.60

Volumetric Charges (per 100 cubic feet)

	2014	2015	2016
Constant unit charge.....	\$2.293	\$2.426	\$2.661

Infrastructure Charges (per 100 cubic feet)

	2014	2015	2016
First 1,000 cubic feet per month.....	\$1.337	\$1.511	\$1.823
Next 2,000 cubic feet per month.....	1.243	1.511	1.823
Next 10,000 cubic feet per month.....	1.225	1.511	1.823
All in excess of 13,000 cubic feet per month...	1.174	1.511	1.823

Minimum Monthly Charge service charges per meter per month

All consumer accounts within this classification shall be based upon a monthly reading of the meter taken to the nearest 100 cubic feet, and shall be billed monthly.

Schedule "B" to Bylaw No. 9157

Schedule "C"

Deposits, Service Charges and Miscellaneous Fee Schedule

	2014	2015	2016
Application Fee	\$ 25.00	\$ 25.00	\$ 25.00
Service Connect for Arrears.....	65.00	70.00	70.00
Temporary Service (inactive account status - no monthly minimum charge).....	25.00	25.00	25.00
Removal, Re-installation, Turn On or Turn Off Curb Stop Valve of Service Meters (not for demolition of building)			
5/8" to 1" meter	65.00	70.00	70.00
1 1/2" & larger meter	104.00	110.00	110.00
Installation and Removal of Hydrant Meters for Construction Purposes			
Initial installation.....	100.00	100.00	100.00
Each additional location install.....	50.00	50.00	50.00
Monthly rental (1" meter).....	35.00	35.00	35.00
Monthly rental (2" meter).....	65.00	65.00	65.00
Meter Testing (Customer Requested)			
If found to be accurate (5/8" to 1" meter)	60.00	65.00	65.00
If found to be accurate (1 1/2" meter).....	77.00	82.00	82.00
If found to be accurate (2" meter).....	111.00	116.00	116.00
If found to be accurate (3" & larger meter) ...	At Cost	At Cost	At Cost
If found to be inaccurate.....	No Charge	No Charge	No Charge
Installation of Larger than Standard Meter			
Up to 3/4"	65.00	70.00	70.00
Up to 1"	90.00	95.00	95.00
Greater than 1"	At Cost	At Cost	At Cost
Installation of Fire Service Meter	At Cost	At Cost	At Cost

Repair of Damaged or Frozen Meter

5/8".....	100.00	100.00	100.00
3/4".....	150.00	150.00	150.00
1".....	205.00	205.00	205.00
Larger than 1"	At Cost	At Cost	At Cost
Special Read (Customer Requested)	25.00	25.00	25.00
Research Billing History (Customer Requested).....	25.00	25.00	25.00
High-Risk Credit History Residential and Multi-Unit Residential Deposit.....	2x estimated monthly bill		
Commercial and Industrial Service Deposit	2x estimated monthly bill		

Commercial or High-Risk Credit History Residential and Multi-Unit Residential accounts shall be required to submit a Deposit in the amount of 2x estimated monthly billing. The Deposit will be credited back to the customer's account following a two-year satisfactory account credit history.

BYLAW NO. 9158

The Sewage Works Control Amendment Bylaw, 2013

The Council of The City of Saskatoon enacts:

Short Title

- 1. This Bylaw may be cited as *The Sewage Works Control Amendment Bylaw, 2013*.

Purpose

- 2. The purpose of this Bylaw is to amend *The Sewage Works Control Bylaw*, to provide rates for the provision of services for 2014, 2015 and 2016.

Bylaw No. 5115 Amended

- 3. *The Sewage Works Control Bylaw*, is amended in the manner set forth in this Bylaw.

Schedule "B" Amended

- 4. Schedule "B" is repealed and the schedule marked as Schedule "A" to this Bylaw is substituted.

Coming Into Force

- 5. This Bylaw shall come into force on January 1, 2014.

Read a first time this _____ day of _____, 2013.

Read a second time this _____ day of _____, 2013.

Read a third time and passed this _____ day of _____, 2013.

Mayor

City Clerk

Schedule "A" to Bylaw No. 9158

Schedule "B"

Part I

Residential Property (i.e., four dwelling units or less)

Service Charges (per month, per meter)

Meter Size	2014	2015	2016
5/8".....	\$ 8.58	\$ 8.80	\$9.36
3/4".....	12.87	13.20	14.04
1".....	25.74	26.40	28.08
1 1/2".....	51.48	52.80	56.16
2".....	85.80	88.00	93.60

Volumetric Charges (per 100 cubic feet)

	2014	2015	2016
First 600 cubic feet per month.....	\$1.587	1.805	1.879
Next 600 cubic feet per month	1.768	2.009	2.092
All in excess of 1,200 cubic feet per month.....	2.327	2.645	2.754

Minimum Monthly Charge service charges per meter per month

Part II

Multi-Unit Residential Property (i.e., more than four dwelling units)

- A. Where the ratio of dwelling units to meters is less than or equal to four, the following rate shall apply:

Service Charges (per month, per meter)

Meter Size	2014	2015	2016
5/8".....	\$ 8.58	\$ 8.80	\$9.36
3/4".....	12.87	13.20	14.04
1".....	25.74	26.40	28.08
1 1/2".....	51.48	52.80	56.16
2".....	85.80	88.00	93.60

Volumetric Charges (per 100 cubic feet)

	2014	2015	2016
First 600 cubic feet per month.....	\$1.587	1.805	1.879
Next 600 cubic feet per month	1.768	2.009	2.092
All in excess of 1,200 cubic feet per month.....	2.327	2.645	2.754

Minimum Monthly Charge service charges per meter per month

Irrigation Metered Service

Individually metered condominiums with separately metered irrigation services shall pay the residential volumetric and infrastructure charges per meter for the irrigation service as follows:

Volumetric Charges (per 100 cubic feet)

	2014	2015	2016
Constant unit charge	\$1.768	\$2.009	\$2.092

There shall be no service charge per meter charged for the irrigation meters.

- B. Where the ratio of dwelling units to meters is greater than four, the following rate shall apply:

Service Charges (per month, per meter)

Meter Size	2014	2015	2016
5/8".....	\$ 22.65	\$ 23.08	\$24.35
3/4".....	33.98	34.62	36.53
1".....	67.95	69.24	73.05
1 1/2".....	135.90	138.48	146.10
2".....	226.50	230.80	243.50
3".....	520.95	530.84	560.05
4".....	928.65	946.28	998.35
6".....	3,083.80	2,123.36	2,240.20
8".....	3,714.60	3,785.12	3,993.40
10".....	5,798.40	5,908.45	6,233.60

Volumetric Charges (per 100 cubic feet)

	2014	2015	2016
Constant unit charge	\$2.046	\$2.327	\$2.422

Part III Commercial and Industrial Property

Service Charges (per month, per meter)

Meter Size	2014	2015	2016
5/8".....	\$ 22.65	\$ 23.08	\$24.35
3/4".....	33.98	34.62	36.53
1".....	67.95	69.24	73.05
1 1/2".....	135.90	138.48	146.10
2".....	226.50	230.80	243.50
3".....	520.95	530.84	560.05
4".....	928.65	946.28	998.35
6".....	3,083.80	2,123.36	2,240.20
8".....	3,714.60	3,785.12	3,993.40
10".....	5,798.40	5,908.45	6,233.60

Volumetric Charges (per 100 cubic feet)

	2014	2015	2016
Constant unit charge.....	\$2.046	\$2.327	\$2.422

Surcharges

Industrial and commercial users shall pay, in addition to the volumetric charge, a monthly charge for sewer service calculated in accordance with the following formula:

$$2014 \quad R = 7.2 \frac{(X)}{300} + 118.1 \frac{(Y)}{300} + 23.8 \frac{(Z)}{100} + 28.0 \frac{(P)}{10}$$

$$2015 \quad R = 7.6 \frac{(X)}{300} + 124.2 \frac{(Y)}{300} + 25.0 \frac{(Z)}{100} + 29.5 \frac{(P)}{10}$$

$$2016 \quad R = 8.0 \frac{(X)}{300} + 130.7 \frac{(Y)}{300} + 26.3 \frac{(Z)}{100} + 31.0 \frac{(P)}{10}$$

Where R = the monthly surcharge for sewer service expressed in cents per 100 cu. ft. of water

X means the Biochemical Oxygen Demand concentration in the sewage effluent in excess of 300 parts per million. If the Biochemical Oxygen Demand concentration is equal to or less than 300 parts per million, X shall be deemed to be zero.

- Y means the Suspended Solids concentration in the sewage effluent in excess of 300 parts per million. If the Suspended Solids concentration is equal to or less than 300 parts per million, Y shall be deemed to be zero.
- Z means the Grease concentration in the sewage effluent in excess of 100 parts per million. If the Grease concentration is equal to or less than 100 parts per million, Z shall be deemed to be zero.
- P means the Phosphorous concentration in the sewage effluent in excess of 10 parts per million. If the Phosphorous concentration is equal to or less than 10 parts per million, P shall be deemed to be zero.

The values for X, Y, Z and P in the formula shall be based on the average strength of sewage discharged by the property concerned as determined by tests conducted by the City.

Notwithstanding the foregoing, no monthly charge for commercial and industrial consumers shall be less than the service charge per meter per month.

Part IV Liquid Waste Service

The following charges shall be applicable to all users delivering liquid waste directly to the City's sewage treatment facilities.

	2014	2015	2016
Industrial, Commercial and Septic Wastes (per 1,000 gallons)	\$52.60	\$55.34	\$58.22

B4)

BYLAW NO. 9159**The Transit Fares Amendment Bylaw, 2013**

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as *The Transit Fares Amendment Bylaw, 2013*.

Purpose

2. The purpose of this Bylaw is to amend *The Transit Fares Bylaw, 2004*, to set new transit fares for The City of Saskatoon transit system.

Bylaw No. 8370 Amended

3. *The Transit Fares Bylaw, 2004* is amended in the manner set forth in this Bylaw.

Schedule "A" Amended

4. Schedule "A" is repealed and the schedule marked as Schedule "A" to this Bylaw is substituted.

Coming Into Force

5. This Bylaw shall come into force on February 1, 2014.

Read a first time this _____ day of _____, 2013.

Read a second time this _____ day of _____, 2013.

Read a third time and passed this _____ day of _____, 2013.

Mayor

City Clerk

Schedule "A" to Bylaw No. 9159

Schedule "A"

Transit Fares

Effective February 1, 2014

General Fare Structure

	Child	Student	Post-Secondary Student	Adult	Senior
Cash	\$2.10	\$2.60	\$3.10	\$3.10	\$3.10
Tickets/Rides	\$1.40	\$1.80	\$2.40	\$2.40	\$2.40
Daily Pass	\$8.20	\$8.20	\$8.20	\$8.20	\$8.20
Weekend Family Pass	\$8.20	\$8.20	\$8.20	\$8.20	\$8.20
Monthly Pass	\$48.00	\$57.00	\$81.00	\$81.00	\$27.00
Semester Pass	---	---	\$264.00	---	---
3 Month Pass	---	---	---	---	\$81.00
6 Month Pass	---	---	---	---	\$156.00
Annual Pass	\$528.00	\$627.00	\$891.00	\$891.00	\$291.65

***The fee for a reloadable transit pass card is \$5.00

Special Arrangements

Preschool Child	Rides for free
Access Transit 20-Ride Pass	Are available for \$48.00 to Registered Access Transit Customers for use on Access Transit buses and Low-Floor buses, and are exempt from paying the fee for the transit pass card.
Discount Monthly Bus Pass	\$27.00
Eco-Pass	20% discount of the cost of 12 monthly adult passes
Low Income Pass	20% discount of the cost of a monthly adult, student or child pass
U-Pass	Pursuant to amounts agreed upon between The City of Saskatoon and participating educational institutions

B5)

BYLAW NO. 9160

The Waste Amendment Bylaw, 2013

The Council of The City of Saskatoon enacts:

Short Title

- 1. This Bylaw may be cited as *The Waste Amendment Bylaw, 2013*.

Purpose

- 2. The purpose of this Bylaw is to amend *The Waste Bylaw, 2004*.

Bylaw No. 8310 Amended

- 3. *The Waste Bylaw, 2004*, is amended in the manner set forth in this Bylaw.

Schedule "B" Amended

- 4. Schedule "B" is repealed and the schedule marked as Schedule "A" to this Bylaw is substituted.

Schedule "D" Amended

- 5. Schedule "D" is repealed and the schedule marked as Schedule "B" to this Bylaw is substituted.

Coming into Force

- 6. This Bylaw shall come into force on January 1, 2014.

Read a first time this _____ day of _____, 2013.

Read a second time this _____ day of _____, 2013.

Read a third time and passed this _____ day of _____, 2013.

Mayor

City Clerk

Schedule "A" to Bylaw No. 9160

Schedule "B"

Waste Management Centre Fees

Entry Fees:

An entry fee shall be paid each time a vehicle enters the Waste Management Centre.

	2014	2015	2016
Entry Fee	\$10.00 per trip	\$10.00 per trip	\$12.00 per trip

The entry fee shall be paid each time a particular vehicle enters the Waste Management Centre, regardless of who owns or operates the vehicle at the time of entry.

Additional Charges:

In addition to the Entry Fees provided herein, the following additional pro-rata charges (based upon the weight or type of waste being disposed of) shall be paid in respect of each delivery:

	2014	2015	2016
Solid Waste of the general or commercial type and not requiring special handling	\$95.00 per tonne	\$100.00 per tonne	\$105.00 per tonne
Special Waste Rate	\$115.00 per tonne	\$120.00 per tonne	\$130.00 per tonne
Special Waste Minimum Charge	\$250.00 per load	\$260.00 per load	\$275.00 per load
Liquid Waste Containing Grit	\$75.00 per 1000 gallons	\$90.00 per 1000 gallons	\$95.00 per 1000 gallons

Clean Earth Fillno charge

Gasoline Contaminated Soil\$28.00 per tonne

Dead Animals:

- Pigs, sheep, calves.....\$10.00 per carcass
- Horses, cows, or other large animals\$20.00 per carcass
- Small animals from commercial businesses such as kennels\$10.00 per carcass

Roof Shingles.....\$99.00 per tonne

Schedule "B"
(Continued)

Asbestos (**Only** if originating within the City of Saskatoon):

Rate\$24.00 per bag
Minimum charge.....\$176.00 per load

Appliances containing refrigerants (e.g. chlorofluorocarbons), including, but not limited to:

Refrigerators, freezers and air conditioners \$20.00 each

Surcharged Material:

Loads containing more than 10% by weight of material that can be recycled at the landfill site or alternate recycling facilities (e.g. cardboard, paper, metal, yard waste, etc.)

Rate of Surcharge..... 100% of total load charge

Other materials as may be agreed in writing with the Utility Services Manager.

Schedule "B" to Bylaw No. 9160

Schedule "D"

Residential Recycling Collection Fees

Type of Collection:

	2014	2015	2016
Roll-out Cart - Single Family Residential	\$4.89 per month	\$5.05 per month	\$5.20 per month

B6)

BYLAW NO. 9161**The Traffic Amendment Bylaw, 2013 (No. 5)**

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as *The Traffic Amendment Bylaw, 2013 (No. 5)*.

Purpose

2. The purpose of this Bylaw is to amend *The Traffic Bylaw* to:
 - (a) update references to officers of various departments to reflect the recent corporate realignment;
 - (b) allow snow route declarations to be made in two stages; and
 - (c) prohibit parking on a street designated as a street maintenance area.

Bylaw No. 7200 Amended

3. *The Traffic Bylaw* is amended in the manner set forth in this Bylaw.

Subsection 2(1) Amended

4. Subsection 2(1) is amended:
 - (a) by repealing clause i); and
 - (b) by repealing clause s) and substituting the following:
 - "s) "General Manager" means the General Manager of Transportation & Utilities for The City of Saskatoon or anyone authorized to act on the General Manager's behalf;"

Section 3 Amended

5. Subsection 3(1) is amended by striking out "of Infrastructure Services" wherever it appears.

Section 4 Amended

6. Section 4 is amended by striking out "of Infrastructure Services".

Section 8 Amended

7. Section 8 is amended by striking out "of Infrastructure Services".

Section 9 Amended

8. Section 9 is amended by striking out "of Infrastructure Services".

Section 12.4 Amended

9. (1) Subsection 12.4(2) is amended by striking out "of Infrastructure Services".
- (2) Subsection 12.4(3) is amended:
 - (a) by adding "Green Circle" after "announcing";
 - (b) by striking out "of Infrastructure Services"; and
 - (c) by striking out "seventy-two (72)" wherever it appears and substituting "twenty-four (24)" in each case.
- (3) The following subsection is added after subsection (3):

"(3.1) A declaration announcing Blue Square snow routes to be in effect shall remain in effect for a period of twenty-four (24) hours unless sooner terminated or extended by further declaration of the General Manager, such twenty-four (24) hour period to commence and be effective from the time specified in the declaration."
- (4) Subsection 12.4(4) is amended by striking out "of Infrastructure Services".

Section 12.5 Added

10. The following section is added after Section 12.4:

"Parking Prohibited in Designated Street Maintenance Areas

- 12.5 (1) For the purposes of this section, "street maintenance area" is an area designated by posting of sandwich boards and signs in accordance with Subsection (4) for the purpose of the City carrying out street maintenance, including street sweeping, snow removal, snow clearing, street repair and other similar activities.
- (2) No person shall park or stop a vehicle or permit a vehicle to be parked or stopped on any street or portion of any street designated as a street maintenance area.
- (3) Subsection (2) applies when a street maintenance parking ban is in effect.
- (4) The General Manager shall designate a street maintenance area by posting on a street sandwich boards and signage in the form shown in Schedule No. 16, or in any other form as may be approved by the City from time to time.
- (5) A street maintenance parking ban shall be in effect for the period of time indicated on the sandwich boards and signs posted in accordance with Subsection (4).
- (6) All vehicles parked or stopped on streets within a designated street maintenance area while a street maintenance parking ban is in effect may be moved, without notice, for such distance as is necessary, or impounded by the City at the expense of the registered owner.
- (7) Notwithstanding any other provision of this Bylaw, where signage designating a street maintenance area has been posted, it shall supersede any other signage, meters, or other parking controls on that street."

Section 30 Amended

11. Section 30 is amended by striking out "of Infrastructure Services".

Subsection 32(2) Amended

12. Subsection 32(2) is amended by striking out "General Manager of Fire and Protective Services" and substituting "Fire Chief".

Section 40 Amended

13. (1) Subsection 40(1) is amended by striking out "of Infrastructure Services".
- (2) Subsection 40(2) is amended by striking out "of Infrastructure Services".

Section 44 Amended

14. Clause 44(8)(c) is amended by striking out "of Infrastructure Services".

Section 48 Amended

15. (1) Subsection 48(1) is amended by striking out "of Infrastructure Services".
- (2) Subsection 48(2) is amended by striking out "of Infrastructure Services".
- (3) Subsection 48(3) is amended by striking out "of Infrastructure Services" wherever it appears.
- (4) Subsection 48(4) is amended by striking out "of Infrastructure Services".
- (5) Subsection 48(5) is amended by striking out "of Infrastructure Services".
- (6) Subsection 48(6) is amended by striking out "of Infrastructure Services".

Section 52 Amended

16. Subsection 52(1) is amended by striking out "of Infrastructure Services".

Section 53 Amended

17. (1) Clause 53(1)(a) is amended by striking out "of Infrastructure Services".
- (2) Clause 53(2)(a) is amended by striking out "of Infrastructure Services".

Section 55 Amended

18. Subsection 55(1) is amended by striking out "of Infrastructure Services" wherever it appears.

Section 56 Amended

19. (1) Subsection 56(3) is amended by striking out "of Infrastructure Services" wherever it appears.
- (2) Subsection 56(4) is amended by striking out "of Infrastructure Services".
- (3) Subsection 56(5) is amended by striking out "of Infrastructure Services" wherever it appears.

Schedule No. 10 Amended

20. (1) Schedule No. 10, Section 1 – Notice of Violation Offences is amended:
- (a) by striking out "\$65.00" and substituting "\$100.00" in clause 12.4; and
- (b) by adding the following after Clause 12.4:
- | | | | |
|-------|---|--------|------|
| "12.5 | Parking or stopping in a designated street maintenance area during a street maintenance parking ban | 100.00 | n/a" |
|-------|---|--------|------|
- (2) Schedule No. 10, Section 3 – Procedure for Notice of Violation Offences is amended by striking out "of the Infrastructure Services Department" in subsection (1).

Schedule No. 15 Amended

21. Schedule No. 15 is repealed and the schedule marked as Schedule "A" to this Bylaw is substituted.

Schedule No. 16 Added

22. Schedule No. 16, attached as Schedule "B" to this Bylaw, is added after Schedule No. 15.

Coming into Force

23. This Bylaw shall come into force on the day of its final passing.

Read a first time this _____ day of _____, 2013.

Read a second time this _____ day of _____, 2013.

Read a third time and passed this _____ day of _____, 2013.

Mayor

City Clerk

Schedule "A" to Bylaw No. 9161

Schedule No. 15 Snow Routes

The following streets or portions of streets are designated as snow routes when a snow route declaration is in effect in accordance with Section 12.4 of this Bylaw:



Green Circle Route

- 1 8th Street East between Lorne Avenue and Boychuk Drive;
- 2 8th Street West:
 - (a) to Circle Drive Northbound exit;
 - (b) between Lorne Avenue and Saskatchewan Crescent West;
- 3 11th Street West between Avenue H and Fairlight Drive;
- 4 21st Street West between Avenue P South and Avenue R South;
- 5 22nd Street West;
- 6 25th Street (University) Bridge, including Spadina Crescent Interchange;
- 7 33rd Street East between Idylwyld Drive North and 7th Avenue North;
- 8 33rd Street West between Avenue H and Confederation Drive;
- 9 37th Street West between Richardson Road and Latrace Road;
- 10 51st Street;
- 11 105th Street East between Central Avenue and McKercher Drive;
- 12 108th Street;
- 13 115th Street East between Central Avenue and Kenderdine Road;
- 14 Adilman Drive between Wanuskewin Drive and Silverwood Road;
- 15 Airport Drive;
- 16 Assiniboine Drive between Saguenay Drive and Warman Road;
- 17 Attridge Drive between Preston Avenue and McOrmond Drive;
- 18 Avenue C North between Circle Drive and Hangar Road;
- 19 Avenue H between 33rd Street West and 11th Street West;
- 20 Avenue P between 33rd Street West and 19th Street West;
- 21 Avenue R South between 21st Street West and 20th Street West;
- 22 Avenue W between 29th Street West and Appleby Drive;
- 23 Berini Drive between Attridge Drive and Kerr Road;

- 24 Boychuk Drive between McKercher Drive and Hwy 16, including ramps, exits and exchanges leading to and from City limits;
- 25 Brand Road between Melville Street and Brand Court;
- 26 Briarwood Road;
- 27 Central Avenue between 115th Street East and Somers Road;
- 28 Circle Drive, including all ramps, exits and exchanges at the following interchanges:
 - (a) 8th Street Overpass;
 - (b) 14th Street Interchange;
 - (c) 22nd Street West Overpass;
 - (d) 33rd Street West Overpass;
 - (e) 51st Street Overpass;
 - (f) 108th Street Interchange;
 - (g) Airport Drive Interchange;
 - (h) Attridge Drive Overpass;
 - (i) Boychuk Drive Interchange;
 - (j) Clarence Avenue Overpass;
 - (k) Circle Drive Overpass;
 - (l) College Drive Overpass;
 - (m) Idylwyld Drive Overpass;
 - (n) Lorne Ave;
 - (o) Taylor Street Overpass;
 - (p) Warman Road Overpass;
- 29 Clancy Drive between Pendencygrasse Road and Fairmont Drive;
- 30 Clarence Avenue between College Drive and Cartwright Street;
- 31 College Drive;
- 32 Confederation Drive between 22nd Street West and 33rd Street West;
- 33 Diefenbaker Drive between Monck Avenue and Fairlight Drive;
- 34 Elevator Road;
- 35 Fairlight Drive between Fairmont Drive and 11th Street West;
- 36 Fairmont Drive between Clancy Drive and Fairlight Drive;
- 37 Faithfull Avenue between Circle Drive and 51st Street East;
- 38 Herold Road;
- 39 Highway 5 to McOrmond Drive, including all ramps, exits and interchanges;
- 40 Idylwyld Drive, including all ramps, exits and exchanges on the following interchanges:
 - (a) 1st Avenue South Interchange;
 - (b) 8th Street West Interchange;
 - (c) 51st Street Overpass;
 - (d) Taylor Street Interchange;
- 41 John A. MacDonald Road between Confederation Drive and Steeves Avenue;
- 42 Junor Avenue between 33rd Street West and 37th Street West;
- 43 Kenderdine Road;
- 44 Laurier Drive;
- 45 Lenore Drive between Warman Road and Silverwood Road;
- 46 Lorne Avenue between 8th Street East and Ruth Street;
- 47 Lowe Road;
- 48 McKercher Drive between Taylor Street East and 105th Street East;

- 49 McOrmond Drive between Hwy 5 and Attridge Drive;
- 50 Melville Street;
- 51 Millar Avenue between Circle Drive and 60th Street East;
- 52 Pinehouse Drive between Primrose Drive and Saguenay Drive;
- 53 Preston Avenue between Attridge Drive and Dumont Crescent;
- 54 Primrose Drive;
- 55 Saguenay Drive between Pinehouse Drive and Assiniboine Drive;
- 56 Slimmon Road between Herold Road and Boychuk Drive;
- 57 St. George Avenue between the Freeway Off Ramp and Ruth Street;
- 58 Steeves Avenue between John A. MacDonald Drive and Diefenbaker Drive;
- 59 Stensrud Road between Kerr Road and Willowgrove Boulevard;
- 60 Taylor Street East between Lorne Avenue and Herold Road;
- 61 Wanuskewin Road;
- 62 Warman Road; and
- 63 Willowgrove Boulevard.



Blue Square Route

- 1 1st Avenue North between 33rd Street East and 39th Street East;
- 2 7th Avenue North between Queen Street and Osbourne Street;
- 3 7th Street East between Early Drive and Arlington Avenue;
- 4 8th Street East between Boychuk Drive and Briargate Road;
- 5 11th Street East between McPherson Avenue and Victoria Avenue;
- 6 12th Street East between Broadway Avenue and Landsdowne Avenue;
- 7 14th Street East between Wiggins Avenue and Acadia Drive;
- 8 15th Street West between Avenue K South and Avenue H South;
- 9 18th Street West between Montreal Avenue South and Winnipeg Avenue South;
- 10 19th Street West between Avenue A South and Avenue H South;
- 11 20th Street West between Winnipeg Avenue South and Witney Avenue;
- 12 23rd Street West between Avenue B North and Avenue H North;
- 13 29th Street West between Avenue W South and Witney Avenue;
- 14 36th Street West between Idylwyld Drive and Avenue I North;
- 15 38th Street West between Avenue I North and Avenue C North;
- 16 39th Street East between 1st Avenue North and Quebec Avenue;
- 17 104th Street West;
- 18 115th Street East between Berini Drive and Kenderdine Road;
- 19 115th Street West between Central Avenue and Egbert Avenue;
- 20 Acadia Drive between McKercher Drive and Taylor Street East;

- 21 Adelaide Street between Preston Avenue and McEown Avenue;
- 22 Alexandra Avenue between Windsor Street and Rupert Drive;
- 23 Appleby Drive between Avenue W South and Wardlow Drive;
- 24 Arlington Avenue;
- 25 Avenue B North between 23rd Street West and 24th Street West;
- 26 Avenue C North between 38th Street West and Circle Drive;
- 27 Avenue I North between 36th Street West and 38th Street West;
- 28 Avenue K South between 15th Street West and Schuyler Street;
- 29 Avenue M South between Wellington Street and Schuyler Street;
- 30 Avenue N South between Wellington Street and Schuyler Street;
- 31 Avenue P North between 33rd Street West and Edmonton Avenue;
- 32 Avenue P South between 11th Street West and Schuyler Street;
- 33 Avenue W North between Richardson Road and 33rd Street West;
- 34 Avenue W South between Schuyler Street and 11th Street West;
- 35 Betts Avenue;
- 36 Briargate Road;
- 37 Briarvale Road;
- 38 Broadway Avenue:
 - (a) between 8th Street East and Wilson Crescent;
 - (b) between the Broadway Bridge and 12th Street East;
- 39 Caen Street between Elevator Road and Haida Avenue;
- 40 Cascade Street between Victoria Avenue and Broadway Avenue;
- 41 Centennial Drive between Monck Avenue and Diefenbaker Drive;
- 42 Cree Crescent;
- 43 Cumberland Avenue between College Drive and Taylor Street East;
- 44 Degeer Street;
- 45 Dieppe Street between Elevator Road and Haida Avenue;
- 46 Early Drive between Salisbury Drive and 7th Street East;
- 47 2300 Easthill between Arlington Avenue and 2400 Eastview;
- 48 2400 Eastview;
- 49 2700 Eastview between 2400 Eastview and Arlington Avenue;
- 50 Edmonton Avenue between Avenue P North and 33rd Street West;
- 51 Edwards Avenue between Osbourne Street and Windsor Street;
- 52 Egbert Avenue between 104th Street West and 115th Street West;
- 53 Fletcher Road;
- 54 Forest Drive;
- 55 Forrester Road between Pandygrasse Road and Olmstead Road;
- 56 Garvie Road between McWillie Avenue and Kristjanson Road;
- 57 George Road;
- 58 Goertzen Street;
- 59 Gray Avenue between Central Avenue and James Street;
- 60 Haida Avenue:
 - (a) between Caen Street and Ortona Street;
 - (b) between Dieppe Street and Mountbatten Street;
- 61 Hazen Street;
- 62 Heal Avenue;

- 63 Heritage Crescent:
 - (a) 100 block;
 - (b) 300 block;
 - (c) 800 block;
 - (d) 900 block;
- 64 Heritage Way;
- 65 Herman Avenue between Taylor Street West and Hilliard Street;
- 66 Hilliard Street between St. Henry Avenue and Herman Avenue;
- 67 Idylwyld Crescent between 11th Street East and Saskatchewan Crescent East;
- 68 James Street between Kellough Road and Gray Avenue;
- 69 Jasper Avenue between Lorne Avenue and Circle Drive;
- 70 Kellough Road between Kerr Road and James Street;
- 71 Kerr Road;
- 72 Kingsmere Boulevard;
- 73 Konihowski Road between Central Avenue and Carr Crescent;
- 74 Kristjanson Road;
- 75 Lancaster Boulevard;
- 76 Landsdowne Avenue between 12th Street East and Temperance Street;
- 77 Laronge Road;
- 78 Latrace Road;
- 79 Laurentian Drive;
- 80 Louise Avenue between Ruth Street and Preston Avenue;
- 81 Louise Street;
- 82 Ludlow Street between Lowe Road and Heal Avenue;
- 83 Main Street:
 - (a) between Cumberland Avenue and Arlington Avenue;
 - (b) between Victoria Avenue and Broadway Avenue;
- 84 Marquis Drive West;
- 85 Massey Drive;
- 86 Matheson Drive between 33rd Street West and Massey Drive;
- 87 McCormack Road;
- 88 McEown Avenue between Louise Street and Taylor Street East;
- 89 McKercher Drive between Stillwater Drive and Taylor Street East;
- 90 McPherson Avenue between Saskatchewan Crescent East and 11th Street East;
- 91 McWillie Avenue;
- 92 Meilicke Road;
- 93 Milton Street between Northumberland Avenue and Confederation Drive;
- 94 Monck Avenue;
- 95 Moss Avenue;
- 96 Mountbatten Street between Lancaster Boulevard and Haida Avenue;
- 97 Nelson Road between Heal Avenue and Attridge Drive;
- 98 Nemeiben Road;
- 99 Northumberland Avenue;
- 100 Olmstead Road;
- 101 Ortona Street between Haida Avenue and Lancaster Boulevard;
- 102 Osbourne Street;

- 103 Parkdale Road;
- 104 Pendencygrasse Road;
- 105 Poplar Crescent;
- 106 Porter Street;
- 107 Quebec Avenue;
- 108 Queen Street between 7th Avenue North and Spadina Crescent East;
- 109 Redberry Road;
- 110 Reindeer Road;
- 111 Rever Road;
- 112 Richardson Road between Avenue W North and 37th Street West;
- 113 Rossmo Road;
- 114 Rowles Road;
- 115 Rupert Drive between Alexandra Avenue and Hazen Street;
- 116 Rusholme Road between Avenue H North and Avenue W North;
- 117 Russell Road between 51st Street East and Rowles Road;
- 118 Ruth Street East between Lorne Avenue and Louise Avenue;
- 119 Ruth Street West between St. Henry Avenue and Lorne Avenue;
- 120 Salisbury Drive between Taylor Street East and Early Drive;
- 121 Saskatchewan Crescent East between Idylwyld Crescent and McPherson Avenue;
- 122 Saskatchewan Crescent West between 8th Street West and Idylwyld Crescent;
- 123 Schuyler Street between Avenue K South and Avenue P South;
- 124 Silverwood Road;
- 125 Smith Road;
- 126 Somers Road;
- 127 Spadina Crescent East between Queen Street and Circle Drive;
- 128 St. Henry Avenue between Ruth Street and Hilliard Street;
- 129 Stillwater Drive;
- 130 Taylor Street West between Lorne Avenue and Herman Avenue;
- 131 Temperance Street between Landsdowne Avenue and Clarence Avenue North;
- 132 Victoria Avenue between Saskatchewan Crescent East and 8th Street East;
- 133 Wardlow Drive;
- 134 Waterbury Road;
- 135 Webster Street;
- 136 Wedge Road;
- 137 Wellington Street between Avenue M South and Avenue N South;
- 138 Weyakwin Drive between Kingsmere Boulevard and Nemeiben Road;
- 139 Wilson Crescent between Ruth Street and Preston Avenue South;
- 140 Windsor Street between Edwards Avenue and Alexandra Drive;
- 141 Winnipeg Avenue South between 18th Street West and 20th Street West; and
- 142 Witney Avenue between 29th Street West and 20th Street West.

Schedule "B" to Bylaw No. 9161

Schedule No. 16

Sandwich Boards (approximately 61 cm x 90 cm)



Signs (approximately 28 cm x 43 cm)



His Worship the Mayor and City Council
The City of Saskatoon

REPORT

of the

PLANNING AND OPERATIONS COMMITTEE

Composition of Committee

Councillor R. Donauer, Chair
Councillor C. Clark
Councillor T. Davies
Councillor M. Loewen
Councillor P. Lorje

1. Façade Conservation and Enhancement Grant Program
(Files CK. 4110-48 x 3500-15 x 1815-1 and PL 4110-3)

- RECOMMENDATION:**
- 1) that the proposed City Council Policy, the Façade Conservation and Enhancement Grant Program, as described in Attachment 1 to the November 20, 2013 report of the General Manager, Community Services Department, be adopted;
 - 2) that City Council rescind Municipal Enterprise Zone Policy A09-031;
 - 3) that the Administration be authorized to amend Reserves for Future Expenditures Policy No. C03-003 to include the Façade Conservation and Enhancement Grant Reserve as described in Attachment 2 to the November 20, 2013 report of the General Manager, Community Services Department;

- 4) that the uncommitted balance in the Municipal Enterprise Zone Reserve as of December 31, 2013, be transferred to the new Façade Conservation and Enhancement Grant Reserve to support the new incentive program; and
- 5) that a copy of the November 20, 2013 report of the General Manager, Community Services Department be forwarded to the Municipal Heritage Advisory Committee for information.

Attached is a report of the General Manager, Community Services Department dated November 20, 2013, regarding the proposed new Façade Conservation and Enhancement Grant Program. Your Committee has been advised that this program would combine the Façade Appearance Grant Program (the remaining incentive from the Municipal Enterprise Zone) and the Façade Rehabilitation and Renovation Grant Program.

Your Committee has reviewed this matter further with the Administration, including the administration of the grant program, and the continued participation by the Business Improvement District representatives on the Adjudication Committee.

Following review of this report, your Committee is supporting the above recommendations.

**2. Vacant Lot and Adaptive Reuse Incentive Program – Shangri-La
550 4th Avenue North
(Files CK. 4110-45 and PL 4130-26)**

- RECOMMENDATION:**
- 1) that a five-year tax abatement for the annual property taxes for the residential development at 550 4th Avenue North be applied commencing the next taxation year following completion of the project; and
 - 2) that the City Solicitor be instructed 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.

Attached is a report of the General Manager, Community Services Department dated November 14, 2013, regarding a proposed five-year tax abatement of the annual property taxes for the residential development located at 550 4th Avenue North, under the Vacant Lot and Adaptive Reuse Incentive Program.

Your Committee has reviewed and supports the five-year tax abatement under the Vacant Lot and Adaptive Reuse Incentive Program.

3. Neighbourhood Level Infill Development Strategy
(Files CK. 4110-1 and PL 1702-9-14)

- RECOMMENDATION:**
- 1) that the key strategies outlined in the Neighbourhood Level Infill Development Strategy be endorsed;
 - 2) that the Administration report back with an Implementation Plan for the Infill Development Strategy; and
 - 3) that the Administration be requested to provide a report with respect to the experience this summer dealing with water main breaks.

Attached is a report of the General Manager, Community Services Department dated November 21, 2013, presenting the Neighbourhood Level Infill Development Strategy, identifying its key elements, and outlining the next steps required to begin implementation of the Infill Strategy.

Your Committee has reviewed this report with the Administration and the Consultant, Mr. Calvin Brook, Brook McIlroy Inc., and has received a Power Point presentation on the Neighbourhood Level Infill Development Strategy.

Your Committee has also received presentations from a number of individuals, as summarized below:

- Barb Biddle, representing the Montgomery Place Community Association, asked that Montgomery Place be exempt from the recommended strategies, particularly relating to garden and garage suites and multi-unit dwellings. She reviewed impacts of earlier subdivisions on the unique character of the neighbourhood, traffic pressures, shared roadway for pedestrian and vehicular traffic, and the unique drainage and storm management for the area. Ms. Biddle also advised your Committee regarding neighbourhood surveys being conducted to explore the

potential of pursuing either provincial or national heritage designation for the Veterans' Land Act settlement within Montgomery Place.

- Anne Smart, resident in the City Park neighbourhood and participant of the Local Area Planning Committee, asked for consideration of the impact of garden and garage suites on sewer and water systems in older neighbourhoods and the possible need for separate connections and the potential affect of connecting new infrastructure to older infrastructure. She highlighted concerns regarding water main breaks in the area over the summer, repair times, and drainage-related issues.
- Tim Ryan indicated that while many recommendations are good, there are issues that may impact property values, including the proposal for no more than 40% site coverage for the primary dwelling and all accessory buildings, including a detached garage, garden or garage suite; restrictions on the maximum building length; height restrictions; and the impact of not being able to have a detached garage for storage.
- Mark Kelleher, Blackrock Developments, reviewed the impact of height restrictions on accommodating a two-storey development on a 25 foot lot and reviewed building components, including main floor ceiling heights requested by consumers, changing dimensions for floor joist systems, and basement level heights that would impact the viability of this. It is important to build a product that will sell and the extra amount of square footage is required to make a profit. He discussed whether there was potential to consider allowing two separate dwellings on 50 foot lots rather than the current semi-detached dwelling that looks like two homes but share a wall in the basement.

Your Committee has reviewed further issues with the Administration and Consultant, and the following is a summary of further clarification:

- Secondary suites are allowed at this time. What is being recommended is providing a wider range of options for secondary suites, including proposing garden and garage suites as a discretionary use at this time. Each specific proposal would be reviewed further with Transportation and Utilities in terms of water and sewer capacity to accommodate the proposed development. Similarly, the impact of the multi-unit dwellings on corner lots would be reviewed regarding sewer and water capacity in the neighbourhood.
- While the number of buildings on site is not prescribed, factors impacting this include the required separation distances between the primary dwelling and a suite, minimum distances for storage sheds, and the maximum lot coverage being no more than 40% on the site.

- The front porch option provides another housing option. Any issues relating to improperly inhabiting this portion of the house would be dealt with through the bylaw compliance process, as is the case for substandard housing.
- There is a proposed setback for air conditioning units.
- With respect to the Montgomery Place neighbourhood, the Administration is recommending that garden and garage suites not be permitted at this time in that neighbourhood but that this issue be reviewed as part of the Local Area Planning process which will begin in that area in late 2014. Other considerations regarding permitting four-unit dwellings on corner lots could also be included as part of that process. Montgomery Place should be included in other recommendations, such as additional lot drainage regulations for infill development and others that do not impact the character of the neighbourhood.
- Consultation to date was reviewed, along with further consultation planned for early 2014 and as details of implementation of the specific elements come forward.
- Management of expectations regarding access to proposed garden and garage suites from the lanes and related paving and snow clearing issues was reviewed.

While your Committee had contemplated referral to the Executive Committee for further review of the issues, the Administration clarified that this report is requesting endorsement of the key strategies outlined in the Neighbourhood Level Infill Development Strategy. The Administration will be reporting further on the specific changes required to implement each of the proposed strategies and will provide further opportunities for review. The Administration would like to deal with the garden and garage suites as early as possible with the potential to have something in place by spring 2014. Based on the feedback, further reporting will be provided with respect to the recommended maximum 40% site coverage for garden and garage suites. Clarification of the intent of this recommendation will be included in future reporting. The Administration was requested to provide further information on comparisons with other prairie cities with respect to what is being proposed.

Following consideration of this matter, your Committee is supporting the endorsement of the key strategies outlined in the Neighbourhood Level Infill Development Strategy. As indicated above, the Administration will be reporting further on implementation of the specific strategies. Your Committee has requested a further report on the issues brought forward regarding water main breaks, to include the experience this summer on the number of breaks, the length of time to repair, and comparisons to other years.

The Neighbourhood Level Infill Development Strategy, as prepared by the consulting team of Brook McIlroy, has been provided to City Council members. A copy is available on the City's website at www.saskatoon.ca under "R" for "Reports to Council".

A Power Point presentation will be provided.

**4. Designation of Temporary Off Leash Recreation Area and
Amendment to the Animal Control Bylaw, 1999, Bylaw No. 7860
(Files CK. 4205-1 and LS 151-1 and LS 4205-17)**

- RECOMMENDATION:**
- 1) that City Council approve a temporary Off Leash Recreation Area next to Mayfair Pool between Avenue F and Avenue G, and 31st and 32nd Streets on a two-year trial basis, as outlined in the November 25, 2013 report of the General Manager, Community Services Department;
 - 2) that the City Solicitor be instructed to amend the Animal Control Bylaw, 1999, Bylaw No. 7860, to establish approximately 1 acre as a temporary off-leash area in the proposed location outlined in the November 25, 2013 report of the General Manager, Community Services Department; and
 - 3) that City Council approve the Off Leash Recreation Area Application Process and Administration Guidelines as presented in the November 25, 2013 report of the General Manager, Community Services Department.

Attached is a report of the General Manager, Community Services Department dated November 25, 2013, regarding a recommendation to install a temporary Off Leash Recreation Area (OLRA) at the proposed location within the Caswell Hill neighbourhood, as shown on Attachment 1, for a two-year trial basis. Recreation and Sport is also requesting approval of the OLRA Application process and Administration Guidelines to assist and guide future OLRA developments.

Your Committee has reviewed the report with the Administration and supports the installation of a temporary Off Leash Recreation Area as outlined in the above recommendations. Your Committee has been advised that the two-year trial period will provide sufficient time to evaluate the impact on the turf, trees and pedestrian flow. Further details, including determination of the access point, will be considered as part of the design phase, which will include a Crime Prevention through Environmental Design review. Clarification was provided that through the proposed guidelines and application process, the Administration could consider applications for new sites. An update will be provided to the Committee following the first season of operation of the proposed temporary Off Leash Recreation Area, with further recommendations being brought forward after the two-year trial.

**5. Applications for Funding – Youth Sport Subsidy Program Special
Events Policy No. C03-007
(Files CK. 1870-15 and LS 1720-8-1)**

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

- 1) that the Saskatoon Diving Club receive a grant of up to \$2,915.27 to host the Winter Senior National Diving Championships on March 6 to 9, 2014;
- 2) that Saskatoon Youth Soccer Inc. receive a grant of up to \$7,106.80 to host the Youth Premier Soccer Provincials on March 7 to 9, 2014;
- 3) that Saskatoon Aqualenes Synchronized Swim Club receive a grant of up to \$11,680.00 to host the Canadian Open Synchronized Swimming Championships on April 30 to May 4, 2014; and
- 4) that the Optimist Twirling Connection receive a grant of up to \$11,515.00 to host the Canadian Baton Twirling Federation National Team Trials on May 16 to 19, 2014.

Attached is a report of the General Manager, Community Services Department dated November 21, 2013, regarding proposed Special Event Hosting Grants for eligible Youth Sport Subsidy program sport organizations for events they are hosting in Saskatoon in 2014.

Your Committee has reviewed and supports the above recommendations.

6. River Landing Update
(Files CK. 4129-1 and CC 4130-2)

RECOMMENDATION: that the information be received.

Attached is a report of the General Manager, Corporate Performance Department dated November 18, 2013, providing an update on the construction and development (both public and private) at River Landing.

Your Committee has reviewed the update report with the Administration and is forwarding the report to City Council for its information. Clarification was provided that businesses locating in River Landing will be managed under River Landing as one area rather than being part of either the Downtown or Riversdale Business Improvement Districts. Your Committee has also discussed with the Administration the current and proposed development in the area and further considerations relating to parking.

7. Leisure Access Program
(Files CK. 5500-1 and LS 1720-8)

RECOMMENDATION: that the information be received.

Attached is a report of the General Manager, Community Services Department dated November 25, 2013, providing an overview of the current Leisure Access Program, including participation rates and patterns, and facility usage.

Your Committee has reviewed the report with the Administration. As discussed in the report, the Leisure Access Program continues to be well utilized and supported by the community and contributes to the enhanced quality of life for low-income residents. The program supports the long-term strategy to ensure existing and future leisure centres and other recreational facilities are accessible physically and financially and meet community needs by removing cost as a barrier to basic recreation programs and services provided by the City. Your Committee has reviewed further with the Administration opportunities to measure the health impact of programs such as these and to look at further ways to provide information to the public regarding use of the program.

Your Committee is forwarding the report to City Council for information.

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Monday, December 16, 2013
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**8. Youth Sport Subsidy Program 2012 to 2013 Year-End Report
(Files CK. 1720-3-1 and LS 1720-8-1)**

RECOMMENDATION: that the information be received.

Attached is a report of the General Manager, Community Services Department dated November 25, 2013, summarizing the expenditures for the 2012 to 2013 Youth Sport Subsidy budget.

Your Committee has reviewed the matter with the Administration and is forwarding the report to City Council for information.

Respectfully submitted,

Councillor M. Loewen, A/Chair

1.

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: November 20, 2013
SUBJECT: Façade Conservation and Enhancement Grant Program
FILE NO.: PL 4110-73

RECOMMENDATION: that a report be submitted to City Council recommending:

- 1) that the proposed City Council Policy, the Façade Conservation and Enhancement Grant Program, as described in Attachment 1, be adopted;
- 2) that City Council rescind Municipal Enterprise Zone Policy A09-031;
- 3) that the Administration be authorized to amend Reserves for Future Expenditures Policy No. C03-003 to include the Façade Conservation and Enhancement Grant Reserve as described in Attachment 2;
- 4) that the uncommitted balance in the Municipal Enterprise Zone Reserve as of December 31, 2013, be transferred to the new Façade Conservation and Enhancement Grant Reserve to support the new incentive program; and
- 5) that a copy of this report be forwarded to the Municipal Heritage Advisory Committee for information.

TOPIC AND PURPOSE

The purpose of this report is to request City Council's approval of the new proposed Façade Conservation and Enhancement Grant Program. This program would combine the Façade Appearance Grant Program (the remaining incentive from the Municipal Enterprise Zone) and the Façade Rehabilitation and Renovation Grant Program.

REPORT HIGHLIGHTS

1. The Administration recommends the approval of the Façade Conservation and Enhancement Grant Program.
2. The Façade Conservation and Enhancement Grant will be funded by combining the existing funding sources from the Façade Appearance Grant Program and the Façade Rehabilitation and Renovation Grant Program.

3. The new program is intended to provide a simplified application, approval, and administrative process, resulting in improved customer service.

STRATEGIC GOAL

This report supports the City of Saskatoon's (City) long-term strategic goal of Economic Diversity and Prosperity by stimulating economic growth, private sector capital investment in existing commercial areas, and proactively addressing deteriorating property conditions and encouraging improvements, which increase economic vitality.

BACKGROUND

The Municipal Enterprise Zone (MEZ) Program was established in May 2002. The program was designed to be a temporary initiative to help attract commercial, industrial, and residential developments to the established neighbourhood and commercial areas of the Riversdale, Pleasant Hill, West Industrial, Sutherland, Caswell Hill, and King George neighbourhoods by offering financial incentives to qualified projects.

During its August 18, 2010 meeting, City Council received a report that recommended that the MEZ program be discontinued and be replaced with the Vacant Lot and Adaptive Reuse Program, with the exception of the Façade Appearance Grant portion. City Council resolved:

"that the Municipal Enterprise Zone Program be discontinued upon the exhaustion of remaining funds, with the exception of the Façade Grants which will receive an additional \$75,000 for this purpose."

The MEZ Program ended on December 31, 2012, with the exception of the Façade Appearance Grant Program, which continues to operate.

REPORT

The City is currently operating the Façade Appearance Grant Program, administered by the Neighbourhood Planning Section, as well as the Façade Rehabilitation and Renovation Grant Program, jointly administered by the Heritage and Urban Design programs.

The Façade Appearance Grant Program provides an incentive of \$2,500 per street-facing façade to a maximum of \$5,000 per building. There have been 89 approved applications which equates to \$96,208.58 in funding. The Façade Appearance Grant portion has been operating solely since August of 2010 and continues to be successful with ten approved applications in 2012.

The purpose of the Façade Rehabilitation and Renovation Grant is to assist commercial property owners with the rejuvenation of their building façade. It functions to conserve the built heritage and to enhance the city's public profile and urban design. The program funds façade renovations to buildings located in the Downtown, Riversdale, and Broadway Business Improvement Districts (BIDs). Additional funding is made available to projects that restore or rehabilitate historic building elements. In its current form, this program has operated since 2006 and since that time, funding has been provided to 20 projects. The maximum grant per property is \$15,000. The program receives \$10,000 annually from the Heritage Reserve and \$30,000 from the Urban Design – BID Operating Budget funded from the BID Streetscape Reserve.

Proposed Façade Conservation and Enhancement Grant Program

The proposed Façade Conservation and Enhancement Grant Program is a combination of the two existing façade enhancement programs.

The program will:

- i) continue to fund projects in the Downtown, Riversdale, Sutherland, and Broadway BIDs at the current level;
- ii) provide funding for façade improvement projects in other established commercial areas including Kelsey-Woodlawn, Mayfair, Caswell Hill, Westmount, Pleasant Hill, King George, and West Industrial;
- iii) decrease administrative requirements by combining two programs with similar purposes into one; and
- iv) streamline the application, approval, and administration process for applicants.

The proposed City Council Policy, the Façade Conservation and Enhancement Grant Program (see Attachment 1), describes the program in more detail.

Highlights of the Program

- i) provides a grant for 100 percent of costs for small projects (\$5,000 and under) up to a maximum of \$2,500;
- ii) provides funding for façade renovations that are sympathetic to historic building character and the surrounding streetscape; and
- iii) funds up to 50 percent of eligible costs for projects over \$5,000 to a maximum of \$20,000.

If approved, the proposed Façade Conservation and Enhancement Grant Program will operate under a new reserve, which will replace the MEZ Reserve and receive funding from the Heritage Program and the Urban Design Program. The Administration is also recommending that all remaining uncommitted funds from the MEZ Reserve as of December 31, 2013, be allocated to the new reserve as seed funding.

OPTIONS TO THE RECOMMENDATION

Should City Council not approve the proposed Façade Conservation and Enhancement Grant Program, the existing Façade Appearance Grant and Façade Rehabilitation and Renovation Grant Program will continue to operate. This option is not recommended as it maintains two programs of similar intent and contributes to confusion for applicants.

POLICY IMPLICATIONS

This report recommends that Municipal Enterprise Zone Policy No. A09-031 be rescinded and that the proposed City Council Policy, the Façade Conservation and Enhancement Grant Program, be approved (see Attachment 1). In addition, this report requires an amendment to Reserves for Future Expenditures Policy C03-003 (see Attachment 2).

FINANCIAL IMPLICATIONS

The proposed Façade Conservation and Enhancement Grant Reserve shall be funded up to \$30,000 annually from the Urban Design Streetscape – BID operating budget, which will be dedicated towards projects within the BIDs; up to \$30,000 annually from the Urban Design Streetscape – City Wide operating budget, which will be dedicated towards projects outside of the BIDs; and \$10,000 annually from the Heritage Program. Uncommitted amounts from the Urban Design allocations in any given year will be returned to the applicable Urban Design Program.

In 2014, the proposed Reserve would be funded by redirecting \$10,000 from the Heritage Fund Reserve and redirecting the operating provisions for \$30,000 from each of the Urban Design BID and City-Wide programs. In future years, annual allocations will be determined as authorized by City Council through the Operating Budget for the Heritage Program and the Urban Design Program.

The current reserve balance from the MEZ, after taking into account all committed grants, is \$52,567.09. These funds will be transferred to the new Façade Conservation and Enhancement Reserve upon the closure of the MEZ Reserve.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

The Downtown, Riversdale, and Broadway BIDs were consulted during the development of the new incentive program.

At its January 8, 2014 meeting, the Municipal Heritage Advisory Committee (MHAC) will receive an information report outlining the proposed Façade Conservation and Enhancement Grant Program.

COMMUNICATION PLAN

If the proposed Façade Conservation and Enhancement Grant Program is approved, the Administration will update the City's website, marketing material, and send notices to the BIDs.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

If approved, the Administration will begin processing applications under the new program in January 2014. Results of the program will be reported back to City Council on an annual basis.

ENVIRONMENTAL IMPLICATIONS

No environmental and/or greenhouse gas implications have been identified at this time.

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED review is not required.

PUBLIC NOTICE

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

ATTACHMENTS

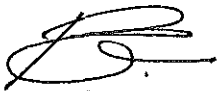
1. Proposed Policy – Façade Conservation and Enhancement Grant Program
2. Proposed Amendment to the Reserve for Future Expenditures Policy

Written by: Pamela Larson, Planner

Reviewed by:


Alan Wallace
Director of Planning and Development

Approved by:



Randy Grauer, General Manager
Community Services Department

Dated: November 28, 2013

Approved by:



Murray Totland, City Manager

Dated: Nov 30/13

Proposed Policy – Façade Conservation and Enhancement Grant Program

City of Saskatoon Policy

Policy Title: Façade Conservation and Enhancement Grant

1. Purpose

The purpose of this program is to assist property owners and businesses in the City's established commercial areas by providing financial incentives to:

- encourage investment that will improve and enhance building façade; and
- encourage the conservation and restoration of historic buildings and façades.

2. This policy supports the direction established in the City of Saskatoon Strategic Plan and the Official Community Plan Bylaw No. 8769.

For the purpose of this program, the following definitions shall be used:

- 3.1 Building - any structure that may contain up to two street facing façades, may contain a number of storefronts, and is located on one site.
- 3.2 Building Age – The original construction date as verified by Building Permit Records in Community Services Department.
- 3.3 Cash Grant – a non-repayable incentive as calculated by this policy.
- 3.4 Commercial Property – any building used for commercial purposes and is located in a commercial, institutional, mixed use or industrial zoning district. The building must have commercial occupancy on the ground floor.
- 3.5 Completion date – 24 months after the start date (work must be completed in this period).
- 3.6 Earned Incentive Amount – an amount determined through the Proposal Evaluation.
- 3.7 Façade - an exterior side of a building facing onto the street and can contain one or more storefronts.
- 3.8 Final Grant Amount – an amount equivalent to the lesser of the Earned Incentive Amount or the Maximum Incentive Amount.
- 3.9 Key Commercial Areas – group of businesses located on arterial or collector streets.

- 3.10 Maintenance - routine, cyclical, non-destructive actions necessary to slow deterioration. It entails periodic inspection; routine, cyclical, non-destructive cleaning, minor repair and re-finishing operations; replacement of damaged or deteriorated materials that are impractical to save. (Source: Standards and Guidelines for the Conservation of Historic Place in Canada)
- 3.11 Maximum Incentive Available – For projects under \$5,000, 100 percent of the total project costs up to a maximum of \$2,500. For projects over \$5,000, it is the amount equivalent to 50 percent of the total project costs to a maximum of \$20,000 per building.
- 3.12 Program Area - All Business Improvement District (BID) areas and the Key Commercial Areas within the following neighbourhoods: Kelsey-Woodlawn, Mayfair, Caswell Hill, Westmount, King George, and West Industrial.
- 3.13 Proposal Evaluation – an objective system that evaluates development proposals (see Appendix A).
- 3.14 Site - an area of land:
- having one ownership considered as a unit;
 - having its principal frontage on a public street; and
 - not divided by a public street.
- 3.15 Start Date – the date which the grant is approved.
- 3.16 Total Project Costs - include costs related to the project including but not limited to materials, contractor labour, and equipment rental. Administrative costs, legal fees, and own-labour (work that is performed by the applicant and/or property owners) are not to be included in total project costs.

3. Policy

The City may offer financial incentives to support projects that meet the following criteria:

4.1 General Eligibility Criteria

- a) The project must involve the conservation or rejuvenation of the façade of a commercial property.
- b) The site must be located in the Program Area.

- c) In the sole opinion of the Adjudication Committee, projects must enhance the building façade and be designed to respect other buildings in the neighbourhood.
- d) Projects assisted under this policy may be eligible for support under other incentive programs (i.e. heritage conservation, affordable housing).
- e) The Adjudication Committee reserves the right to decline applications that have received previous funding under this program.
- f) Properties that are in tax arrears or under an Order to Remedy with the City of Saskatoon are not eligible for support under this policy. Exceptions to this provision may be granted at the discretion of the General Manager, Community Services Department.
- g) Projects which are only maintenance, painting, or signage will not be funded. Exceptions to this provision may be granted at the discretion of the Adjudication Committee.
- h) The grant applicant must specify if they are the owner or a tenant of the building. The applicant will be awarded the grant; however, in the case of a tenant, the consent of the property owner is required.
- i) The cash grant value is equivalent to the Final Grant Amount which is determined by the Proposal Evaluation.
- j) Projects under \$5,000 are eligible for up to a 100 percent of the total project costs, up to a maximum of \$2,500. Projects over \$5,000 are eligible for at least \$2,500 and cannot exceed 50 percent of the actual Total Project Costs or \$20,000 (see Appendix A).

4.2 Façade Conservation and Enhancement Incentive Criteria

- a) Projects eligible for the Façade Conservation and Enhancement Incentive may include, but are not necessarily limited to, re-facing or re-finishing of the façade doors, windows, awnings, graphics and exterior lighting. Façade improvement must relate to neighbourhood context and maintain or improve the overall street character.

4.3 Heritage Rehabilitation Incentive Criteria

- a) Projects eligible for the Heritage Rehabilitation Incentive must undertake rehabilitation of character defining elements of the façade (historic architectural features and details).
- b) This incentive applies to buildings listed on the City of Saskatoon Built Heritage Database (BHD) or if the building age is at least 40 years.
- c) Proposed work must be sympathetic to the building character and streetscape. Proposals will be evaluated to determine the degree to which heritage rehabilitation has been achieved.

4.4 Urban Design Incentive Criteria

- a) Proposals will be evaluated based on the project's contribution to the public realm and overall improvement to the streetscape.

4. General Grant Administration and Adjudication

5.1 Administration

- a) Grant submissions are adjudicated up to four times per year until all available annual funds have been granted.
- b) Only complete applications will be considered by the Adjudication Committee.
- c) The incentive covers the actual total project costs. This includes all related invoiced expenses for supplies and labour by contractor. Own labour (labour of owners) does not qualify as an eligible expense.
- d) The cash grant is payable upon completion of the project. Applicants must notify the City and submit receipts for the approved work to receive the grant. It must be demonstrated that the intended work was completed with appropriate preparation and materials, creating an image that contributes positively to the streetscape.
- e) Projects which receive a cash grant may be asked to display a notice that they are receiving funding from this program.

5.2 Adjudication Committee

Applications will be reviewed by an Adjudication Committee who will recommend approval or denial based on the application submitted. The Committee will consist of the following:

- a) Broadway BID Representative;
- b) Partnership BID Representative;
- c) Riversdale BID Representative;
- d) Sutherland BID Representative;
- e) Representatives from other BIDs (after they have been established);
- f) Heritage and Design Coordinator (CY - Planning and Development);
- g) Urban Design Manager (CY - Planning and Development); and
- h) Planner, Neighbourhood Planning (CY - Planning and Development - Incentives)

5.3 Approval

- a) All applications for grant assistance under this program are subject to the approval of the General Manager, Community Services Department.
- b) The cash grant is issued upon satisfactory completion of the project and will be based on actual costs.
- c) Applicants will receive notification on the decision of the Adjudication Committee. Notification will include the start date and the deadline for completion of the approved project.

5. Funding

The program will be funded from the Façade Conservation and Enhancement Grant Reserve, which will be funded annually from the following sources:

- i) Urban Design Streetscape – BID operating budget, which will be dedicated towards projects within the BIDs;
- ii) Urban Design Streetscape – City Wide operating budget, which will be dedicated towards projects outside the BIDs; and
- iii) Heritage Program operating budget.

7. Responsibilities

7.1 General Manager, Community Services Department

- a) Receive and review all applications for incentives under the program;
- b) Submit any necessary reports to City Council, including an Annual Report on the performance of this program; and
- c) Market this program as required.

7.2 City Council

- a) Review and approve amendments to this policy.

Appendix A

To earn points for the Heritage Rehabilitation Incentive and/or the Urban Design Incentive, the project developer must submit information to verify the proposed budget and development features that will be incorporated in the project.

Projects under \$5,000			
Façade Conservation and Enhancement Incentive	85 percent of budgeted project costs	85%	\$
Heritage Rehabilitation and/or Urban Design Incentive	Maximum 15 percent of budgeted project costs. Points awarded on a scale from 1 to 15.	%	\$
Earned Incentive Amount			\$
Maximum Incentive Available			\$ 2,500
FINAL GRANT AMOUNT (must not exceed the Maximum Incentive Available)			
			\$

Projects over \$5,000			
Façade Conservation and Enhancement Incentive	25 percent of budgeted project costs	25%	\$
Heritage Rehabilitation Incentive	Maximum 10 percent of budgeted project costs. Points awarded on a scale from 1 to 10.	%	\$
Urban Design Incentive	Maximum 15 percent of budgeted project costs. Points awarded on a scale from 1 to 15.	%	\$
Earned Incentive Amount			\$
Maximum Incentive Available			\$ 20,000
FINAL GRANT AMOUNT (must be above \$2,500 and cannot exceed the Maximum Incentive Available)			
			\$

Proposed Amendment to the Reserve for Future Expenditures Policy

40. FAÇADE CONSERVATION AND ENHANCEMENT GRANT RESERVE

40.1 Purpose

To finance any costs related to incentives in the Façade Conservation and Enhancement Grant Program.

40.2 Source of Funds

This Reserve shall be funded up to \$30,000 annually from the Urban Design Streetscape – Business Improvement District (BID) operating budget, which will be dedicated towards projects within the BIDs; up to \$30,000 annually from the Urban Design Streetscape – City Wide operating budget, which will be dedicated towards projects outside of the BIDs; and \$10,000 annually from the Heritage Program. Uncommitted amounts from the Urban Design allocations in any given year will be returned to the applicable Urban Design Program.

40.3 Application of Funds

The funds in this reserve shall be used in accordance with the proposed City Council Policy, the Façade Conservation and Enhancement Grant Program.

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: November 14, 2013
SUBJECT: Vacant Lot and Adaptive Reuse Incentive Program – Shangri-La
 550 4th Avenue North
FILE NO.: PL 4130-26

RECOMMENDATION: that a report be submitted to City Council recommending:

- 1) that a five-year tax abatement for the annual property taxes for the residential development at 550 4th Avenue North be applied commencing the next taxation year following completion of the project; and
- 2) that the City Solicitor be instructed 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 request City Council’s approval for a five-year tax abatement of the annual property taxes for the residential development located at 550 4th Avenue North, under the Vacant Lot and Adaptive Reuse (VLAR) Incentive Program.

REPORT HIGHLIGHTS

1. The Administration recommends the approval of a five-year tax abatement of the annual property taxes for the residential development at 550 4th Avenue North.
2. The estimated property tax abatement for 550 4th Avenue North, based on the 2013 tax value, is \$187,400 annually or \$937,000 over five years.

STRATEGIC GOAL

This report supports the City of Saskatoon’s (City) long-term strategic goal of Quality of Life by increasing the supply of quality Downtown housing.

BACKGROUND

The Downtown Housing Incentives Program Policy No. C09-003 was established in August 2002. It was later combined with the VLAR Incentive Program Policy No. C09-035. This program encourages housing development of all forms and tenures within the program boundary by offering financial incentives to eligible projects. The VLAR Incentive Program Policy No. C09-035 maintains incentives specifically for Downtown Housing, in

the form of a Downtown Housing Renovation Incentive and a Downtown Housing Conversion Incentive. In addition, under Section 4.1 j.):

“any new construction housing project that is located within the Downtown Boundary is eligible for a five-year tax abatement.”

REPORT

North Prairie Development Ltd. submitted an application for the VLAR Incentive Program on October 12, 2013, for a five-year tax abatement for the residential development located at 550 4th Avenue North (see Attachment 1). The development, referred to as “Shangri-La”, is a 94-unit, nine-storey condominium (see Attachment 2) consisting of seventy-seven 660 square foot one-bedroom units, seven 852 square foot two-bedroom units, seven 1,190 square foot two-bedroom units, two 1,000 square foot penthouse units, and a 1,190 square foot penthouse unit. The applicant has indicated that the units will be priced at approximately \$240,000 to \$375,000. The total estimated capital investment for this project is \$18 million, which includes the land and development costs.

The applicant is applying for a five-year tax abatement for the residential development, in accordance with Section 4.1 j.) of the VLAR Incentive Program Policy No. C09-035. According to the office of the City Assessor, the annual residential tax levy is estimated at \$187,400 based on the 2013 tax year. The incentive amount over five years is estimated at \$937,000. The five-year tax abatement will be applied to each unit beginning in the taxation year following construction and will be transferred to any new owner for the duration of the five years.

This proposal is consistent with the intent of the VLAR Incentive Program as it will provide significant improvement in the quantity, quality, and amenity of housing within the Downtown boundary.

OPTIONS TO THE RECOMMENDATION

City Council could decline support of this project. Choosing this option would represent a departure from VLAR Incentive Program Policy No. C09-035.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The residential property tax abatement for the development located at 550 4th Avenue North is forgone revenue and will not impact the VLAR Incentive Reserve. However, the City will forgo 100 percent of the increase in tax revenue resulting from this project over a five-year period.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

No public and/or stakeholder involvement is required.

COMMUNICATION PLAN

There is no communication plan.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION:

The construction of Shangri-La is expected to be completed in 2015. The property tax abatement, if approved, will begin the year following project completion and continue for five years.

ENVIRONMENTAL IMPLICATIONS

No environmental and/or greenhouse gas implications have been identified at this time.

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED review is not required.

PUBLIC NOTICE

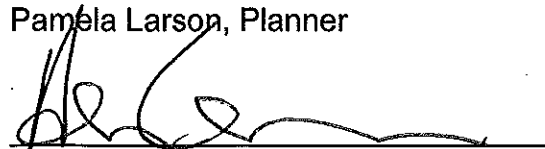
Public Notice, pursuant to Section 3 of Public Notice Policy No. C01-021, is not required.

ATTACHMENTS

1. Location Map – 550 4th Avenue North – Shangri-La
2. Shangri-La Building Rendering

Written by: Pamela Larson, Planner

Reviewed by:


Alan Wallace
Director of Planning and Development

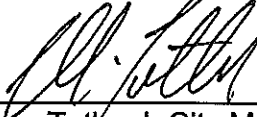
Approved by:



Randy Grauer, General Manager
Community Services Department

Dated: November 27, 2013

Approved by:



Murray Totland, City Manager

Dated: Nov. 30/13

Location Map - 550 4th Avenue North - Shangri-La

Printed: November 14,
Scale: 1:200

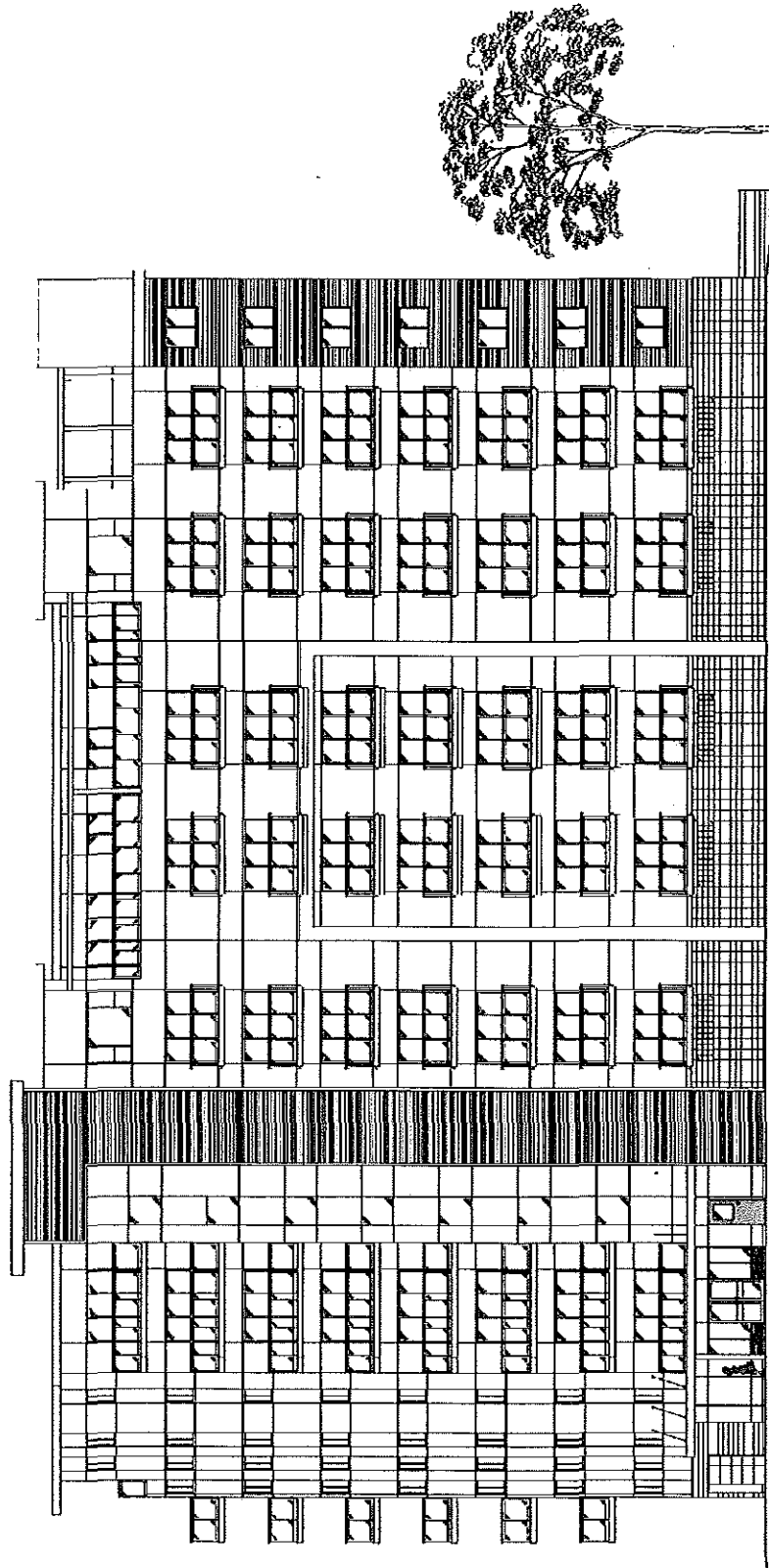


Location Map - 550 4th Avenue North - Shangri-La

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Shangri-La Building Rendering



TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: November 21, 2013
SUBJECT: Neighbourhood Level Infill Development Strategy
FILE NO.: PL 1702-9-14

RECOMMENDATION: that a report be forwarded to City Council recommending:

- 1) that the key strategies outlined in the Neighbourhood Level Infill Development Strategy be endorsed; and
- 2) that the Administration report back with an Implementation Plan for the Infill Development Strategy.

TOPIC AND PURPOSE

The purpose of this report is to present the Neighbourhood Level Infill Development Strategy (Infill Strategy) to City Council, identify its key elements, and outline the next steps required to begin implementation of the Infill Strategy. A copy of the Infill Strategy, as prepared by the consulting team of Brook McIlroy, is attached (see Attachment 1).

REPORT HIGHLIGHTS

1. The Infill Strategy is one component of a Comprehensive Plan for infill development within built up areas of the city, and addresses small scale infill opportunities on individual residential lots.
2. The Infill Strategy classifies established neighbourhoods into two categories: pre-war and post-war development, and recommends development standards and architectural guidelines for each.
3. The Infill Strategy recommends regulatory amendments to address development standards, parking requirements, site servicing, and infill lot grading to accommodate infill development and minimize impact on neighbouring property owners.
4. The Infill Strategy recommends that new forms of infill development be accommodated, including garden and garage suites and four-unit dwellings on corner lots, subject to discretionary use approval.

STRATEGIC GOAL

This initiative supports the City of Saskatoon's (City) long-term Strategic Goal of Sustainable Growth by establishing design guidelines to promote infill development in existing neighbourhoods. Increasing infill development is specifically identified as a ten-year strategy for achieving the Strategic Goal of Sustainable Growth.

BACKGROUND

At its March 26, 2012 meeting, City Council received an information report outlining a comprehensive approach for an infill development strategy within the built up areas of

the city. As outlined in that report, infill development issues and opportunities will be addressed at three levels:

- 1) local neighbourhood - infill of individual residential lots;
- 2) intermediate level - development or redevelopment opportunities on larger parcels of land; and
- 3) strategic level - significant infill in key locations that could have a city-wide effect.

The Infill Strategy addresses the local neighbourhood component, with a scope directed to an assessment of established neighbourhoods within Saskatoon, defined as neighbourhoods located inside Circle Drive, as well as Sutherland and Montgomery.

REPORT

Attachment 1 provides a strategy to address neighbourhood level infill challenges and opportunities, providing recommendations for guidelines and bylaw amendments to achieve the established vision. The Infill Strategy contributes to the work underway with the Growing Forward, Shaping Saskatoon project, as we plan for a population of 500,000 residents in Saskatoon.

Clear direction has been provided through the Saskatoon Speaks process of the need to increase the amount of infill development to accommodate a growing population. As established neighbourhoods experience renewal and redevelopment, community concerns suggest that revisions to current policies and regulations are needed to ensure that infill fits well within the neighbourhood. The Infill Strategy recognizes that infill development will bring changes to a neighbourhood; however, proposes an approach that will maintain the important amenities and characteristics of the neighbourhood.

The Infill Strategy outlines best practices, design suggestions, and recommendations that, upon implementation, will provide flexibility and increased opportunity for small scale residential infill. It also identifies updated standards to guide and regulate these forms of development and minimize impacts on neighbouring property owners and the neighbourhood.

The Infill Strategy establishes key principles that form a foundation on which the recommended guidelines and policies are structured. The vision of the Infill Strategy states:

“The City of Saskatoon’s established neighbourhoods will be protected and enhanced through reinvestment, and improved housing choice. Infill development will be low rise, high quality, and context sensitive; reinforcing the attributes of Saskatoon’s beautiful residential districts.”

The following outlines key considerations and recommendations, which if adopted, will result in the most significant changes to the way in which infill development is currently accommodated in Saskatoon.

Infill Strategy Will Retain Characteristics of Pre- and Post-War Neighbourhoods

The Infill Strategy identifies two distinctive forms of neighbourhood development patterns in Saskatoon and provides policies and recommendations specific to each.

Pre-war neighbourhoods tend to have:

- narrow streets set out in a grid;
- right of ways with large mature trees;
- lots ranging in width from 25 to 50 feet, with rear lanes; and
- houses that are one to two and a half storeys in height.

Post-war neighbourhoods tend to have:

- more variety in their layout, combining both gridded and curvilinear crescents, generally without lanes;
- wider lots; and
- houses that are one storey or split level, with attached garages.

Schematic drawings, best practices, and photographs are provided to illustrate that the vision and objectives established for infill development can be achieved in a variety of ways that maintain the character of the neighbourhood, or of the block. Design guidelines are recommended and will help to ensure infill development:

- achieves a high-quality of architectural design;
- maintains privacy between dwelling units; and
- contributes to an attractive, animated, and safe streetscape.

Proposed Regulatory Amendments

Most residential properties in established neighbourhoods are currently zoned R2 - One- and Two-Unit Residential District in Zoning Bylaw No. 8770. The Infill Strategy recommends amendments to the development standards for the R2 Zoning District to address site layout and building requirements. The proposed amendments address, in part, the following key considerations:

- a) minimize massing of new developments;
- b) address parking concerns;
- c) protect the tree canopy; and
- d) regulate infill lot grading.

Attachment 2 provides more detailed information regarding each of the above-noted considerations, and a comparison of the current development standards and the recommended changes.

Infill Strategy Recommends New Forms of Infill Development

The consulting team assessed a number of forms of infill development not currently permitted in Saskatoon and provided the following recommendations, as well as proposed guidelines and standards as appropriate:

a) Permit Garden and Garage Suites

The Infill Strategy recommends that a garden or garage suite be permitted, in conjunction with a one-unit dwelling, as an alternative to a secondary suite. Design guidelines and development standards are proposed, to ensure privacy is maintained for neighbouring properties, to ensure appropriate vehicle and pedestrian access is available, and to ensure that the site can be appropriately serviced. Restrictions on size and height are also recommended.

A garden or garage suite would require discretionary use approval, which allows for consideration of the suitability of a lot for this use, as well as the ability to establish design requirements for the site, and for the structure, to minimize impacts on neighbouring property owners, and on the neighbourhood.

It is recommended that garden or garage suites not be permitted in Montgomery Place at this time. This historic neighbourhood, established under the Veterans Land Administration, has a unique development pattern and character, and requires further consultation and assessment to determine whether these forms of development are appropriate. A Local Area Plan for the Montgomery Place neighbourhood will begin in late 2014, and this planning process will address the garden and garage suite option.

b) Permit Four-Unit Dwellings on Corner Lots

The Infill Strategy recommends that consideration be given to four-unit dwellings on corner lots that have a site width of 15 metres or greater. These units would require discretionary use approval and development standards for setback and separation distance would be established.

The Infill Strategy also recommends the subdivision of corner lots into two lots, each of which could be developed with a one-unit dwelling, subject to appropriate development standards.

c) Prohibit Additional Units in Two-Unit, Semi-Detached, or Multi-Unit Dwellings

The Infill Strategy recommends that suites be permitted only in conjunction with one-unit dwellings. This would help to ensure that an appropriate density of development is maintained within neighbourhoods. A one-unit dwelling would be permitted a maximum of one suite; that unit can be located within the principle dwelling as a secondary suite, or in an accessory building (as a garden or garage suite).

The Neighbourhood Level Infill Development Strategy identifies the policy considerations to ensure that the objectives of the Strategic Plan, in accommodating growth in a sustainable manner, are achieved. As the City continues to grow, our established neighbourhoods will begin to evolve in appearance. However, the Infill Strategy will ensure that the fundamental

components that contribute to the characteristic of each historic neighbourhood remain.

OPTIONS TO THE RECOMMENDATION

The option exists to not endorse the strategies as presented. Should City Council not endorse the strategies, the Administration would request further direction towards a new Infill Strategy.

POLICY IMPLICATIONS

The implementation of the policies identified in the Infill Strategy will require amendments to Official Community Plan Bylaw No. 8769, Zoning Bylaw No. 8770, and Drainage Bylaw No. 8379.

FINANCIAL IMPLICATIONS

There are financial implications related to the implementation of the Infill Strategy. These costs will be identified and estimated in the upcoming Implementation Report.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

A Community Advisory Committee, comprised of civic staff, land developers, and interested members of the public, was assembled to provide direction and to oversee the project.

The Infill Strategy incorporated a public workshop at the beginning of the process in December 2012 to obtain input on infill priorities to be addressed, as well as desirable forms of infill. A second public meeting was held in February 2013 to receive feedback on preliminary recommendations. A project website was established where background information, as well as presentation materials from the public meetings were made available, and an online survey also allowed for comments by the public. Detailed public input is provided (see Attachment 1, Appendix B - Public Consultation).

COMMUNICATION PLAN

The Administration will issue Public Service Announcements to the media and the public when key amendments will be presented to City Council, in addition to required bylaw amendment advertising. The Infill Strategy will be presented to the Municipal Planning Commission prior to Public Hearings. Upon City Council's approval, the Administration will develop informational literature regarding the new infill guidelines and will make this information available to architects, designers, the construction industry, and interested property owners. A public open house to present the Infill Development Strategy to the community will be held early in 2014.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

Reports relating to Zoning Bylaw No. 8770 amendments to accommodate garden and garage suites, and policy amendments to address lot drainage and lot grading will be presented to City Council ahead of the 2014 construction season.

ENVIRONMENTAL IMPLICATIONS

No environmental and/or greenhouse gas implications have been identified at this time.

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED review will be included in the implementation process, specifically the review of the proposed design guidelines.

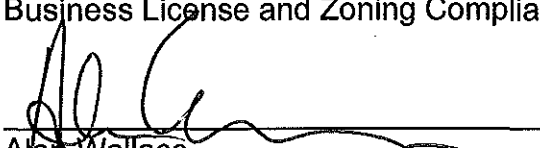
PUBLIC NOTICE


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

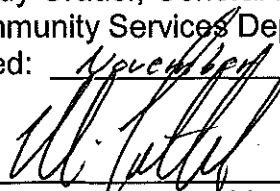
ATTACHMENTS

1. Neighbourhood Level Infill Development Strategy - November 2013 – Brook McIlroy, in association with Siemens Koopman Architects
2. Key Policy Considerations and Recommended Development Standards

Written by: Jo-Anne Richter, Manager
Business License and Zoning Compliance Section

Reviewed by: 
Alan Wallace
Director of Planning and Development

Approved by: 
Randy Grauer, General Manager
Community Services Department
Dated: November 28, 2013

Approved by: 
Murray Totland, City Manager
Date: Nov 30/13

Key Policy Considerations and Recommended Development Standards

The Neighbourhood Level Infill Development Strategies provides recommendations for development standards and guidelines, to ensure that infill contributes to the quality and character of the neighbourhood. The following provides a summary of some of the key recommendations to achieve this objective.

A. Minimize massing of new developments.

A concern observed by many residents is centred around the fact that infill development often results in a significantly larger building mass than the previous development on the property. The Neighbourhood Level Infill Strategy recommends that the maximum building height remain unchanged at 8.5 metres for established neighbourhoods, but that massing be minimized by incorporating the following additional requirements:

- i) restrictions for 3rd storeys of principal dwellings:
 - Where a third storey is provided, it should have a gross floor area no greater than 50% of first storey
 - flat or low slope roof dwelling with 3rd floor requires minimum step back of 1.2 metres from the 2nd floor exterior walls
- ii) restrictions on the height of ground floors and the height of side walls:
 - Height of building sidewall – maximum 6.0 metres
 - Height of ground floor, or front door elevation threshold – maximum 0.9 metres
- iii) specifications for a building envelope area
 - The mass of building must be contained within a 45 degree angular plane, measured from a height of 6 metres projecting vertically from the side property lines.

More detailed information and diagrams are provided on pages 27 – 29 of the Infill Strategy.

B. Address parking concerns:

Currently off-street parking is not required for one-unit, two unit or semi-detached dwellings. It is recommended that all new residential developments provide off-street parking at a rate of one parking space per unit. With increasing populations within the established neighbourhood, available on-street parking will not be sufficient to accommodate parking demands.

C. Protect the tree canopy:

The wide, tree lined streets of the City's older neighbourhoods are a defining feature of the community. In pre-war neighbourhoods it is recommended that curb cuts and front yard access be restricted to ensure that this amenity is maintained. Properties with rear lane access will be required to provide off-street parking from the rear lanes only. This will help to maintain the unbroken frontages of pre-war neighbourhoods.

D. Regulate infill lot grading:

Currently, the City of Saskatoon provides guidelines but does not regulate lot grading in established neighbourhoods. Complaints and concerns from neighbouring property owners, specific to lot grading and drainage, suggest that this issue is not being appropriately addressed. It is recommended that a Lot Grading Plan, prepared by a professional Surveyor, Engineer or Architect, be required for all infill development, and that infill lot grading must meet be completed according to the grading plan. (see pages 22 – 23 of Infill Strategy for more detailed information)

**Comparison of Recommended Development Standards with Current Development Standards
(R2 – One and Two-Unit Residential District)**

Development Standard	Recommendations: Infill Strategy		Zoning Bylaw No. 8770
	Category 1 (Pre War neighbourhoods)	Category 2 (Post War neighbourhoods)	Current Standard (R2 Zoning District)
Building Height	8.5 m above finished grade (finished grade defined as the geodetic elevation from points outside the perimeter of the subject property)		8.5 m above grade (average grade on lot)
Principal Building Depth	Maximum 14 metres		No requirements
Site width	7.5 metres (one-unit or semi-detached)	12 metres (one-unit) 8 metres (semi-detached)	7.5 metres (one-unit or semi-detached) 15 metres (two-unit dwelling)
Site width for newly created sites	as above, however for one unit dwelling must also be at least 65% of average site width of block face and opposing block face		as above, however for one unit dwelling must also be at least 70% of average site width of block face and opposing block face
Side Yard setback If lot is more than 7.6 m wide	0.75 metres on one side, and 1.2 metres on the other side		0.75 metres
Side Yard setback If lot less than 7.6 m wide	0.75 metres on each side (unless suite provided, in which a 1.2metre setback required on one side)		0.75 metres
Front Yard Setback *	Minimum 6 metres *, maximum 9 metres	Minimum 6 metres *, maximum 12 metres	Minimum 6 metres *, no maximum
Front porch	maximum width - 75% of the width of the facade maximum height - 3.9 metres, provision for encroachment into front yard		No requirements
Maximum site coverage	40% (including principal dwelling plus all accessory buildings.) 50% to accommodate front porch	40% (including principal dwelling plus all accessory buildings.)	40% (includes principal dwelling. In addition accessory buildings are subject to maximum rear yard coverage requirements which varies depending on lot size) 50% to accommodate covered patios, decks, and enclosed swimming pools
Rear yard setback	7.5 metres (interior lots) 4.5 (corner lots)		7.5 metres (interior lots) 4.5 (corner lots)
On-Site Parking (for one unit dwelling, two unit dwelling, or semi-detached dwelling)	1 space per unit – must be in rear yard and accessed from lane if available	1 space per unit – may be in front, rear or side yard.	No on-site parking requirements
On-site parking (for one unit dwelling with suite)	2 spaces		2 spaces
Front yard parking	Not permitted	if rear lane exists: maximum of 2 spaces in front or side yard all other parking spaces must be in rear yard	permitted
Restrictions on mechanical and sound equipment	No A/C, exhaust or mechanical units, or exterior speakers, within 1.2 metre setback of side property lines and within 6.0 m setback of front property line		No setback requirements

* in addition to the minimum setback prescribed, the front yard setback for one-unit, two-unit and semi-detached dwellings shall not vary by more than 3 metres from average of the principal buildings on adjacent flanking sites

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: November 25, 2013
SUBJECT: Designation of Temporary Off Leash Recreation Area and
 Amendment to the Animal Control Bylaw, 1999, Bylaw No. 7860
FILE NO.: LS 151-1 and LS 4205-17

RECOMMENDATION: that a report be submitted to City Council recommending:

- 1) that City Council approve a temporary Off Leash Recreation Area next to Mayfair Pool between Avenue F and Avenue G, and 31st and 32nd Streets on a two-year trial basis, as outlined in this report;
- 2) that the City Solicitor be instructed to amend the Animal Control Bylaw, 1999, Bylaw No. 7860, to establish approximately 1 acre as a temporary off-leash area in the proposed location outlined in this report; and
- 3) that City Council approve the Off Leash Recreation Area Application Process and Administration Guidelines as presented in this report.

TOPIC AND PURPOSE

Recreation and Sport is requesting that City Council approve the recommendation to install a temporary Off Leash Recreation Area (OLRA) at the proposed location on a two-year trial basis (see Attachment 1). In addition, Recreation and Sport is requesting approval of the OLRA Application Process and Administration Guidelines to assist and guide future OLRA developments.

REPORT HIGHLIGHTS

- 1. A public engagement meeting was held following the submission of an application for an OLRA. The OLRA Application Process and Administration Guidelines, in addition to evaluation tools, will assist in creating objectives for public engagement meetings and streamline future developments of OLRAs.
- 2. A summary of comment sheets identified public concerns for the proposed location, all of which can be reasonably addressed by the Administration.
- 3. The Public Engagement meeting indicated to the Administration that a defined process and evaluation method was important for future developments of OLRAs.
- 4. The Administration recommends a temporary two-year OLRA in the proposed location as directed by City Council at its July 18, 2012 meeting. Maintenance would be coordinated by Recreation and Sport, and would include the base level of services as outlined in the OLRA Program Plan.

5. Evaluations will take place throughout the temporary period to assess the impact on operational budgets, trees, turf, traffic, and pedestrian flow.

STRATEGIC GOALS

The development of a temporary OLRA in Saskatoon supports the City of Saskatoon's (City) Strategic Goals of Continuous Improvement and Quality of Life. OLRAs are amenities that promote active and healthy lifestyle choices for both pets and pet owners. The ongoing evaluation of the temporary OLRA will ensure the City is providing high-quality services to meet the dynamic needs and high expectations of Saskatoon's citizens.

BACKGROUND

At its July 18, 2012 meeting, City Council adopted Clause 3, Report No. 12-2012 from the Planning and Operations Committee, which states, in part:

- "3) that the Administration proceed with the implementation of off-leash recreation area projects in the southwest area of the City and within the Caswell Hill neighbourhood."

In December 2012, an OLRA Program Plan and future growth report was submitted to City Council. The OLRA Program Plan outlines the basic service levels provided by the City, as well as the size classifications and key steps (see Attachment 2). The main objectives of the Program Plan are to enhance opportunities for dog owners, while being accessible and beneficial to the community.

Since the Animal Services Program began in 2004, six OLRAs have been created in Saskatoon (see Attachment 3). All of these locations are classified as either Suburban or City-Wide OLRAs. Currently, Saskatoon has no existing neighborhood OLRAs. The temporary site at the proposed location would be the first neighborhood OLRA in Saskatoon.

REPORT

On March 15, 2013, the City received an application from the Caswell Hill - Off Leash Recreation Group requesting an OLRA in the Caswell Hill neighbourhood. The suggested location for the OLRA is next to Mayfair Pool, which is between Avenue F and Avenue G, and 31st and 32nd Streets. The proposed OLRA will be approximately 1 acre, subject to a detailed design and Crime Prevention Through Environmental Design (CPTED) review. The temporary OLRA would be classified as a Neighbourhood OLRA according to the OLRA Program Plan and would be intended as an OLRA within walking distance for neighbourhood residents.

Public Engagement Summary

On September 12, 2013, a public engagement meeting was hosted, as outlined in the OLRA Program Plan, in response to the application. In following the City's Community Engagement process, members of the Caswell Hill Neighbourhood, Caswell Hill Community Association, and City Councillors were invited (via e-mail and direct mail outs) to attend the public meeting. The public meeting was important for the Administration to provide information on the OLRA Program Plan, to provide a question and answer period, and to gauge the community's response for such an amenity.

The presentation by Recreation and Sport explained the OLRA establishment process, and the basic level of service provided by the City for OLRAs. The presentation answered most of the questions raised at the meeting; however, many area residents raised concerns.

Comment Sheet Summary

Members of the public had the opportunity to submit comment sheets at the public engagement meeting, through email, mail, or fax until one week after the public engagement meeting. In total, 53 people submitted comment sheets, and 21 percent of respondents indicated they were pet owners. There were 31 respondents (58 percent) who indicated they are not in favour of the proposed location, while 21 respondents (40 percent) said they were in favour, and 1 respondent (2 percent) was undecided.

Responses by those in favour of the proposed location revealed an OLRA would be beneficial to the community and offered development suggestions (see Attachment 4). Of the 21 respondents who were in favour of the proposed location, 24 percent were also in favour of additional OLRAs in other locations throughout Saskatoon.

Those not in favour listed odour, size, and proximity to the pool as some of the main concerns (see Attachment 4). Of the 31 respondents not in favour, 16 percent were in favour of an OLRA in another location.

Of the 31 respondents that indicated opposition to the proposed location; the concerns most commonly mentioned can be reasonably addressed by the Administration and will continue to be monitored as the temporary period progresses. The Administration has prepared a chart indicating proposed responses to the concerns raised both on comment sheets and at the public meeting (see Attachment 5).

OLRA Application Process and Administration Guidelines

One outcome of the public engagement meeting was the need for a process and evaluation method when implementing OLRAs. From that need, the Administration created The OLRA Application Process and Administration Guidelines to indicate the course of action for the OLRA development once an application is received (see Attachment 6). Important milestones for OLRA development are the approval of the location by the Site Assessment Committee, Public Engagement, and approval from the

Administrative Review Committee. These milestones give the Administration a clear understanding of community support, and designated fit within the strategic plan for each new proposed location. In addition, the evaluation methods suggested in this report will also assist with future OLRA implementation.

It is the Administration's recommendation that City Council approve the OLRA Application Process and Administrative Guidelines as outlined in this report.

Temporary OLRA Development

It is the Administration's recommendation to implement a temporary OLRA at the proposed location for two reasons:

- 1) City Council has directed the Administration to implement an OLRA within the Caswell Hill neighbourhood based on its July 18, 2012 meeting; and
- 2) Based on research from the Inshatrix survey, there is a definite need for future OLRAs in Saskatoon. It is important for the progression of OLRA development in Saskatoon that a temporary site be established and evaluated in order to determine the direction of future developments. In conjunction, the process to date has led to the creation of the OLRA Application Process and Administration Guidelines, which will further assist and streamline the process of developing OLRAs in the City.

The OLRA will include the basic level of service as outlined in the OLRA Program Plan (see Attachment 7).

Evaluation Methods

A review of best practices uncovered that there was no clearly defined best practice in existence for establishing an OLRA or for finding the appropriate location. Each municipality's criteria was tailored to address specific circumstances or concerns within each community. As a result of these findings, in addition to the findings of the public engagement meeting, the Administration determined that evaluation was a key factor in OLRA development. The Administration's evaluation methods for the proposed location are as follows:

- a) monthly site inspections following the regular maintenance schedule by Parks to evaluate the impact on turf, trees, and other landscaping issues;
- b) electronic pedestrian counter to measure pedestrian flow;
- c) keep detailed records of the garbage removal schedule;
- d) monitor feedback received by the Saskatoon Animal Control Agency;
- e) review annual operational costs; and
- f) public survey - this survey would give the Administration quantifiable data, such as site usage patterns and numbers (both of people and pets), demographics of users, means of transportation to the site, etc. and would be available in hard copy and online.

The evaluation will take place over the two-year trial period, allowing the Administration sufficient time to properly gauge the impact on turf, trees, traffic, and pedestrian flow. Evaluation and analysis would be coordinated by Recreation and Sport on an ongoing basis throughout the trial period. A summary of findings would be provided to City Council after one year, and a formalized report would be submitted to City Council upon completion of the two-year temporary period.

OPTIONS TO THE RECOMMENDATION

- 1) City Council could reject the proposed location and suggest an alternate location. The Administration does not recommend this option as this would further delay the process of implementing OLRA's in Saskatoon. The Administration suggests that a temporary site is an important step in gauging the success and establishing the process of developing smaller OLRA's within communities.
- 2) City Council could reject the temporary status of the OLRA and determine the proposed location is suitable for a permanent location. The Administration does not recommend this option as further evaluation of a neighbourhood OLRA is necessary before creating a permanent location.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The 2013 approved budget, Capital Project No. 2528 – Enhanced OLRA Development Project, includes \$10,000 for public engagement and \$35,000 for design and construction. Any unused amount from public engagement would be utilized towards the design and construction of the temporary OLRA.

Projected expenses for the development of a temporary OLRA in the Proposed Location are as follows:

Design Fees	\$ 3,500
Fencing	14,000
Signage	600
Bag Dispenser/Installation/Bags (each)	250
Garbage Receptacles	4,050
Garbage Pick Up (Annual)	2,400
Total	\$ 24,800

Prices are determined based on estimates from other OLRA's in Saskatoon and from external sources.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

A public engagement meeting was held on September 12, 2013. Recreation and Sport provided a presentation outlining the OLRA Program Plan. The purpose of the public engagement meeting was to identify and address any impact on the community, and discuss roles and responsibilities of the community user group within the project now and the future.

COMMUNICATION PLAN

Recreation and Sport will update the user group, the Community Association, and interested residents, on the implementation and status of the project, including relevant Committee and City Council meeting dates. Current updates are also posted on the City's website.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

If City Council approves the recommendation to implement a temporary OLRA in the proposed location, the Administration will begin immediate preparations for detail design. Construction is estimated to begin in spring 2014 with the temporary OLRA opening for late spring 2014. The temporary period will begin upon site opening in 2014 and commence after a two-year period in 2016. Ongoing evaluations and analysis of the site throughout the temporary period will be compiled by Recreation and Sport. After one year, a summary of information gathered will be submitted to City Council. A formal report of findings will be submitted to City Council upon completion of the two-year period in 2016.

ENVIRONMENTAL IMPLICATIONS

No environmental and/or greenhouse gas implications have been identified at this time.

PRIVACY IMPACT

There are no anticipated privacy implications arising from this initiative.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

As policy dictates, a CPTED review will be completed during the detailed design phase.

PUBLIC NOTICE

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

ATTACHMENTS

1. Proposed Location (Conceptual Plan)
2. OLRA Program Plan Outline

A public engagement meeting was held on September 12, 2013. Recreation and Sport provided a presentation outlining the OLRA Program Plan. The purpose of the public engagement meeting was to identify and address any impact on the community, and discuss roles and responsibilities of the community user group within the project now and the future.

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ENVIRONMENTAL IMPLICATIONS

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PUBLIC NOTICE

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ATTACHMENTS

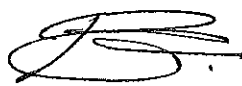
1. Proposed Location (Conceptual Plan)
2. OLRA Program Plan Outline

3. OLRA Map
4. Summary of Comment Sheets
5. Administration Response to Citizens Concerns
6. OLRA Application Process and Administrative Guidelines
7. Amenities for Proposed OLRA

Written by: Chelsie Schafer, Open Space Consultant

Reviewed by: Cary Humphrey
Director of Leisure Services

Approved by:



Randy Grauer, General Manager
Community Services Department
Dated: November 28/13

32nd Street





Mayfair Pool

G

F

Avenue

Avenue

-  - Proposed off leash area
-  - Trash disposal
-  - Vehicle access gate
-  - Switch back entrances



OLRA Program Plan Outline

The key steps outlined in the Off Leash Recreation Area (OLRA) Program Plan are:

1. OLRA application is received
2. Public Engagement
3. Review and Recommendations
4. Development and Management
5. Continuing education and Awareness

The OLRA Program Plan identifies three possible categories for OLRA's:

- Neighbourhood* – Within walking distance for users.
- Suburban* – Typically driven to by users from adjacent neighbourhoods. Fenced by either manmade fencing, or by natural barriers such as trees or steep grades.
- City Wide* – A destination location identified by amenities either natural or manmade.

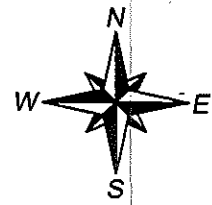
Recreation and Sport will coordinate, through Parks and external contractual agreements, the basic level of services for park maintenance as outlined in the OLRA Program Plan. Basic services include:

Garbage Bins	The number of Garbage bins provided will be determined by the City.
Waste Removal	June - September: twice per week (Thursdays and Mondays) October – May: once per week (minimum), more if necessary
Turf Management	Grass is cut on a monthly basis and existing pathways are maintained
Signage	Signage in the park will be consistent with other OLRA's in the city to explain the rules and etiquette of the park and will be maintained and visible.

Any programming or maintenance above the basic level of service provided, is the responsibility of the OLRA User Group, and is subject to City approval for enhancements.

City of Saskatoon

Off Leash Recreation Areas (OLRA)



Hampton Village
 North of 33rd Street, along Junor Avenue, around Hampton Circle, north on Dawson Way, follow grid.
 OLRA next to airport.

Silverwood
 Adjacent to the north and east edges of Silverwood Golf Course, along the riverbank north to the City Limits

Sutherland Beach
 Sutherland Beach Off-Leash Recreation Area, accessed via grid road with entry off of Central Ave., 50m north of Attridge Drive

Briarwood
 Along McOrmond Drive, 0,4 km north of 8th Street

Southwest
 North of Cedar Villa Road

Avalon
 At the end of Broadway Avenue, south of Glasgow Street

OLRA Map

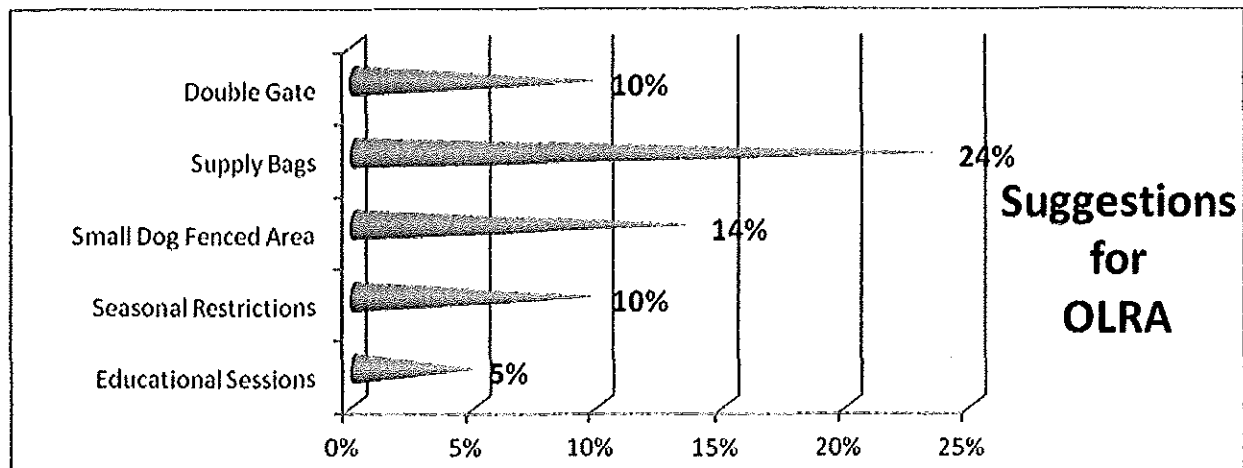
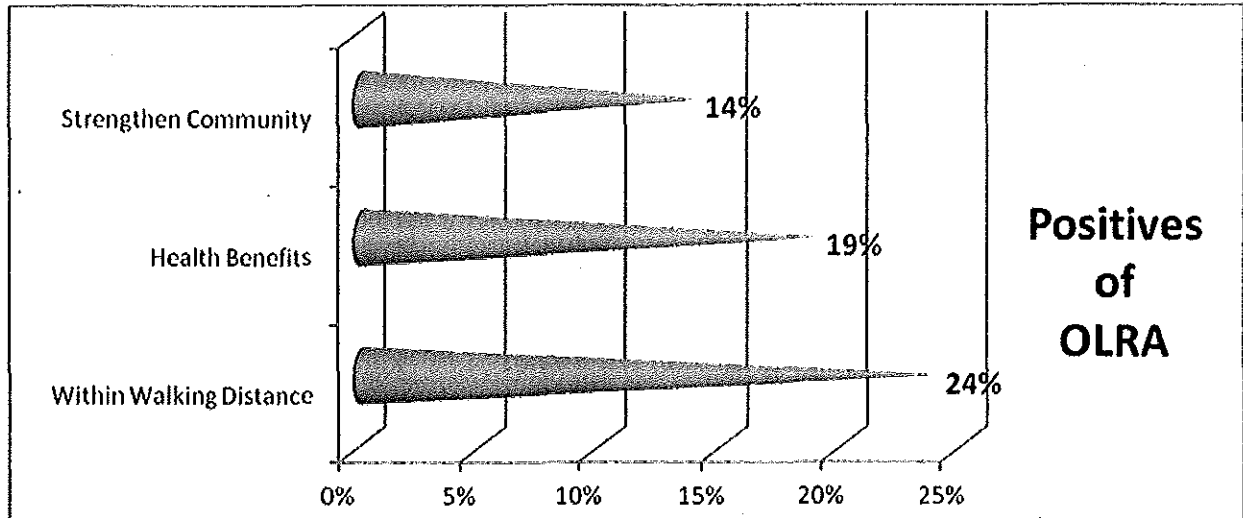
ATTACHMENT 3



Planning & Development Branch
 NOTE: The information contained on this map is for reference only and not to be used for legal purposes. It may not be reproduced without the express consent of Community Services - Future Growth, Research Section.
 DRAWING NOT TO BE SCALED
 March 1, 2013
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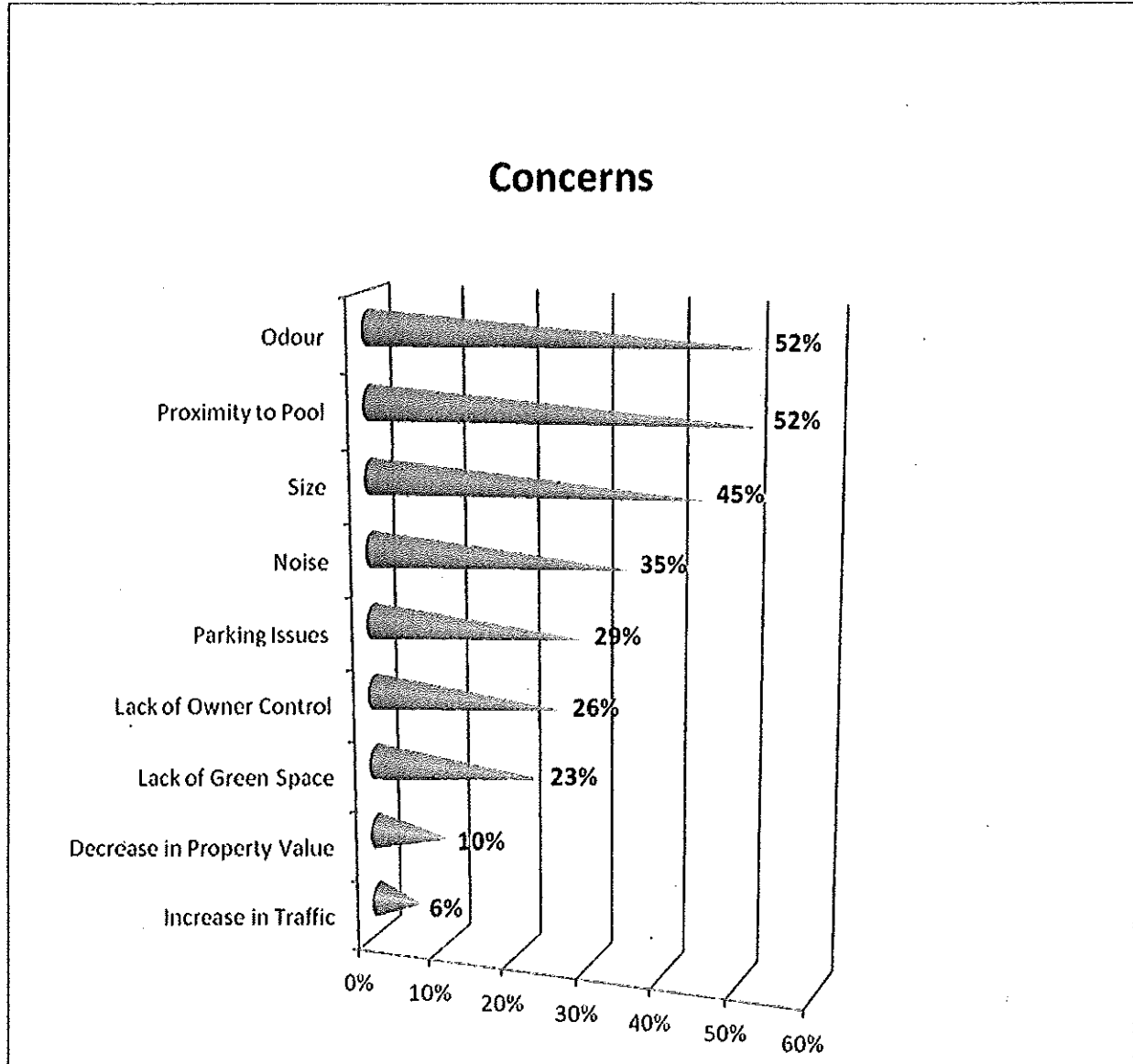
Summary of Comment Sheets:

"IN" favour of the Proposed Location (40%)



Summary of Comment Sheets:

"NOT" in favour of the Proposed Location (58%)



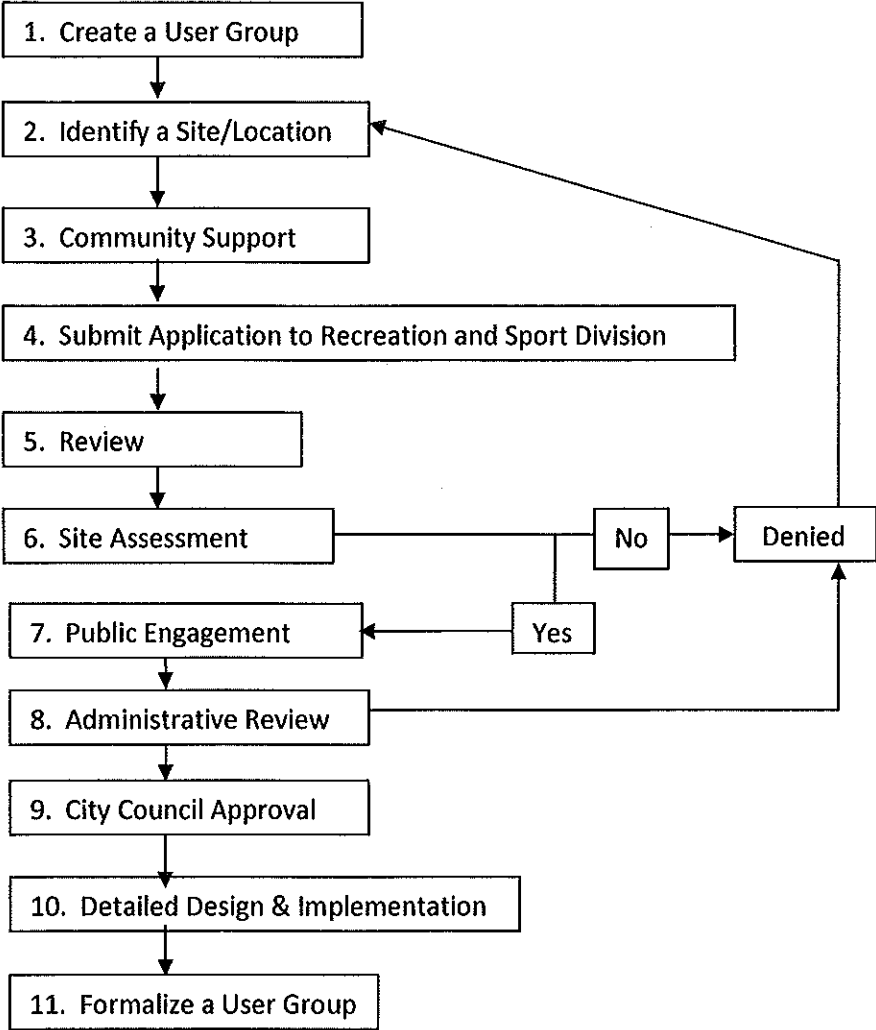
Administration Response to Citizens Concerns

Concern	Administration's Response
Location is too small	<p>According to the OLRA Program Plan there is no designated minimum or maximum area that an OLRA can occupy. There are currently no stipulations on the size so as not to exclude any possible OLRA's without the community having a chance to provide input on the location. A review of best practices from other Municipalities indicates that while some do have minimum or maximum allowable sizes, most are considered on a case by case basis.</p>
Issues with odour and feces	<p>It is required through the Animal Control Bylaw No. 7860 that all pet owners are responsible to remove feces.</p> <p>This rule is also posted at all OLRA's in the City and would also be posted in a visible location at the Proposed Location.</p> <p>As part of the temporary program, the City will provide bags at the site to assist and promote responsible pet ownership.</p>
Site would create unwanted noise	<p>Noise is a factor when considering any type of park amenity, such as a pool, spray pad, playground equipment, or an OLRA. Pet owners are expected to ensure their animals are not being disruptive or a nuisance and adhere to the Animal Control Bylaw No. 7860 section 10(3)(a) No owner of a dog shall permit or allow the dog to become a nuisance to other persons or animals in an off-leash area.</p>
Lack of control by dog owners	<p>OLRA's are designed as a space where dogs are legally permitted to be off leash, but still must be in control of their owner or handler. According to the Animal Control Bylaw No. 7860 section 10 (3)(b) For the purposes of this subsection, the behavior of a dog which constitutes a nuisance includes, but is not limited to, the following:</p> <ul style="list-style-type: none"> i) Running at such a distance from its owner so as to be incapable of responding to voice or sight commands. ii) Doing any act that injures a person or another animal; iii) Biting, barking at, or chasing livestock, bicycles or motor vehicles; iv) Excessive barking or howling or otherwise disturbing any person or other animal; or v) Causing damage to property.

Concern	Administration's Response
<p>Location is too close to the Mayfair Pool – Concerns for Children Safety. -concerns for dogs in parking lot mixing with children visiting the pool</p>	<p>If the proposal is to go ahead and an OLRA is implemented, specific measurements will be taken to ensure the separation of the pool area and the OLRA. The pool is currently fully fenced separately, and dogs entering the OLRA would be required to be on leash until within the OLRA boundaries (ie, in the parking lot). During the trial period boundaries would be designated in the form of a fence, but if the site were to become permanent, more permanent separation measures could be looked at (ie. Planting of trees, shrubs, different fencing styles / materials)</p>
<p>Site would create an Increase in Traffic Flow</p>	<p>The Proposed Location is designated as a Neighbourhood OLRA and is intended to be within walking distance for users, therefore is not anticipated to increase traffic flow or parking issues.</p>
<p>Site would decrease the Property Value of nearby homes.</p>	<p>There are many factors to consider when gauging the market value of a home such as; property size, local market values and sales patterns, comparative properties, condition of the property, zoning regulations and improvements built upon the property. An OLRA is an amenity for public use which will be maintained according to City standards and would be comparative to any other public use park.</p>
<p>An OLRA would take away green space from Caswell Hill</p>	<p>The classification of a green space would not be altered by the inclusion of an OLRA to the site. This simply would change the programming element of the location. Walking dogs is considered a passive recreation activity that can occur in any park space. In addition, there are nearby green spaces, such as Ashworth Holmes, in Caswell Hill that can accommodate other passive and active recreation activity.</p>

OLRA Application Process and Administrative Guidelines

Off Leash Recreation Area (OLRA) Process Flow Chart



OLRA Program Guidelines

Application Process

1. Create a User Group
2. Select Site/Location
3. User Group must identify and obtain written support from key stakeholders within the community (local residents adjacent to proposed location, Community Association, non-profit groups, community members, etc.)
4. Submit completed OLRA application form to the Recreation and Sport Division, Community Services Department, City of Saskatoon by May 1st of each year.

Program Approval Process

5. Once the application is received, representatives from Recreation and Sport will meet with the applying user group to review the application, answer questions, and advise them of the next appropriate steps.
6. Recreation and Sport will then create a Site Assessment Committee comprised of representatives from the Parks, Planning and Development, Land, and Recreation and Sport Divisions, Community Services Department, to determine if the site is available and suitable for the proposed OLRA.
7. Upon approval from the Site Assessment Committee, Recreation and Sport will host a Public Engagement Meeting to inform, educate, and gather feedback in regards to the proposed OLRA.
8. The Administrative Review Committee will be responsible for recommending approval of the OLRA Application after Public Engagement.
9. The Administration will submit a report for City Council approval.
10. Once all approvals are obtained, Recreation and Sport will coordinate the detail design and implementation of the OLRA.
11. The OLRA will be responsible for finalizing a plan for the ongoing education of participants and additional maintenance initiatives above the minimum provided by the City as outlined in the OLRA Program Plan.

Amenities for Proposed OLRA

Amenities for the proposed Off Leash Recreation Area (OLRA) include components for a Neighbourhood Park as outlined in the OLRA Program Plan and consist of:

- 1) Garbage Bins – one to three temporary garbage bins;
- 2) Waste Removal – June to September: twice per week on Thursdays and Mondays
October to May: once per week minimum, more if necessary;
- 3) Maintenance/Turf Management – Monthly grass cutting. The Administration recommends maintaining a manicured park in order to maintain a visual consistency with the Mayfair Pool grounds and other adjacent land use;
- 4) Signage - consistent with other OLRA's in the city, explaining rules and etiquette. Additional signage identifying the space as a temporary site will also be present; and
- 5) Clean-up Bags – as part of the temporary program, the City will provide bags at the site to assist and promote responsible pet ownership.

Recreation and Sport will coordinate services through Parks and external contractual agreements for regular park maintenance. Maintenance includes ensuring appropriate signs are posted and visible, waste removal, and turf management

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: November 21, 2013
SUBJECT: Applications for Funding - Youth Sport Subsidy Program Special Events Policy No. C03-007
FILE NO.: LS 1720-8-1

RECOMMENDATION: that a report be submitted to City Council recommending that eligible Youth Sport Subsidy Program sport organizations receive a Special Event Hosting Grant as outlined below:

- 1) that the Saskatoon Diving Club receive a grant of up to \$2,915.27 to host the Winter Senior National Diving Championships on March 6 to 9, 2014;
- 2) that Saskatoon Youth Soccer Inc. receive a grant of up to \$7,106.80 to host the Youth Premier Soccer Provincials on March 7 to 9, 2014;
- 3) that Saskatoon Aqualenes Synchronized Swim Club receive a grant of up to \$11,680.00 to host the Canadian Open Synchronized Swimming Championships on April 30 to May 4, 2014; and
- 4) that the Optimist Twirling Connection receive a grant of up to \$11,515.00 to host the Canadian Baton Twirling Federation National Team Trials on May 16 to 19, 2014.

TOPIC AND PURPOSE

The purpose of this report is to request City Council to approve Special Event Hosting Grants for eligible Youth Sport Subsidy Program (YSSP) sport organizations for events they are hosting in Saskatoon in 2014.

REPORT HIGHLIGHTS

1. A total of five Special Event Hosting Grant applications were originally received from eligible YSSP sport organizations for events taking place in 2014. These applications were then reviewed by the Special Event Adjudication Committee (Committee). One event withdrew their application on November 8, 2013.
2. Three of the four Special Event Hosting Grant applications will involve participants who are over 18 years of age, and as such, the eligible grant has been reduced to reflect the eligible percentage of participants.

STRATEGIC GOAL

This report supports the long-term strategy to support community building through direct investment under the Strategic Goal of Quality of Life.

BACKGROUND

During its March 24, 2003 meeting, City Council approved changes to the Special Events Policy No. C03-007, where eligible sport organizations must apply for a grant to host an event that takes place from January 1 to December 31 of the upcoming year. In addition, City Council supported establishing a Committee comprised of eligible YSSP sport organizations. This Committee assists the Administration in reviewing grant applications, and to recommend Special Event Hosting Grants to City Council for the upcoming year.

Special Events Policy No. C03-007 states, in part:

"Section 3.2.1 Unexpended Youth Sport Subsidy Funds

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

- a) Eligible applicants will be restricted to those organizations receiving funding under the Youth Sport Subsidy Program.
- b) As indicated in the special events definition, funding must be applied to events that are non-recurring on an annual basis. However, groups applying for seed money to host recurring events for the first time would be eligible to apply on a one-time basis. Events that are now held on an annual basis would not be eligible for this funding.
- c) Funding must be used for the rental cost of facilities only.
- d) Events that have an operating budget of less than \$100,000 are eligible for funding.

YSSP events are not required to have an event legacy component and are not required to submit a business plan as outlined in Appendix B."

REPORT

Adjudication Committee Review

The Committee met on November 7, 2013, and reviewed five Special Event Hosting Grant applications received from eligible YSSP sport organizations. The organizations included the Saskatoon Diving Club, Saskatoon Youth Soccer Inc., Saskatoon

Aqualenes Synchronized Swim Club, Optimist Twirling Connection, and Water Polo Saskatoon. On November 8, 2013, the Administration was informed that Water Polo Saskatoon had not won their bid to host their event in 2014 and was, therefore, withdrawing their grant application.

The 2014 Youth Sport Subsidy Special Event Grant Application Summary (see Attachment 1) presents an overview of each YSSP Special Event Hosting Grant application reviewed by the Committee and also recommends the grant amount, based on eligible rental costs that each youth sport organization should receive in 2014.

All four applications meet the Special Events Policy No. C03-007 eligibility criteria required to receive a grant from the unexpended YSSP funds.

Eligible Participants

Three of the four Special Event Hosting Grant applications will involve participants who are over 18 years of age. As per Special Events Policy No. C03-007, only those 18 years of age and under are eligible for this grant. As such, the Committee has determined that the following grant requests be reduced to reflect the eligible percentage of participants 18 years of age and younger.

1. The Winter Senior National Diving Championships, being hosted by Saskatoon Diving Club, will have 40 percent of event participants who are 18 years of age and under.
2. The Canadian Open Synchronized Swimming Championships, being hosted by Saskatoon Aqualenes Synchronized Swim Club, will have 80 percent of event participants who are 18 years of age and under.
3. The Canadian Baton Twirling Federation National Team Trials, being hosted by Optimist Twirling Connection, will have 94 percent of event participants who are 18 years of age and under.

Table 1 summarizes the Committee's recommended grant amounts for each youth sport organization, based on the above eligible participant percentages.

Table 1 - Recommended Grant Amounts

Youth Sport Organization	Event	Recommended Grant Amount
Saskatoon Diving Club	Winter Senior National Diving Championships	\$2,915.27
Saskatoon Youth Soccer Inc.	Youth Premier Soccer Provincials	\$7,106.80
Saskatoon Aqualenes Synchronized Swim Club	Canadian Open Synchronized Swimming Championships	\$11,680.00
Optimist Twirling Connection	Canadian Baton Twirling Federation National Team Trials	\$11,515.00
	Total Recommended Grants	\$33,217.07

The YSSP Special Event Hosting Grant will be paid out after the event, upon submission of a post-event evaluation report, to the maximum amount outlined above.

Should actual rental costs for the event be less than the approved amount, the grant payment will be reduced to reflect actual rental costs.

OPTIONS TO THE RECOMMENDATION

The options would be to deny the recommendations or to approve a grant in an amount other than that recommended in this report.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The Special Event Reserve, which includes the unexpended youth sport subsidy funds, has an uncommitted balance of \$152,096.46. This reserve balance will accommodate the four YSSP Special Event Hosting Grant applications as recommended for approval in this report, which represents \$33,217.07 in total funding.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

The Administration received YSSP Special Event Hosting Grant Applications from a total of five YSSP sport organizations by the October 15, 2013, deadline. These applications were reviewed by the Committee on November 7, 2013, and recommendations made as outlined in this report.

COMMUNICATION PLAN

The Administration will inform each YSSP sport organization, as well as the Committee of City Council's decision regarding the outcome of the recommendations outlined in this report.

ENVIRONMENTAL IMPLICATIONS

The recommendations may have resource consumption (energy and water) and waste implications relating to increased intensity of facility usage during the events indicated above. The potential impacts on resources and associated greenhouse gas emissions have not been quantified at this time.

PRIVACY IMPACT

There are no privacy implications.

PUBLIC NOTICE

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

2014 Youth Sport Subsidy Special Event Hosting Grant Application Summary

Organization	Event/Dates	Rental Cost	Economic Impact	Participation	Benefits	
Saskatoon Diving Club	Winter Senior National Diving Championships March 6-9, 2014	\$2,915.27 eligible rental costs	Estimated number of participants/spectators/coaches volunteers from outside S'toon (80 km away) =180 Estimated economic impact: 3 nights x 40 rooms = 120 Estimated # of meals 150 x 3 days = 450 Estimated vehicle rentals = 30	Total # Athletes = 75 # Athletes 18 years of age and under = 30 (40%) Spectators - 75 Volunteers - 30 Coaches - 30	This event will provide athletes with an opportunity to compete against olympic-level athletes to become the best that they can be. This event will provide junior level coaches with the opportunity to observe and learn from olympic-level coaches. All coaches become better coaches when given the opportunity to observe and work with coaches from other clubs and other competitive levels. Saskatoon Diving Club has a great track record in having its parents and athletes willing to assist in hosting events. Saskatoon Diving Club has hosted successful events in the past.	
RECOMMENDED GRANT						\$2,915.27
Saskatoon Youth Soccer Inc.	Youth Premier Soccer Provincials March 7-9, 2014	\$7,106.80 eligible rental costs	Estimated number of participants/spectators/coaches volunteers from outside S'toon (80 km away) = 304 Estimated economic impact: 2 nights x 152 rooms = 304 Estimated # of meals 1140 x 3 days = 3420 Estimated vehicle rentals = 0	Total # Athletes = 448 # Athletes 18 years of age and under = 448 (100%) Spectators = 896 Volunteers = 70 Coaches = 84	This event will expose young athletes to provincial competition formats to prepare them for high level competitions as they progress in their soccer skill and development. Coaches gain experience and knowledge from provincial level coaches that they can then bring back to their local clubs. Volunteer opportunities are provided to two youth soccer teams as a fundraising initiative for their teams.	
RECOMMENDED GRANT						\$7,106.80
Saskatoon Aqualenes Synchronized Swim Club	Canadian Open Synchronized Swimming Championships April 30-May 4, 2014	\$11,680.00 eligible rental costs	Estimated number of participants/spectators/coaches volunteers from outside S'toon (80 km away) = 500 Estimated economic impact: 5 nights x 120 rooms = 600 Estimated # of meals 1440 x 5 days = 7200 Estimated vehicle rentals = 40	Total # Athletes = 250 # Athletes 18 years of age and under = 200 (80%) Spectators = 200 Volunteers = 100 Coaches = 50	This event will provide local athletes with the opportunity to participate in and observe high level of competition. This event will allow local and provincial coaches to meet and work with elite level coaches. They will have networking opportunities that will assist in building relationships with coaches from other provinces, as well as to learn from these elite level coaches. This event will attract volunteers from the local synchronized swim alumni, athletes and their families. This group is a strong volunteer group who is known for hosting successful events.	
RECOMMENDED GRANT						\$11,680.00
Optimist Twirling Connection	Canadian Baton Twirling Federation National Team Trials May 16-19, 2014	\$11,515.00 eligible rental costs	Estimated number of participants/spectators/coaches volunteers from outside S'toon (80 km away) = 195 Estimated economic impact: 3 nights x 50 rooms = 1500 Estimated # of meals 585 x 4 days = 2340 Estimated vehicle rentals = 5	Total # Athletes = 90 # Athletes 18 years of age and under = 85 (94%) Spectators = 675 Volunteers = 50 Coaches = 20	Local and provincial athletes will have the opportunity to qualify for the national team by competing in this event. This event will provide an opportunity for coaches to learn techniques from each other and enhance their own skills and abilities as coaches. They will learn how to prepare their athletes for elite level competition, as well as protocols and technical skills needed for this level of competition. Hosting events such as this allows the local clubs to develop its volunteer base and provides mentoring opportunities. Canada will be hosting the World Baton Twirling Federation International Cup in 2015 so this event will help train officials and volunteers for this international event.	
RECOMMENDED GRANT						\$11,515.00

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Corporate Performance Department
DATE: November 18, 2013
SUBJECT: River Landing Update
FILE NO: CC 4130-2

RECOMMENDATION: that a report be submitted to City Council for its information.

TOPIC AND PURPOSE

This report is an update on the construction and development (both public and private) at River Landing.

REPORT HIGHLIGHTS

1. Activities in River Landing Phase I include the start of construction of The Remai Art Gallery of Saskatchewan, and the opening of the privately-owned River Centre building.
2. Activities in River Landing Phase II include the sale of Parcel A (the lot west of the Farmers' Market) to a private developer; completion of Contract 4 (accessible pathway and landscaping from Spadina Crescent/Avenue A down to the riverfront); and the start of construction of the outdoor adult fitness circuit.
3. The sales of the remaining parcels of land include Parcel D/E (lot southeast of the Farmers' Market) which is planned for 2014, and the sale of Parcel BB (lot south of the Farmers' Market) which is planned for 2016.
4. The use and visitations to River Landing continue to increase each year. The number of bookings of the site more than doubled from 2011 to 2012, and the number of pedestrians visiting the area increased by almost 10% from 2011 to 2012.
5. Based on various financial assumptions, River Landing is due to have a projected surplus from future land sales within its capital projects. This surplus will repay the Reserve for Capital Expenditures (RCE).

STRATEGIC GOALS

As a cultural and recreational centre, River Landing invites citizens and visitors alike to enjoy the natural beauty and benefits of parks, trails, and the river valley that brings people together. River Landing supports the long-term Strategic Goal of Quality of Life by ensuring existing recreational facilities are accessible physically and financially, and meets community needs. It also supports the long-term strategy to increase revenue sources and reduce reliance on residential property taxes under the Strategic Goal of Asset and Financial Sustainability.

BACKGROUND

The River Landing management area is south of 19th Street, overlooking the South Saskatchewan River, bounded by Third Avenue following the river walk west of the Senator Sid Buckwold Bridge to the east curb/sidewalk of Avenue C and connecting with Victoria Park. River Landing is approximately 14.8 hectares (36.7 acres) in size, adjoining downtown and the neighbourhood of Riversdale (Attachment 1). Construction began in 2004 for Phase I, and 2007 for Phase II.

REPORT

Phase I

Parcel YY is the lot bounded by 19th Street, 2nd and 3rd Avenues, and Spadina Crescent. It is privately owned by Victory Majors, which is proposing to develop a 15-storey hotel, a 27-storey condominium, and a 17-storey office building, all anchored by the urban plaza that will include cultural, retail, and restaurant uses complementary to the surrounding public realm. Victory Majors' development proposal has been approved, and they indicate they will start construction in 2014.

Construction of the Remail Art Gallery of Saskatchewan started in spring 2013 and is scheduled for completion in 2016. The 12,000 square metre development includes The Remail Art Gallery of Saskatchewan (\$74.2M); the River Landing Parkade (\$19.5M); and the Remail Arts Centre (Persephone Theatre) Expansion (\$0.6M).

The River Centre is a private development located at the southwest corner of 2nd Avenue and 19th Street which opened in spring 2013. This development is a 78,000 square foot, five-storey office building with commercial uses at grade.

The lease for the Pavilion Building/Prairie Fare with the proponent Prairie Sun Orchard was renewed in 2013 for another two-year term.

Phase II

Riverfront Construction, Contract 4, is planned to be finished by the end of 2013. This is the area east of Avenue A and Spadina Crescent (just west of the Senator Sid Buckwold Bridge). It involves the construction of an accessible path and service road from Spadina Crescent down to the riverfront, a grassy seating area for an amphitheatre, landscaping, safety fence/crusher dust along the 1st Avenue on-ramp, and the decommissioning of contaminated soil handling cells. Contract 5 (Attachment 2) is the construction of the outdoor adult fitness circuit; just east of Victoria Park along the riverfront (this includes a stretching area, agility area, and 14 pieces of cardio, core, and resistance equipment).

The contractor has graded the area, poured curbs, and completed the concrete and weeping tile work. The goal was to have the adult fitness circuit equipment installed in the fall, but due to the increasing cold weather, the contractor was unable to do so. Two weeks of above-freezing temperatures are required in order to pour the resilient

surfacing and have it cure. The work will resume in the spring of 2014, and will be open by late spring/early summer 2014. The area around, and west of, the fitness area (Contract 3) will also be irrigated, landscaped, and finished by mid-summer 2014, once the fitness equipment and surfacing have been installed.

Parcel A is the lot west of the Farmers' Market, bounded by 19th Street, Avenues B and C, and Sonnenschein Way. It was publicly tendered for sale and was purchased in January 2013 by LeFevre & Company for \$4.12M. Their development plan was approved by City Council on September 9, 2013. LeFevre & Company's plan proposes a mixed-use development containing four buildings (ranging from two to four storeys) with an interior mews. The development (called The Banks) will contain 160 residential units and approximately 2,000 square metres of commercial space. The developer is proposing a construction start in March 2014.

Parcel D/E is planned to be offered for public tender in late 2014. This 2.25 acre area is bounded by 19th Street, Avenue A, and Spadina Crescent (valued in 2011 at \$9.675M). It is a mixed-use site with opportunities for a hotel, offices, restaurants, commercial and residential space to a maximum of 30 storeys. The Administration will continue to assess and evaluate market conditions in an effort to optimize the release of the tender for these lands.

Parcel BB is planned to be offered for public tender in 2016. This 1.7 acre lot south of the Farmers' Market provides opportunities for mixed-uses up to a maximum of five storeys, with commercial at-grade and residential space above (valued in 2011 at \$6.685M).

The Pumphouse (the former A.L. Cole Pumphouse) has been refurbished and a Request for Proposal (RFP) is planned to be issued in 2014 for long-term use as a bistro/restaurant. The City anticipates a positive response to the RFP, as this is a prime location on the riverbank.

The lease with Ideas Inc. was renewed in 2012 for a five-year term and the Saskatoon Farmers' Market lease is currently being finalized for another five-year term.

Pedestrian and Festival Counts

There are two key indicators of the increased usage of River Landing. The first is an increase of pedestrians in the area. The Meewasin Valley Authority has pedestrian counters located in River Landing Phase I (upper Spadina Crescent) and by the Traffic Bridge on the riverfront. Tracking from year-to-year shows an increase in the number of pedestrians (in 2011 there were approximately 502,635 pedestrians; in 2012 there were approximately 551,081 pedestrians).

Another indicator of increased animation at River Landing is the amount of bookings placed. The area of River Landing has many opportunities for sites to be booked free of charge (amphitheatre, park area in Phase I and Phase II, Market Square, and the pedestrian bridge/promenade in Phase II). The entire River Landing site saw bookings more than double from 2011 to 2012 (with 189 bookings in 2011, compared to 395

bookings in 2012), and user groups also increased (from 52 different user groups in 2011, to 68 in 2012). River Landing hosts weddings, fitness camps, as well as dance groups/lessons, concerts, etc. In addition, the area has hosted many successful festivals and events, such as: Subaru Saskatoon Triathlon, Mogathon, PotashCorp Fireworks Festival, River Lights, Wintershines, and the Waterfront Craft Art Festival, to name a few, that are a huge draw to bring thousands of people to enjoy the riverbank.

POLICY IMPLICATIONS

There are no identified policy implications at this time.

FINANCIAL IMPLICATIONS

The management, maintenance, and operating costs of River Landing are funded through dedicated and incremental property taxes, leases, and parking revenues generated from within River Landing. However, significant revenue will not begin to flow for another five years, pending development of the properties identified for private development (Parcel YY, Parcel A, Parcel BB, and Parcel D/E).

Accordingly, current operational and maintenance costs are allocated from the RCE. As revenues are incrementally generated from River Landing, the allocation from the RCE will cease (City Council's resolution at its March 17, 2008, meeting). The Budget Committee resolved on April 14, 2010, that the River Landing Operating Program continue to be balanced through a transfer from the RCE, and that the total transfers from the RCE to the Operating Program are accumulated with the expectation that the RCE will be repaid from future surpluses in the program.

It is anticipated that there will be sufficient revenues generated through parking revenue, lease, and property taxes to cover all the operating costs for the site at the end of 2018. This projection is based on the following assumptions: Parcel YY, Parcel A, Parcel D/E, and Parcel BB are fully developed; and, no further tax abatements have been approved for residential projects on these properties.

It is also anticipated that there will be sufficient revenues generated through future land sales in Phase II, to cover the repayment to RCE. This projection is based on the assumption that the remaining land sales of Parcel D/E and Parcel BB reach the projected target of \$17.89M.

PUBLIC/STAKEHOLDER COMMUNICATION PLAN

At this time, no public/stakeholder communication plan is required.

ENVIRONMENTAL IMPLICATIONS

As an information report, there are no environmental implications identified at this time.

PRIVACY IMPLICATIONS

There are no anticipated privacy implications arising from this initiative.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

CPTED Review is not required at this time.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION:

As previously noted, Contract 4 will be completed in 2013; Contracts 3 and 5 will be completed by mid-summer 2014. Parcels D/E are planned to be offered for sale in 2014, and Parcel BB in 2016.

PUBLIC NOTICE

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

ATTACHMENTS

1. Map of River Landing.
2. Phase II Riverfront Activity Area.

Written by: Jill Cope, Project Manager
Corporate Projects

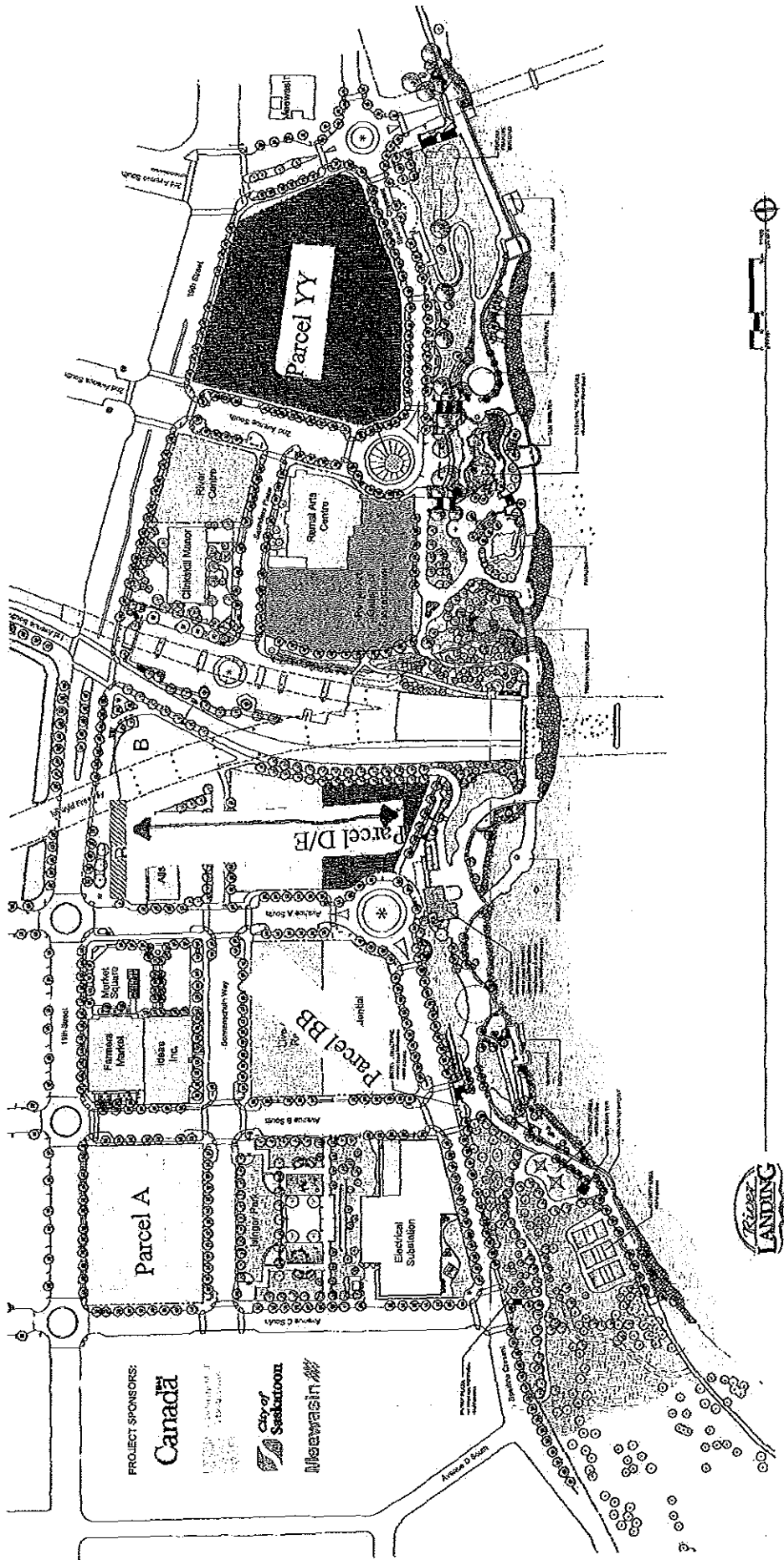
Approved by: _____

Brenda Wallace
Brenda Wallace, Director
Environmental & Corporate Initiatives
Corporate Performance Department
Dated: *November 19, 2013*

Approved by: _____

Catherine Gryba
Catherine Gryba, General Manager
Corporate Performance Department
Dated: *November 19, 2013*

copy: Murray Totland, City Manager



PROJECT SPONSORS:

Canada

Saskatchewan

City of Saskatoon

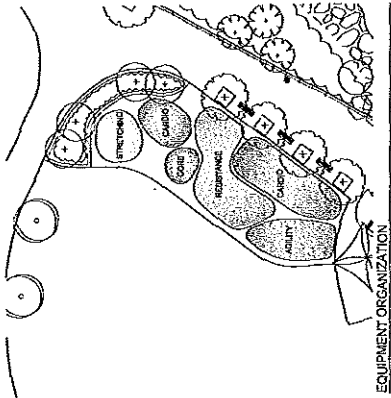
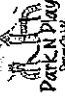
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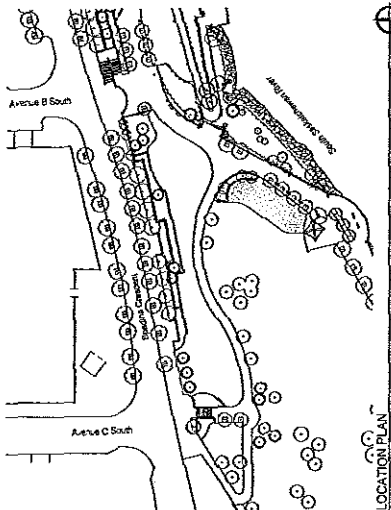
PHASE 2 RIVERFRONT Activity Area



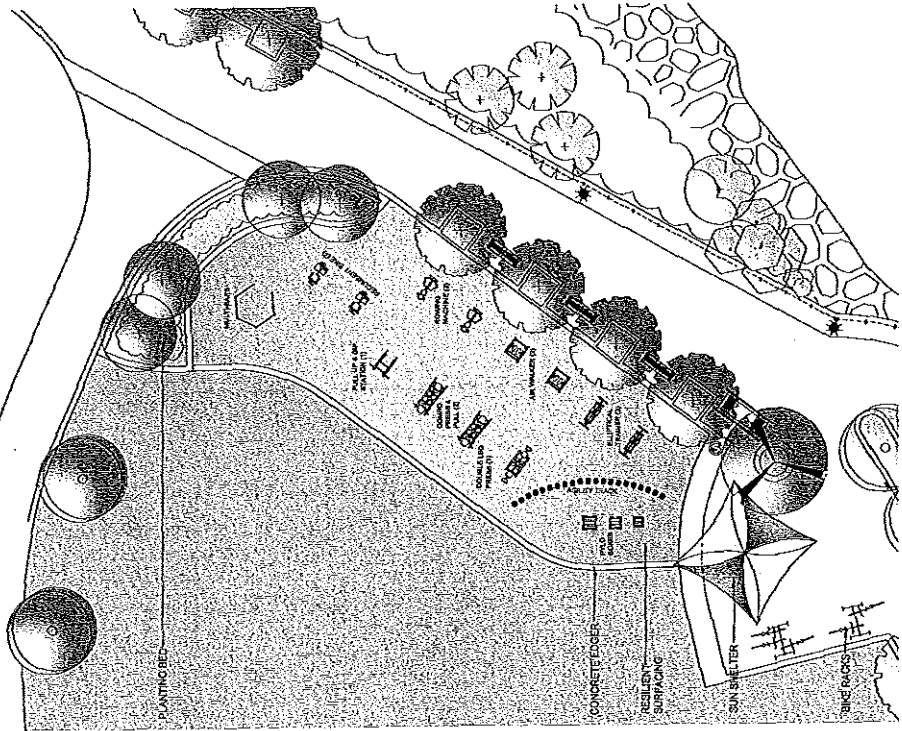
GENERAL CONTRACTOR SUBCONTRACTOR



EQUIPMENT ORGANIZATION



LOCATION PLAN



DESIGN PLAN

PROGRAM NEED & PHILOSOPHY

Fitness activity and an active lifestyle are essential to improve health, prevent chronic disease, and reduce the risk of obesity. The majority of secondary and our nation faces a health crisis due to declining fitness levels and growing rates of obesity, even among our youth. The biggest obstacles remain personal motivation and available opportunities.

Outdoor fitness equipment is an important part of the solution. By providing an enjoyable and motivating outdoor fitness environment, we can benefit from an effective, substantial outdoor fitness environment.

Outdoor fitness equipment is a relatively new phenomenon in Canada, with growth increasing over recent years. The fact that it is new and exciting is one of the reasons for its popularity. It will be a fun, user-friendly, accessible, and spontaneous program which meets the needs of all users, city-wide, throughout the year. Improved health benefits will be provided through the different types of exercise: cardiovascular, muscle and strength, balance, coordination and flexibility.

PROGRAM GOALS

- To provide a unique outdoor physical activity area that draws people to River Landing.
- To increase opportunities for spontaneous physical activity.
- To provide a full body exercise program free of charge.
- To provide an enjoyable, year round outdoor activity that produces health benefits.

DESIGN RESPONSE

Based on the needs of the particular users, the facility areas will be easily accessed and highly visible to passersby. Highlights of the proposed design plan include:

- equipment groupings provide a fitness circuit layout or a complete body workout
- equipment oriented to take full advantage of river valley views
- resilient surfacing throughout to protect against falls
- to increase the usability of the area a number of support amenities will be provided, including:
 - benches
 - bike racks
 - sun shelter
- landscape development at edges will enhance the setting



Multi-Barz STRETCHING



Pull Up & Dip Station CORE



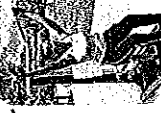
Pivo Boxes AGILITY



Rowing Machine RESISTANCE



Combo Press & Pull



Double Leg Press



Elliptical Trainer



Recumbent Bike



Air Walker CARDIO

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: November 25, 2013
SUBJECT: Leisure Access Program
FILE NO.: LS 1720-8

RECOMMENDATION: that a copy of this report be forwarded to City Council for information.

TOPIC AND PURPOSE

This report provides an overview of the current Leisure Access Program, including participation rates and patterns, and facility usage.

REPORT HIGHLIGHTS

1. The Leisure Access Program continues to be well utilized and supported by the community.
2. The Leisure Access program contributes to enhanced quality of life for low-income residents.

STRATEGIC GOAL

The Leisure Access Program supports the strategic goal of Quality of Life and the long-term strategy to ensure existing and future leisure centres, and other recreational facilities, are accessible physically and financially and meet community needs by removing the cost as a barrier to access of basic recreation programs and services provided by the City of Saskatoon.

BACKGROUND

At its April 30, 2013 meeting, the Planning and Operations Committee was presented with the annual report on the Social Initiatives of the Community Development Branch, which included an update on the Leisure Access Program. At that time, the Planning and Operations Committee asked for further information on where participants of the Leisure Access Program are coming from and which leisure facilities they are accessing. This report provides a more detailed review of the Leisure Access Program, including the information requested by the Planning and Operations Committee.

REPORT

Leisure Access Program Overview

The Community Services Department believes that in order to promote a healthy, well society, it is important to provide access to basic recreation programs and services to all residents within Saskatoon, including those for whom cost is a barrier to participation. The benefits of recreation are well documented and include skill development, as well as improved emotional, physical, and social health and well-being. Participation is linked to improved self-esteem, reduced symptoms of depression, and decreased stress and anxiety. In general, individuals living on low incomes use recreation services, programs, and facilities less often than individuals with higher incomes, and therefore, are less likely to feel these benefits. The Leisure Access Program ensures opportunities for participation in recreation and leisure programs are available for all residents of Saskatoon and contributes to an enhanced quality of life.

The current Leisure Access Program has been in place in the City of Saskatoon since 2006 when it was initiated for Social Services' clients as part of the low-cost bus pass program. In 2009, the program was expanded to include low-income residents, as well as the clients from Social Services. The program provides qualifying Saskatoon residents with a one-year leisure card, one free registered program, and access to childminding services in the City-owned leisure facilities.

In December of 2012, the Administration completed an analysis of the quantitative usage data from the Leisure Access Program for the period of October 1, 2011 to September 30, 2012. Data was analysed for card holders who used their card at least once during the timeframe.

A random telephone survey of a small sample of Leisure Access Program card holders was also conducted to explore:

- activities participated in;
- benefits of having a Leisure Access Card;
- barriers faced in being physically active; and
- suggestions for improvements to the leisure centres.

The following are some of the highlights of the quantitative analysis and the telephone survey. For a more detailed analysis, see Attachment 1.

Quantitative Analysis Results

1. Usage Volumes

- a) the Leisure Access Program cards accounted for over 96,000 visits to the leisure facilities, including childminding. Of these total visits, there were 88,960 visits to the indoor facilities and 7,523 visits to the outdoor pools;

- b) usage volume has doubled from 2009. Two significant factors that contributed to this increase have been the addition of the category for low-income residents, and the opening of the Shaw Centre in fall of 2009 and;
 - c) the Leisure Access Program has been issuing a significant number of cards that are never used;
2. Leisure Access Card Usage by Facility
- a) Shaw Civic Centre was the most highly utilized indoor facility with 40 percent usage of all visits to indoor sites; and
 - b) Riversdale pool was the most highly utilized outdoor pool with over 60 percent of all outdoor pool visits.
3. Demographics
- a) Card holders reside in all areas of the city with the highest percentage in the Confederation Suburban Area (24.5 percent) and the Nutana Suburban Area (19.1 percent).

Telephone Survey Results

1. When asked who people usually go to the Leisure Centre with, the most frequent answers were children (31 percent), friends (22 percent), and family (20 percent).
2. When asked which facility they use most often, Shaw Centre and Lakewood Civic Centre were the top two answers.
3. When asked what activities they participate in, the top answers were swimming (80 percent) and weight room (63 percent).
4. When asked about reasons for participating in activities at the leisure facilities, the most frequent response was fun/enjoyment.
5. Of the respondents, 75 percent stated they did not think they would be as active if they did not have a Leisure Access Card.

Program Impacts at the Leisure Facilities

When this program was instituted in 2006, the Leisure Access Program usage was intended to be accommodated within the existing capacity of the facilities and would not require additional program staff or supports. Population growth and increased awareness of the program have resulted in significant increases in the number of residents utilizing the program (see Attachment 2). In 2012, the Leisure Access Program accounted for approximately 11.5 percent of the overall visits to indoor facilities and approximately 10.5 percent of the overall visits to outdoor pools.

The Administration has also seen increased numbers of people accessing the registered program and childminding components of the program. The number of registered classes has increased from 182 in 2009 to 263 in 2012. The number of childminding visits has increased from 1,700 in 2009 to 3,686 in 2012 (childminding is available at the Saskatoon Field House, Lakewood Civic Centre, and the Shaw Centre,

and is offered as a support service to adults participating in programs or activities within the facility.)

Another direct impact relates to the significant number of Leisure Access Cards (approximately one quarter) that are issued and never utilized. There are costs associated with issuing these cards, including staff time and materials. The Administration has been exploring ways to reduce this number, including presentations to community-based organizations to ensure that their clients have a good understanding of the program prior to applying. Another option to address this concern might be to charge a minimal fee for each card to cover some of the administrative costs associated with the program.

The usage increases are now having an impact on operational costs, such as cleaning, supplies, and staffing. These incremental overhead costs and the drop-in program staff costs are not easily separated out to attribute to the Leisure Access program and will require further analysis. The Administration will continue to monitor the incremental impact of this program on the Leisure facilities operating budgets and report back to City Council in 2014 with budget implications and/or suggested areas of improvement or changes for the Leisure Access Program.

The Leisure Access Program continues to be a valued program and helps promote healthy lifestyles and increase quality of life for Saskatoon residents who might not otherwise have the opportunity to participate in these types of activities.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There are no financial implications of this information report. A more detailed review of the financial implications of the Leisure Access Program on the operating costs at the civic facilities will be undertaken in 2014 and reported to City Council in 2014.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

The users of the Leisure Access Program were involved in the telephone survey.

ENVIRONMENTAL IMPLICATIONS

No environmental and/or greenhouse gas implications have been identified at this time.

PRIVACY IMPACT

There are no privacy implications.

PUBLIC NOTICE

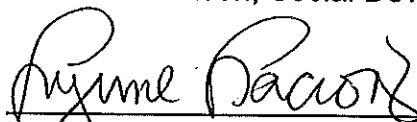
Public Notice, pursuant to Section 3 of Public Notice Policy No. C01-021, is not required.

ATTACHMENTS

1. Leisure Access Program Detailed Analysis
2. Summary of Leisure Access Usage from 2009 to 2012

Written by: Shannon Hanson, Social Development Manager

Reviewed by:



Lynne Lacroix
Director of Community Development

Approved by:



Randy Grauer, General Manager
Community Services Department

Dated: November 27, 2013

cc: Murray Totland, City Manager

S:\Reports\CD\2013\P&O Leisure Access Program\kb

Leisure Access Program Detailed Analysis

In December of 2012, the Administration completed a Leisure Access Program analysis of the quantitative usage data from the Leisure Access Program for the period of October 1, 2011, to September 30, 2012. Data was analysed for card holders who used their card at least once during the timeframe.

A random telephone survey of a small sample of Leisure Access Program card holders was also conducted to explore:

- Activities participated in;
- Benefits of having a Leisure Access Card;
- Barriers faced in being physically active; and
- Suggestions for improvements to the Leisure Centres.

Usage volumes

- 28 percent of the cards were never used, which means there are costs incurred for issuing a significant number of cards that are never used;
- 8 percent of the card holders account for 44 percent of the usage, which means that we have a small number of card holders who are utilizing their cards on a regular basis of at least once per week;
- 92 percent of the card holders are utilizing their cards less than once per week and 50 percent utilize their cards five times or less in a year;
- The Leisure Access Program cards accounted for over 96,000 visits to the Leisure facilities in the year, including childminding. Of these total visits, there were 88,960 visits to the indoor facilities and 7,523 visits to the outdoor pools; and
- Usage volume has doubled from 2009. Two significant factors that contributed to this increase have been the addition of the category for Low-Income residents, and the opening of the Shaw Centre in fall of 2009.

Leisure Access Card Usage by facility

- The percentage usage rates at the indoor facilities was as follows:

➤ Shaw Civic Centre	40%
➤ Lakewood Civic Centre	18%
➤ Harry Bailey Aquatic Centre	18%
➤ Saskatoon Field House	11%
➤ Lawson Civic Centre	8%
➤ Cosmo Civic Centre	4%
- Riversdale pool was the most highly utilized outdoor pool with over 60 percent

Demographics

- Card holders reside in all areas of the city. The percentage distribution across suburban areas was as follows:

Confederation Suburban Area	24.5%
Nutana Suburban Area	19.1%
Lakewood Suburban Area	15.5%
University Heights Suburban Area	14.5%
Core Neighbourhood Suburban Area	13.9%
Lawson Heights Suburban Area	12.4%

- 45 percent of the card holders were between 6 and 17 years of age, children five and under are free and not issued cards.
- The gender split of the card holders was 57 percent female and 43 percent male.

Telephone Survey Results

- When asked who you usually go to the Leisure Centre with 31 percent responded with children, 22 percent with friends, and 20 percent with family.
- When asked which facility you use most often Shaw Centre and Lakewood Civic Centre were the top two answers.
- When asked what activities they participate in the top answers were:

<u>Activity</u>	
Swimming	80%
Weight room	63%
Fitness classes	39%
Walking/running	31%
Hot tub/sauna	12%
Swimming lessons for kids	8%
Other	8%

- When asked their reasons for participating in activities at the leisure facilities, the most frequent response was fun/enjoyment. A social activity, to reduce stress and to stay fit and in shape were also frequently mentioned.
- 75 percent of the respondents stated they did not think they would be as active if they did not have a Leisure Access Card.

Summary of Leisure Access Program from 2009 to 2012

Year	Leisure Access Cards Issued	Leisure Access Cards No. of Visits	Childminding No. Of Visits	No. Of Registered Programs	Dollar Value of Leisure Access Visits*	Percentage of Overall Visits Indoor Facilities	Percentage of Overall Visits Outdoor Pools
2009**	5,408	45,139	1,700	182	\$230,459	6.73%	11.39%
2010	6,392	73,428	2,464	254	\$359,658	8.73%	9.85%
2011	7,752	86,531	2,552	324	\$492,724	10.72%	11.59%
2012	7,263	92,797	3,686	263	\$566,984	11.46%	10.42%

* The dollar value attributable to leisure access visits is calculated at 85% of the cash value of visits.

** It should be noted that Shaw Civic Centre opened in the fall of 2009, and therefore the 2010 numbers show the first full year impact of this additional site.

Summary by Facility for 2012 (Including Childminding)

Indoor Facility	Admissions – Paid	Admissions – Leisure Access
Cosmo	4,639	3,139
HBAC	79,357	14,724
Lakewood	149,672	18,033
Lawson	79,456	6,542
SFH	147,876	10,316
Shaw	226,319	36,206
Total	687,319	88,960

Outdoor Pool	Admissions - Paid	Admissions – Leisure Access
George Ward	16,692	933
Lathey	17,843	890
Mayfair	5,467	860
Riversdale	24,686	4,840
Total	64,688	7,523

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: November 25, 2013
SUBJECT: Youth Sport Subsidy Program 2012 to 2013 Year-End Report
FILE NO.: LS 1720-8-1

RECOMMENDATION: that a copy of this report be forwarded to City Council for information.

TOPIC AND PURPOSE

This report summarizes the expenditures for the 2012 to 2013 Youth Sport Subsidy (YSSP) budget.

REPORT HIGHLIGHTS

1. Final subsidy payments have been processed for 34 eligible youth sport organizations for the 2012 to 2013 program year, which recognized a \$59,460.49 under expenditure. This under expenditure will be transferred to the Special Event Reserve. There are a number of factors contributing to the under expenditure.
2. In 2013, there were six Special Event Hosting Grant applications approved for funding, with final grant payments totalling \$37,498.79. A number of these events experienced a profit in hosting their event and as such, 10 percent of event profits were returned to the Special Event Reserve to be used for future events.

STRATEGIC GOAL

Under the Strategic Goal of Quality of Life, this report supports the long-term strategy to support community building through direct investment.

REPORT

2012 to 2013 YSSP Program Results

The Administration has now processed the final payments to the 34 eligible youth sport organizations for the program year and wishes to report that the 2012 to 2013 YSSP has experienced an under expenditure of \$59,460.49. Attachment 1 shows the actual subsidy each organization received and each organization's remaining subsidy balance.

This under expenditure is a result, in part of, the following factors:

1. A number of youth sport organizations had fewer members participating in their program, which resulted in a decrease in program hours. In many cases, this related to decreases in competitive level participants, which are typically the level of participants who have the most program hours.

This decrease in program hours resulted in less rental space being required; therefore, less rental facility cost subsidy.

2. Two youth sport organizations, Saskatoon Pony Club and North Sask Rugby Union, did not submit rental invoices by the July 21 timeline. The Administration made numerous attempts to request this information from North Sask Rugby Union. Saskatoon Pony Club informed the Administration that they would not be submitting invoices due to internal changes in their organization.
3. The Administration is currently working with a few youth sport organizations to review their program hours given the significant under expenditure that they experienced this 2012 to 2013 program year.

This under expenditure of \$59,460.49 will be transferred to the Special Event Reserve Unexpended Youth Sport Subsidy Events (Reserve), which was established under Reserves for Future Expenditures Policy No. C03-003 to provide funding assistance to youth sport groups when hosting major competitions in Saskatoon.

2013 YSSP Special Event Hosting Grants Summary

The Reserve funds are used by eligible youth sport organizations to offset the rental facility costs when hosting an event in Saskatoon.

In 2013, there were a total of six Special Event Hosting Grants that were approved for funding by City Council at its December 10, 2012 and August 14, 2013 meetings. One event later withdrew their grant application as their event was cancelled.

The actual amount of hosting grants paid was \$37,498.79, based on actual rental costs associated with these events.

A summary of the events hosted and the amount of grant received by these eligible youth sport organizations for 2013 is as follows:

- 1) Western Canadian Championships, hosted by the Saskatoon Goldfins Swim Club (\$8,397.74);
- 2) Jean Norman Open Free Skate and Dance Competition, hosted by the Saskatoon Figure Skating Club (\$16,118.49);
- 3) Sandra Roberts National Stream Provincial Championships, hosted by the Saskatoon Aqualenes Synchronized Swim Club (\$2,624.81);
- 4) Septathlon Meet, hosted by the Saskatoon Lasers Swim Club (\$2,755.59);
- 5) 'Toon Town Western Classic, hosted by the Saskatoon Diving Club (\$3,668.59); and
- 6) Speedo Junior Development National Championships, hosted by Saskatoon Diving Club (\$3,933.57).

The Saskatoon Diving Club, Saskatoon Goldfins Swim Club, Saskatoon Lasers Swim Club, and Saskatoon Figure Skating Club have all experienced a profit in hosting their events. As such, 10 percent of event profits are returned to the Reserve to be put towards future events. A total of \$7,876.87 from event profits was returned to this reserve in 2013.

The ending balance for the Reserve for 2013 is \$79,635.97.

FINANCIAL IMPLICATIONS

During its March 24, 2003 meeting, City Council approved an additional \$13,000 to be added annually to the YSSP budget for the rental of facilities by youth sport organizations to host special events. Accordingly, this amount is transferred to the Special Event Reserve Unexpended Youth Sport Subsidy Events each year.

Currently the Reserve has an ending balance for 2013 of \$79,635.97 in uncommitted funds. Transferring \$72,460.49, which is comprised of the \$59,460.49 under expenditure from the YSSP and the \$13,000 annual contribution approved by City Council, will result in a total opening balance for 2014 of \$152,096.46; these resources will fund events in upcoming years.

Budgeted	Unbudgeted	Capital	Operating	Non-Mill Rate	External Funding
\$	\$	\$	\$152,096.46	\$	\$

PUBLIC NOTICE

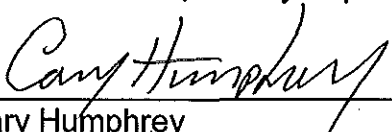
Public Notice, pursuant to Section 3 of Public Notice Policy No. C01-021, is not required.

ATTACHMENT


- 2012 to 2013 Youth Sport Subsidy Sport Organization Expenditures

Written by: Loretta Odorico, Facility Supervisor - Customer Service

Reviewed by:


 Cary Humphrey
 Director of Recreation and Sport

Approved by:


 Randy Grauer, General Manager
 Community Services Department
 Dated: November 27, 2013

cc: Murray Totland, City Manager

2012 to 2013 Youth Sport Subsidy Sport Organization Expenditures

	SPORT ORGANIZATION	2012-2013 APPROVED SUBSIDY	SUBSIDY PAID BASED ON ELIGIBLE RENT	BALANCE REMAINING
1	Aqualenes Synchro Swim Club	\$ 14,440.16	\$ 14,440.16	\$0.00
2	Can Am Gymnastics Club	\$ 34,730.08	\$ 34,730.08	\$0.00
3	Curl Saskatoon	\$ 14,017.50	\$ 14,017.50	\$0.00
4	Hub City Boxing Club	\$ 2,513.84	\$ 2,513.84	\$0.00
5	Hub City Track Council	\$ 15,623.36	\$ 15,623.36	\$0.00
6	Jook-Am Taekwon-Do Inc	\$ 932.35	\$ 932.35	\$0.00
7	Lions Speedskating Club	\$ 11,920.30	\$ 11,920.30	\$0.00
8	Marian Gymnastics Club	\$ 27,859.42	\$ 27,859.42	\$0.00
9	Myracles Baton Twirling Club	\$ 3,575.75	\$ 1,302.48	\$ 2,273.27
10	North Saskatchewan Rugby Union	\$ 1,867.90	\$ -	\$ 1,867.90
11	Optimist Twirling Connection	\$ 9,789.00	\$ 6,046.91	\$ 3,742.09
12	Orca Synchro Swim Club	\$ 1,207.31	\$ 1,207.36	\$0.05
13	Riverside Badminton/Tennis	\$ 2,597.91	\$ 2,597.91	\$0.00
14	Saskatoon Baseball Council	\$ 14,471.63	\$ 9,900.90	\$ 4,570.73
15	Saskatoon Box Lacrosse	\$ 12,412.00	\$ 12,412.00	\$0.00
16	Saskatoon Diving Club	\$ 14,847.68	\$ 14,847.68	\$0.00
17	Saskatoon Fencing Club	\$ 11,265.99	\$ 11,265.99	\$0.00
18	Saskatoon Figure Skating Club	\$ 103,600.44	\$ 103,600.44	\$0.00
19	Saskatoon Freestyle Skiing	\$ 928.00	\$ 730.16	\$ 197.84
20	Saskatoon Goldfins Swim Club	\$ 115,575.15	\$ 75,713.45	\$ 39,861.70
21	Saskatoon Lasers Swim Club	\$ 22,678.50	\$ 19,761.87	\$ 2,916.63
22	Saskatoon Minor Basketball Assoc	\$ 18,612.22	\$ 18,612.22	\$0.00
23	Saskatoon Minor Hockey Assoc	\$ 761,391.73	\$ 761,391.73	\$0.00
24	Saskatoon Minor Softball League	\$ 7,476.53	\$ 7,476.53	\$0.00
25	Saskatoon Pony Club	\$ 1,560.00	\$ -	\$ 1,560.00
26	Saskatoon Ringette Assoc	\$ 37,182.86	\$ 37,182.86	\$0.00
27	Saskatoon South Zone Taekwon Do	\$ 1,435.64	\$ 1,435.64	\$0.00
28	Saskatoon Taekwon Do West Inc	\$ 4,164.15	\$ 4,164.15	\$0.00
29	Saskatoon Triathlon Club	\$ 3,189.81	\$ 2,453.26	\$ 736.55
30	Saskatoon Youth Soccer Inc	\$ 214,613.97	\$ 214,613.97	\$0.00
31	Taiso Gymnastics Club	\$ 25,269.42	\$ 25,269.42	\$0.00
32	Volleyball Saskatoon	\$ 3,729.60	\$ 2,412.00	\$ 1,317.60
33	Water Polo Saskatoon	\$ 3,954.79	\$ 3,899.53	\$ 55.26
34	Willow Ridge Pony Club	\$ 1,332.00	\$ 971.00	\$ 361.00
		\$ 1,520,766.96	\$ 1,461,306.47	\$ 59,460.49

His Worship the Mayor and City Council
The City of Saskatoon

REPORT
of the
ADMINISTRATION AND FINANCE COMMITTEE

Composition of Committee

Councillor T. Paulsen, Chair
Councillor D. Hill
Councillor A. Iwanchuk
Councillor Z. Jeffries
Councillor E. Olauson

1. Addition to Bylaw No. 8463 – The Sidewalk Snow Clearing Bylaw
(Files CK. 6290-1 and IS. 6290-1)

RECOMMENDATION: that the City Solicitor be requested to prepare the appropriate amendment to Schedule A of Bylaw No. 8463 – The Sidewalk Snow Clearing Bylaw to include 8th Street between Clarence Avenue and McKercher Avenue.

Attached is a report of the General Manager, Transportation and Utilities Department dated November 28, 2013, recommending 8th Street between Cumberland Avenue and Moss Avenue be added to Schedule A of Bylaw 8463 – The Sidewalk Snow Clearing Bylaw.

Your Committee was informed by the Administration the proposed amendment addresses enforcement for clearing, within 24 hours of the end of a snowfall, for properties along 8th Street between Cumberland Avenue and Moss Avenue, based on concerns received from the public. Your Committee would like to see an amendment that includes extending the Bylaw from Clarence Avenue to McKercher Drive.

Following review of this matter, your Committee puts forward the above recommendation for City Council's consideration.

2. Infrastructure Capital Projects Funding Reallocation
(Files CK. 1702-1 and IS. 1702-1)

RECOMMENDATION: that the following transfers of funding be made to fund over expenditures as indicated:

- 1) \$1,635,900 from the Transportation Infrastructure Reserve as follows:
 - a) \$330,189 for 2009, 2011 and 2012 programs within Capital Project #835 – Collector Road Preservation;
 - b) \$249,288 for 2009, 2011 and 2012 programs within Capital Project #836 – Arterial Road Preservation;
 - c) \$347,889 for 2011 and 2012 programs within Capital Project #1890 – Expressway Road Preservation;
 - d) \$119,973 for the 2011 program within Capital Project #2043 – Curb Replacement;
 - e) \$588,561 for the 2009, 2011 and 2012 programs within Capital Project #2249 – Street Reconstruction; and
- 2) \$1,340,445 from the Infrastructure Water and Sanitary Sewer Reserve as follows:
 - a) \$132,796 for 2008, 2009, 2010 and 2011 programs within Capital Project #1615 – Water Distribution;
 - b) \$972,014 for 2008, 2009, 2010 and 2011 programs within Capital Project #1616 – Waste Water Collection;

- c) \$368,431 for 2007, 2008 and 2009 programs within Capital Project #1618 – Sanitary Sewer Trunks; and
- 3) \$657,862 from the Bridge Major Repair Reserve to fund the over expenditure related to the 2009 allocation to Capital Project #2247 - Idylwyld Drive and 8th Street Exit Ramp.

Attached is a report of the General Manager, Transportation and Utilities Department dated November 21, 2013, requesting approval to fund capital project over expenditures.

Your Committee reviewed this matter and discussion was held regarding gravel street upgrades. Your Committee requested that the Administration provide an update on gravel street upgrades, with a clear distinction that residential areas are priority.

Following review of this matter, your Committee puts forward the above recommendations for City Council's consideration.

3. Street Sweeping Pilot Program Results and Recommendations **(Files CK. 6315-2 and PW. 6315-3)**

RECOMMENDATION: that the information be received.

Attached is a report of the General Manager, Transportation and Utilities Department dated November 20, 2013 providing a summary of the 2013 Fall Street Sweeping Pilot Program and recommendations for applying the successes to future Public Works programs.

Your Committee was informed by the Administration of the key learning elements that resulted from the pilot project, including change management, communications flow, vehicle relocation and ticketing, staffing, and advance scheduling, as outlined in the report. It was noted that nine of the top priority neighbourhoods were swept, and the program completed on November 3, 2013. Weather prohibited secondary neighbourhoods from being swept.

Your Committee held discussion regarding this matter and comments are summarized as follows:

- consider signage for other construction in the area of sweeping, so that signage is not confusing
- clarity in the Bylaw that no yard waste (leaves) are to be blown on the street
- neighbourhood towing/ticket occurred within constraints of the existing Bylaw
- the intent of the communications plan is to reduce the need for towing/ticketing
- theft prevention options for sandwich board signs
- quantify cost savings for sandwich board signage versus door hangers

Your Committee requested that the Administration report further regarding a provision in the Bylaw that residents are not to rake or blow leaves on the street, and cost differences between signs versus door hangers. It was noted that the Administration would be reporting near the end of 2014, and will include cost comparisons.

Following review of this matter, your Committee forwards the information to City Council.

**4. Neighbourhood Traffic Management Program – Annual Report
(File No. CK. 6320-1)**

RECOMMENDATION: that the information be received.

Attached is a report of the General Manager, Transportation and Utilities Department dated November 21, 2013 prioritizing the neighbourhoods for review, as part of the revised Neighbourhood Traffic Management Program process.

The Administration reviewed with your Committee the criteria used to prioritize the neighbourhoods and indicated that the information is entered into a database to determine number and severity of concerns. The intent is to review the criteria on an annual basis, and report on the outstanding list of neighbourhoods to be completed. Your Committee was interested in seeing rubric for neighbourhood evaluations with demonstrated reasoning for selections. The Administration informed your Committee that eight neighbourhoods have been selected for a review in 2014, however as the process is streamlined, it may be able to include additional neighbourhoods.

Report No. 20-2013
Monday, December 16, 2013
Administration and Finance Committee
Page 5

Your Committee held discussion regarding funding for the program and concern was raised that funding is not part of the base budget and could therefore, delay the program annually. The Administration informed your Committee that this is a Capital project and funds need to be allocated from the Traffic Safety Reserve on an annual basis.

Following review of this matter, your Committee submits the information to City Council.

Respectfully submitted,

Councillor T. Paulsen, Chair

TO: Secretary, Administration & Finance Committee
FROM: General Manager, Transportation & Utilities Department
DATE: November 28, 2013
SUBJECT: Addition to Bylaw No. 8463 – The Sidewalk Snow Clearing Bylaw
FILE NO.: IS. 6290-1

RECOMMENDATION: that the following report be submitted to City Council recommending that Schedule A of Bylaw No. 8463 – The Sidewalk Snow Clearing Bylaw be amended to include 8th Street between Cumberland Avenue and Moss Avenue.

TOPIC AND PURPOSE

This report provides a recommendation to add 8th Street between Cumberland Avenue and Moss Avenue to Schedule A of Bylaw No. 8463 – The Sidewalk Snow Clearing Bylaw.

REPORT HIGHLIGHTS

1. Bylaw No. 8463 – The Sidewalk Snow Clearing Bylaw outlines a number of areas where there are high pedestrian activities requiring clearing within 24 hours of the end of a snowfall.
2. Given the number of sidewalk snow clearing concerns received from the public regarding addresses along 8th Street between Cumberland Avenue and Moss Avenue, the Administration is recommending that this area be added to Schedule A.

STRATEGIC GOALS

This report supports the City of Saskatoon Strategic Goals of Continuous Improvement, Quality of Life and Moving Around. Enforcement of sidewalk clearing helps to provide quick and accurate responses to citizen calls; ensures that health and safety are a top priority; ensures a coordinated approach for the maintenance of properties; encourages walking and cycling; establishes service levels for the repair and maintenance of streets, and improves accessibility for wheelchair users and citizens with limited physical mobility.

BACKGROUND

During the 2012/2013 snow season, several concerns were received related to delayed sidewalk snow clearing for properties along 8th Street between Cumberland Avenue and Moss Avenue. These properties are primarily commercial with higher amounts of pedestrian traffic.

Statistics from prior years have proven that when property owners are educated as to their sidewalk snow clearing responsibilities, rates of bylaw compliance are very high

(95% on average). Given the statistics, in 2012, the City responded to the increased number of concerns in this area by providing every property owner on 8th Street between Cumberland Avenue and Moss Avenue with notices reminding them of their sidewalk snow clearing responsibilities. This reminder to property owners resulted in a decrease in sidewalk snow clearing concerns along the affected stretch of roadway.

REPORT

Most areas of the City are required to have their sidewalks cleared within 48 hours of a snowfall. Schedule A of Bylaw No. 8463 – The Sidewalk Snow Clearing Bylaw outlines 10 areas where, due to increased pedestrian volumes, property owners are required to have their sidewalks cleared within 24 hours of a snowfall. The Administration is recommending that all addresses on 8th Street between Cumberland Avenue and Moss Avenue be added to Schedule A of Bylaw No 8463 – The Sidewalk Snow Clearing Bylaw which would constitute “Area 11” of the schedule. This addition will require that the affected addresses have their sidewalks cleared within 24 hours of a snowfall, thus providing better public service.

OPTIONS TO THE RECOMMENDATION

No other options were considered.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There are no financial implications at this time.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

During the 2011/2012 snow season, meetings were held with various divisions and departments, including Public Works, Parks, Transportation, and Corporate Revenue in order to determine the impact of the options outlined in this report. The Administration also met with the Accessibility Committee to gain their insight and listen to their suggestions.

COMMUNICATION PLAN

If City Council approves the recommendations in this report, a communication plan will be developed to ensure that property owners along 8th Street between Cumberland Avenue and Moss Avenue are notified appropriately.

Any related communications materials, such as the "Snow? What to do?" pamphlets, and the City's website will be updated to reflect changes in the standards for clearing snow from sidewalks.

DUE DATE FOR FOLLOW UP REPORT OR COMPLETION

The Administration will provide a further report with sidewalk clearing statistics and options for additional enforcement in early 2014.

ENVIRONMENTAL IMPLICATIONS

No environmental and/or greenhouse gas implications have been identified at this time.

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

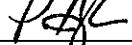
A CPTED Review is not required.

PUBLIC NOTICE

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

Written by: Gord Hundebly, Right-of-Way Management Engineer, Transportation

Reviewed by: Angela Gardiner, Director of Transportation

Approved by: 
for Jeff Jorgenson, General Manager
Transportation & Utilities Department
Dated: 28 Nov/13.

Copy: City Manager

TO: Secretary, Administration and Finance Committee
FROM: General Manager, Transportation & Utilities Department
DATE: November 21, 2013
SUBJECT: Infrastructure Capital Projects Funding Reallocation
FILE: IS. 1702-1

RECOMMENDATION: that the following report, which summarizes the closure of 54 capital projects, with a net return to source of \$1,900,904, be submitted to City Council recommending that the following transfers of funding be made to fund over expenditures as indicated:

- 1) \$1,635,900 from the Transportation Infrastructure Reserve as follows:
 - a) \$330,189 for 2009, 2011 and 2012 programs within Capital Project #835 – Collector Road Preservation;
 - b) \$249,288 for 2009, 2011 and 2012 programs within Capital Project #836 – Arterial Road Preservation;
 - c) \$347,889 for 2011 and 2012 programs within Capital Project #1890 – Expressway Road Preservation;
 - d) \$119,973 for the 2011 program within Capital Project #2043 – Curb Replacement;
 - e) \$588,561 for the 2009, 2011 and 2012 programs within Capital Project #2249 – Street Reconstruction; and

- 2) \$1,340,445 from the Infrastructure Water and Sanitary Sewer Reserve as follows:
 - a) \$132,796 for 2008, 2009, 2010 and 2011 programs within Capital Project #1615 – Water Distribution;
 - b) \$972,014 for 2008, 2009, 2010 and 2011 programs within Capital Project #1616 – Waste Water Collection;

- c) \$368,431 for 2007, 2008 and 2009 programs within Capital Project #1618 – Sanitary Sewer Trunks; and
- 3) \$657,862 from the Bridge Major Repair Reserve to fund the over expenditure related to the 2009 allocation to Capital Project #2247 - Idylwyld Drive and 8th Street Exit Ramp.

TOPIC AND PURPOSE

This report is to obtain City Council approval to fund capital project over expenditures.

REPORT HIGHLIGHTS

1. During a comprehensive review, a total of 54 capital projects were found to be complete and can be closed, with a net return to source of \$1,900,904.
2. Eight of these projects require Council approval to fund over expenditures.

STRATEGIC GOALS

The recommendations in this report support the City of Saskatoon Strategic Goal of Asset and Financial Sustainability as the review and closure of completed capital projects ensures the City is open, accountable and transparent, particularly when it comes to resource allocation. Allocating resources to civic assets ensures that they are well-managed and well-maintained, meeting the needs of citizens.

BACKGROUND

A review of Transportation & Utilities Department capital programs has resulted in the closure of 54 projects, eight of which are described in the following report and are over expended requiring City Council approval to allocate the required funding required to close the projects.

Of these projects completed, 30 are under spent and funds will be returned to the appropriate reserves. Some of the more significant under expenditures identified include the following:

- A return of \$1,308,047 in Flood Protection Program funding. The original budget held contingencies for unknown risks that did not materialize. As well, contractors' innovation in supplying and installing the storage pipes, along with a healthy competition for the tendered work, resulted in costs that were lower than anticipated.
- A return of \$641,783 to the Civic Buildings Comprehensive Maintenance Reserve resulting from the completion or deferral of scheduled maintenance work.

Examples of work deferred include the stabilization of ramp berm #4 at Credit Union Centre (CUC), deferral of design and replacement of motor control cabinets at both CUC and TCU Place, cancellation of architectural component replacements (such as carpet, ceiling, lighting) in the Green Room at TCU Place due to required asbestos removal and deferral of the replacement of doors and windows at CUC (repaired instead of replaced). Examples of projects coming in under budget include the carpet replacement, cosmetics and painting at TCU Place, as well as the parking lot repairs at CUC.

- A return of \$431,168 to the Reserve for Capital Expenditures resulting from tenders for Gravel Streets Upgrades coming in lower than estimated for the locations identified.
- A return of \$400,000 resulting from the review of projects funded from the Infrastructure Replacement Reserve – Water and Sanitary Sewers. This return was required in order to ensure sufficient funding was available to fund the over expended projects identified in this report for Council approval.
- A return of \$357,103 (\$263,185 of borrowing and \$93,918 to the Water Capital Projects Reserve) from the completion of the Automated Irrigation System project due to costs coming in lower than anticipated.
- A return of \$354,319 of reallocated capital funding from the completion of the sound attenuation at Circle Drive East. The project came in under budget as 110 meters of existing sound wall was incorporated into the project. As well, construction savings were realized by modifying an existing berm for construction access.
- A return of \$248,900 to the Storm Water Management Capital Reserve resulting from costs coming in lower than estimated, as well as some storm pond preservation work that did not proceed.
- A return of \$246,784 to the Reserve for Capital Expenditures from bridge rehabilitation projects that did not proceed due to a reprioritization of all bridge rehabilitation projects considering future major rehabilitation work required.

The closure of these projects will result in a total return of \$5,921,115 to the various reserves which is offset by additional allocations of funding in the amount of \$408,884 that do not require Council approval, as well as the total funding request of \$3,611,327 put forth for approval in this report. These closures result in a net return to the various reserves in the amount of \$1,900,904, as summarized in the "Financial Implications" section of this report.

As well, a comprehensive review of the reserves has been undertaken which considers the 2012 yearend balance in the reserve, the effect of the capital closures mentioned

above, the 2013 contributions to the reserves, as well as the approved 2013 capital program which draws from these reserves. This review has revealed that there is sufficient funding in the affected reserves to accommodate these capital project closures.

The Administration is recommending that any funds remaining after the projects have been closed be returned to the original funding source; and that any additional funding required for over expenditures be funded from the surplus of funds available within the specified reserves.

REPORT

As outlined, the majority of the projects are annual programs that typically receive funding every year. The work in these capital projects is not bound solely by the calendar year, as work often carries over year to year, compounded with site condition changes or the extent of the work being augmented. Although all of the variances relate to reprioritizing or accomplishing work that needed to be done, the proper paperwork and re-allocation of budgets did not occur in each and every calendar year to match the business decisions. This review and reconciliation accomplishes that paperwork.

Transportation & Utilities Department will be immediately implementing compliance with the project management policy for all capital projects with a special system for land development capital projects.

In 2013, the Infrastructure Surface Reserve was split into the Transportation Infrastructure Reserve and the Roadways Infrastructure Reserve. Provisions for these variances were retained in the balance of the Transportation Infrastructure Reserve; therefore, it is this reserve that is recommended to fund the over expenditures for roadways projects in this report.

Capital Project #835 – Collector Road Preservation

Capital Project #835 has a net over expenditure of \$330,189 considering allocations to this project in 2009, 2011 and 2012. The over expenditure is the result of a decision to repair major streets that were in very poor condition and fund the over expenditure by deferring some locations in Capital Project #1531 – Local Streets Rehabilitation. The Administration is recommending that the over expenditure of \$330,189 be funded from the Transportation Infrastructure Reserve.

Capital Project #836 – Arterial Road Preservation

Capital Project #836 has a net over expenditure of \$249,288 considering allocations to this project in 2009, 2011 and 2012. The negative variance is a result of more extensive work being required on Idylwyld and Marquis Drives resulting in costs being higher than expected. The Administration is recommending that the over expenditure of \$249,288 be funded from the Transportation Infrastructure Reserve.

Capital Project #1890 – Expressway Road Preservation

Capital Project #1890 has a net over expenditure of \$347,889 considering allocations to this project in 2011 and 2012. The over expenditure is due to the failure of the Highway #16 ramp while repaving (twice), as well as the Warman Road ramp coming in 100% over budget in order to shorten the construction time and reopen the roadway as soon as possible. These over expenditures will be funded by deferring some locations in Capital Project #1531 – Local Streets Rehabilitation. The Administration is recommending that \$347,889 be funded from the Transportation Infrastructure Reserve.

Capital Project #2043 – Curb Replacement/Rehabilitation

Capital Project #2043 has an over expenditure of \$119,973 considering allocations to this project in 2011. This project included the replacement of the median on University Drive, which also included the replacement of old infrastructure (catch basins). As well, the landscaping requirements were to a higher standard than anticipated. The Administration is recommending that funding from the Transportation Infrastructure Reserve in the amount of \$119,973 be used to fund the over expenditure.

Capital Project #2249 – Street Reconstruction

Capital Project #2249 has a net over expenditure of \$588,561 considering allocations to this project in 2009, 2011 and 2012. The Buena Vista location (2009) came in over budget due to soil and site conditions encountered during the reconstruction; the original roadway was constructed over a garbage fill site from the 1930s. The 2011 program incurred extra expenditures as additional locations were added due to unexpected failures on Dufferin Avenue, 37th and 47th Streets and Fairlight Drive. The Administration is recommending that funding from the Transportation Infrastructure Reserve in the amount of \$588,561 be used to fund the over expenditure.

Capital Project #1615 – Water Distribution

Capital Project #1615 has a net over expenditure of \$132,796 considering allocations to this project in 2008, 2009, 2010 and 2011. The over expenditure is due to some costs being higher than estimated. Projects qualifying for Infrastructure Stimulus Funding incurred costs that were not eligible for the funding, resulting in funding shortfalls.

Capital Project #1616 – Waste Water Collection

Capital Project #1616 has a net over expenditure of \$972,014 considering allocations to this project in 2008, 2009, 2010 and 2011. Poor ground conditions encountered during the 45th and 46th Street sewer repairs, as well as further inspections after the project started, revealed more extensive repair was required that was deemed emergency work. The emergency replacement of the 14th Street to the Bandstand river crossing was over expended as it was an emergency replacement that was designed and constructed simultaneously, making a proper estimate of the work difficult to attain. As

well, the installation, operation and maintenance of the temporary bypass contributed to this over expenditure. Projects qualifying for Infrastructure Stimulus Funding incurred costs that were not eligible for the funding, resulting in funding shortfalls. The Administration is recommending that funding from the Infrastructure Water and Sanitary Sewer Reserve in the amount of \$972,014 be allocated to fund the over expenditure.

Capital Project #1618 – Sanitary Sewer Trunks

Capital Project #1618 has a net over expenditure of \$368,431 considering allocations to this project in 2007, 2008 and 2009. The over expenditure is due to the discovery of contaminated soil on site during the interceptor lining project at River Landing. This discovery was made after the project started and resulted in significant extra costs. The Administration is recommending that funding from the Infrastructure Water and Sanitary Sewer Reserve in the amount of \$368,431 be allocated to fund the over expenditure.

Capital Project #2247 – Idylwyld Drive and 8th Street Exit Ramp

Capital Project #2247 has a net over expenditure of \$634,982 considering allocations to this project in 2009. The over expenditure is due to costs being higher than estimated and additional work required to rehabilitate the structure due to unexpected field conditions; the configuration of the overpass superstructure did not match existing record plans and required a modified approach to the necessary rehabilitation work. The Administration is recommending that \$22,880 be returned to the Reserve for Capital Expenditures and that funding from the Bridge Major Repair Reserve in the amount of \$657,862 be allocated to fund the over expenditure.

OPTIONS TO THE RECOMMENDATION

There are no options.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There is sufficient funding within the capital reserves, as shown below, to fund the over expenditures as detailed in this report.

The review of capital projects resulting in the closure of 54 projects has resulted in a total return of \$5,921,115 to the various reserves which is offset by additional allocations of funding in the amount of \$408,884 that do not require Council approval, as well as the total funding request of \$3,611,327 put forth for approval in this report.

These closures result in a net return to the various reserves in the amount of \$1,900,904, as summarized below:

\$5,921,115 Return to Source
 (\$ 408,884) Reallocation to Cover Over Expenditures
 (\$3,611,327) Post Budget Reallocation to Cover Over Expenditures
\$1,900,904 Net Return to Source

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Public and/or stakeholder involvement is not required.

COMMUNICATIONS PLAN

A communications plan is not required.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED review is not required.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

There will be no follow-up report.

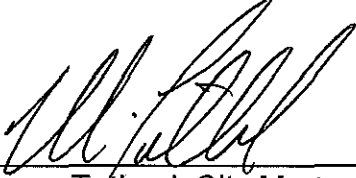
PUBLIC NOTICE

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

Written by: Shelley Korte, Director of Business Administration

Approved by: _____

JK
 Jeff Jorgenson, General Manager
 Transportation & Utilities Department
 Dated: 28 Nov/13.

Approved by: 
Murray Totland, City Manager
Dated: Nov 30/15

Infrastructure Capital Projects Funding Reallocation

TO: Secretary, Administration and Finance Committee
FROM: General Manager, Transportation & Utilities Department
DATE: November 20, 2013
SUBJECT: Street Sweeping Pilot Program Results and Recommendations
FILE NO: CK. 6315-3 and PW. 6315-3

RECOMMENDATION: that a copy of this report be forwarded to City Council for information.

TOPIC AND PURPOSE

This report provides a summary of the 2013 Fall Street Sweeping Pilot Program and recommendations for applying the successes to future Public Works programs.

REPORT HIGHLIGHTS

1. A holistic approach to change management was followed for the pilot program. The program coordinators worked with stakeholders, including field staff to identify issues and develop solutions. A Continuous Improvement approach was applied through daily updates to make necessary adjustments to the program as new issues arose.
2. As presented to City Council in September, the Communications Flow worked as it was intended and provided consistent and timely responses and messages to stakeholders.
3. The online tool, *Find My Vehicle!*, was successful and efficient. It provided updates to stakeholders within minutes of the vehicle receiving the relocation tow.
4. Dedicated program leads are critical to success of operating programs. Adjustments and duty re-assignments will be made to ensure this can be accomplished with the existing staffing compliment.
5. Issuing the program schedule in advance to Council and citizens was found to be critical.
6. An aggressive and broad communications plan of the program schedule and level of service is key to success.

STRATEGIC GOALS

The plan supports the Strategic Goals of Moving Around by supporting the 4-year priority to establish service levels for the repair and maintenance of our roads. It also works towards the 4-year priority Strategic Goal of Quality of Life and supports the Strategic Goal of Continuous Improvement by involving City staff at various stages during the development of the program. The plan is an example of using creative and innovative means to develop a continually improving and evolving program that will meet the needs of the community.

BACKGROUND

The formal fall sweep program started on October 2, 2013, in pre-designated neighbourhoods determined to be at higher risk for drainage issues during spring snowmelt due to tree canopy and proximity to the river. Nine Priority 1 neighbourhoods

were completed including Buena Vista, Caswell Hill, City Park, Holiday Park, King George, Nutana, Richmond Heights, Riversdale and Varsity View. With the arrival of the snow event starting on Sunday, November 3, and sub zero daytime temperatures, the program was deemed complete for the year. Portions of Nutana and Varsity View were not completed along with the entire neighbourhoods of North Park and Kelsey-Woodlawn. In addition, Priority 2 neighbourhoods were not scheduled or swept.

This was the first Fall Street Sweeping Program in approximately 20 years and the City used it as an opportunity to pilot test new "No Parking" signs, a Street Sweeping Hotline and enhanced communication tools. Parking enforcement was in full force and all vehicles that remained on the street in a scheduled neighbourhood were relocated to a nearby street or an adjacent neighbourhood at no cost. Parking tickets were only issued along pre-identified streets supplemented with bylaw-enforced white paper "No Parking" notices.

REPORT

Change Management

In order to effectively implement any changes to the existing street sweeping program, the program coordinators engaged stakeholders in order to understand the current program, identify where gaps existed, develop innovative solutions, remove barriers and create efficiencies where possible. *Kotter's 8 Steps to Change Management* was used as a guideline in implementing these changes (refer to Attachment 1). The relatively small scale of the pilot program allowed the coordinators to test and adjust the continuous improvement model. An example of this occurred on the first day of sweeping when the excess leaves on the street combined with the previous night's rain made the sweeping process slow moving. The schedule was adjusted to be more manageable by rescheduling some neighbourhoods.

Key Learning: The program must be flexible to allow for adjustments as changing conditions dictate.

Communications Flow

During the pilot study, the Street Sweeping Hotline quickly gained credibility as a centralized information hub as staff were provided with and collected the most accurate and timely information. It was regularly used by field staff and the program coordinators to make informed decisions and adjustments to the program.

Customer service representatives were involved in the development of the program and were provided with constant updates which empowered them to provide helpful responses by email and telephone to residents. Residents who contacted the Street Sweeping Hotline were generally appreciative of the information process. This includes those who were initially upset when contacting the Hotline.

Key Learning: Informed, personable customer service staff is critical to the process and must be engaged from the start of the program to remain informed with timely information which add value.

Vehicle Relocation and Ticketing

The relocation of vehicles to a nearby street and in some cases just around the corner was a very efficient way to move vehicles out of the way for sweepers. The average tow cycle was less than 10 minutes, which allowed us to reduce the number of tow trucks on-site, delay their start times from 6:00 a.m. to 7:00 a.m., and keep the tow trucks just ahead of the sweeping crews. With a later start time, higher parking compliance was achieved as people could see the tow trucks coming and would move their vehicles before they left for work. In total, 584 vehicles were relocated.

After the first few days, designated parking/towing vehicle relocation corridors were identified in neighbourhoods. These streets were left un-signed and provided a place for residents to park their vehicles. It also provided a nearby street where tow trucks could relocate vehicles. There was much higher compliance when residents had a nearby street to park their vehicle.

The online tool, Find My Vehicle!, was successful and very efficient. It provided updates to all stakeholders within minutes. It was easy to manage and there were few complaints. Residents were appreciative of the relatively simple and convenient process to locate their vehicle.

Key Learning: Designated parking/towing vehicle relocation corridors created quick vehicle relocations. When combined with delayed tow truck start times and the Find My Vehicle! online tool, a decrease in tows was evident as the program progressed.

Staffing

A dedicated program coordinator managing the program is key to program success. They are responsible for regular updates, coordinating, scheduling, developing routes and managing customer service. Throughout the program, one of the coordinators met daily with the crews and supervisors, developed routes for the operators and was hands-on in neighbourhood-level operational decisions.

Key Learning: Sufficient dedicated resources early in a program allow for detailed planning. This translates to fewer program adjustments and provides for a more efficient and effective program. As issues arise, a dedicated program coordinator can deal with the issues immediately and make informed decisions quickly. Public Works will adjust assignments to use dedicated program coordinators as much as possible. No new staffing is required, as this can be accommodated through adjustments of duties for people and positions already in place.

Advance Scheduling and Approval

Issuing the program details and schedule in advance for Council's review and approval is critical. Developing and sharing the schedule for neighbourhoods several weeks in advance of the program start allowed for Council feedback to be accommodated.

Key Learning: Aligning program design with Council's expectations is critical to the success of the program. Issues will be dealt with and resolved before the program starts.

Communications

Strong communications of the program schedule and level of service is important in managing expectations. In order to be effective, a mix of paid advertising, online resources and earned media is important to reach a broad audience. Having Communications manage the message and provide support for unique questions or unexpected adjustments helped keep residents and other stakeholders informed.

Key Learning: Developing consistent, pro-active program expectations for all stakeholders results in less issues.

FINANCIAL IMPLICATIONS

Any financial implications are addressed in annual budget cycles and program-specific reports.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

The Street Sweeping Hotline collected feedback from residents and Councillors throughout the program and continue to receive calls and emails. Many provided positive encouragement, suggestions for improvements and expressed their appreciation for cleaning the streets and the new components, including the yellow "No Parking" signs and vehicle relocation program. Upon completion of the program, residents were invited to call or email the Hotline with their feedback.

COMMUNICATION PLAN

The results of post-campaign satisfaction survey of residents will be shared with Council upon presentation of this report and made available on the website.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

There is no due date for follow-up and/or project completion as this report is for information purposes.

ENVIRONMENTAL IMPLICATIONS

Environmental implications will be reported at a program level.

PRIVACY IMPACT

There is no privacy impact as this report is for information purposes.

PUBLIC NOTICE

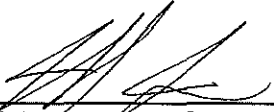
Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

ATTACHMENTS

1. Kotter's 8 Steps to Change Management
2. The Communications Flow Model

Written by: Karen Grant, Communications Consultant
Eric Quail, Logistics and Procurement Manager, Public Works

Reviewed by: Pat Hyde, Director of Public Works

Approved by: 
Jeff Jorgenson, General Manager,
Transportation and Utility Services Department
Dated: Nov 20/2017

Copy: City Manager
Street Sweeping Pilot Program Results and Recommendations

The 8-Step Process for Leading Change (Kotter's 8 Steps)

To successfully react to windows of opportunity, regardless of the focus — innovation, growth, culture, cost structure, technology — a new methodology of change leadership is required.

Step 1: Establishing a Sense of Urgency

Help others see the need for change and they will be convinced of the importance of acting immediately.

Step 2: Creating the Guiding Coalition

Assemble a group with enough power to lead the change effort, and encourage the group to work as a team.

Step 3: Developing a Change Vision

Create a vision to help direct the change effort, and develop strategies for achieving that vision.

Step 4: Communicating the Vision for Buy-in

Make sure as many as possible understand and accept the vision and the strategy.

Step 5: Empowering Broad-based Action

Remove obstacles to change, change systems or structures that seriously undermine the vision, and encourage risk-taking and non-traditional ideas, activities, and actions.

Step 6: Generating Short-term Wins

Plan for achievements that can easily be made visible, follow-through with those achievements and recognize and reward employees who were involved.

Step 7: Never Letting Up

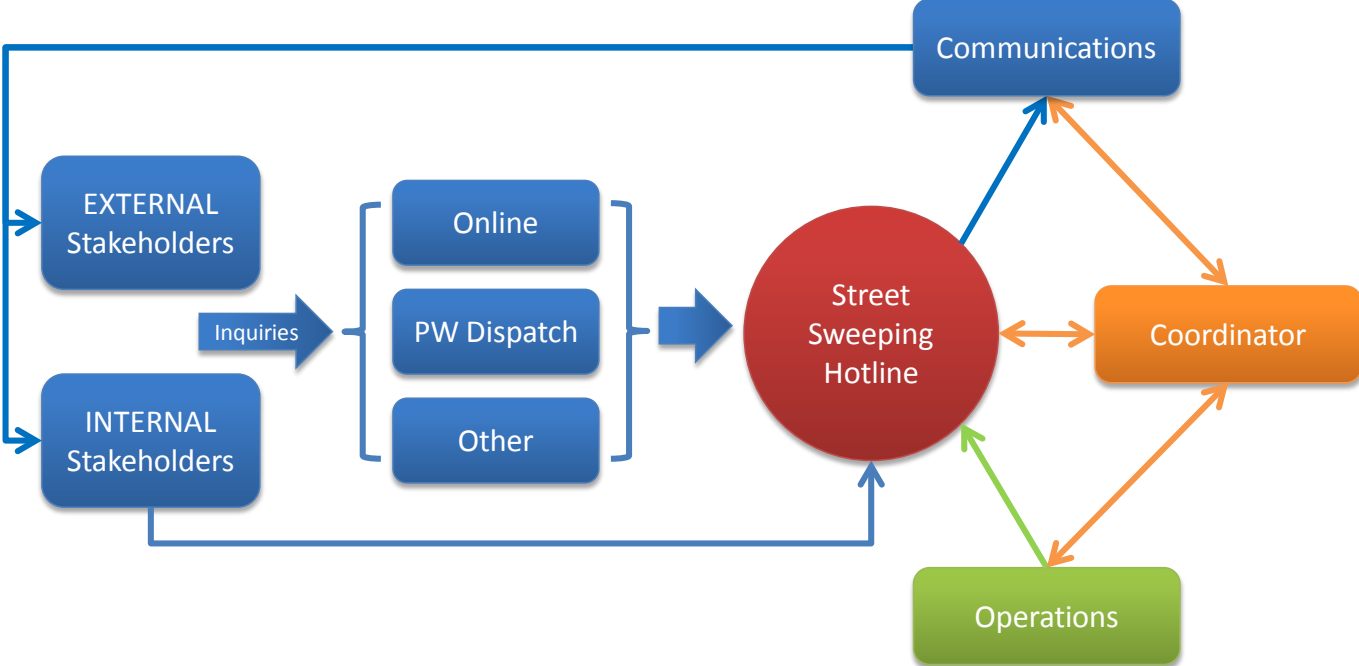
Use increased credibility to change systems, structures, and policies that don't fit the vision, also hire, promote, and develop employees who can implement the vision, and finally reinvigorate the process with new projects, themes, and change agents.

Step 8: Incorporating Changes into the Culture

Articulate the connections between the new behaviors and organizational success, and develop the means to ensure leadership development and succession.

Street Sweeping Program – Fall 2013

Communications Flow Model



TO: Secretary, Administration and Finance Committee
FROM: General Manager, Transportation & Utilities Department
DATE: November 21, 2013
SUBJECT: Neighbourhood Traffic Management Program - Annual Report
FILE NO.: CK 6320-1

RECOMMENDATION: that the following report be submitted to City Council for its information.

TOPIC AND PURPOSE

The purpose of this report is to prioritize the neighbourhoods for review, as part of the revised Neighbourhood Traffic Management Program process.

REPORT HIGHLIGHTS

1. Eight neighbourhoods have been selected for a review in 2014.
2. Neighbourhood selection is based on the types of outstanding concerns, existence of temporary traffic calming devices, collision history, location, coordination with other projects, including Local Area Planning.
3. Neighbourhoods selected for 2014 traffic reviews include Hudson Bay Park, City Park, Caswell Hill, Westmount, Varsity View, Haultain, Holliston, and Brevoort Park.
4. Neighbourhood traffic reviews are currently funded by the Traffic Safety Reserve through Capital Project #1512 - Neighbourhood Traffic Calming. A separate capital project for the construction of the permanent measures will be created for 2015. The estimated cost to conduct eight reviews per year is \$200,000.

STRATEGIC GOALS

This report supports the City of Saskatoon Strategic Goal of Moving Around as traffic calming devices provide safety for motorists, cyclists and pedestrians.

BACKGROUND

City Council at its meeting held on August 14, 2013, approved a new process for the Neighbourhood Traffic Management Program. The intent of the new approach is to review concerns on a neighbourhood-wide basis and engage the community and stakeholders to develop joint solutions to better address the concerns.

The review of Mayfair, Kelsey-Woodlawn and Nutana neighbourhoods was initiated in 2013 as pilots with the new program. Public meetings were held to discuss concerns and obtain input from residents into proposed solutions. Recommendations for improvements in both neighbourhoods will be complete in Spring 2014.

It is the Administration's intent to initiate neighbourhood-wide reviews in 2014 for eight neighbourhoods.

REPORT

The criteria used to prioritize the neighbourhoods include:

- Number and severity of the outstanding concerns;
- Number of temporary traffic calming devices in the specified neighbourhood requiring follow-up review;
- Collision history;
- Area of the city (to ensure even distribution);
- Future projects planned; and,
- Coordination with the Local Area Planning process.

Attachment 1 displays the prioritization of neighbourhoods. Industrial and commercial areas are typically not selected for neighbourhood-wide reviews; however, they have been included on the list as low priority. Neighbourhood traffic reviews are also not recommended until a neighbourhood is completely developed, as traffic patterns change as new roadways are constructed. These types of neighbourhoods are also shown as low priority. Please note, neighbourhoods displayed as low priority may be selected in future years in coordination with the Local Area Planning group or other ongoing projects and this list will be revised each year.

Based on the above information, eight neighbourhoods were selected for a traffic review in 2014 (see Attachment 2):

- Hudson Bay Park (Ward 1)
- City Park (Ward 1)
- Caswell Hill (Ward 2)
- Westmount (Ward 4)
- Varsity View (Ward 6)
- Haultain (Ward 6)
- Holliston (Ward 6)
- Brevoort Park (Ward 8)

A timeline for each neighbourhood is completed in stages as shown below. A collection of traffic data is required for each neighbourhood; therefore, the timeline is very dependent on the season and weather conditions. The winter season and adverse weather may have an effect on the timeline.

	Varsity View / Caswell Hill	Haultain / Holliston	Brevoort Park / Westmount	Hudson Bay Park / City Park
Stage 1 – Initial Community Meeting: Identify traffic concerns, develop goals and objectives.	January	February	March	April
Stage 2 – Traffic Plan: Receive and analyze traffic and safety data; identify potential solutions; develop and present traffic plan via public meeting, survey, webpage forum.	May – September	May – September	May – September	May – September
Stage 3 – Implementation: Determine community support, change traffic plan accordingly; present final traffic plan to the community and City departments, then Council for adoption, if necessary.	September	September	December	December
Stage 4 – Project Completion: Implement traffic calming measures (may begin as early as Stage 3 and be ongoing depending on the complexity of the measures).	Beginning in October	Beginning in October	Beginning in December	Beginning in December

POLICY IMPLICATIONS

All solutions to address neighbourhood traffic will follow the various policies or guidelines in place. Any deviation from these will require approval from Council.

FINANCIAL IMPLICATIONS

The cost to undertake the neighbourhood-wide reviews is \$200,000. Funding for 2014 will be allocated to review eight neighbourhoods. This will include the community engagement; the development of the traffic plan including conducting the traffic studies for each area; and the implementation of the plan. A follow up meeting after installations and monitoring of temporary devices may also be required.

All traffic calming projects are currently funded by the Traffic Safety Reserve through Capital Project #1512 - Neighbourhood Traffic Calming. Adequate funding for the reviews is included in the 2014 Capital Budget. A separate capital project for the construction of permanent traffic calming measures will be created in 2015.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Traffic Calming measures impact all users of the roadway, including agencies responsible for maintenance and operations and emergency services.

Discussions have been held with Public Works, Saskatoon Transit, Saskatoon Police Service, and the Fire Department to identify the impact of various traffic calming measures on their operations. Their input has been incorporated into the guidelines.

COMMUNICATION PLAN

The City of Saskatoon webpage will be updated for the public to include information for each neighbourhood being reviewed.

Notifications will be sent to stakeholders prior to all public meetings.

A final public meeting with recommendations will be held before any traffic changes are completed. In some cases Council or City of Saskatoon internal departments may need to give approval before traffic changes are done.

The City will also be developing brochures specific to this program, which will be made available to the public at City Hall, at City events and online.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

The Administration will provide a report for each neighbourhood with final recommendations after the completion of the review.

ENVIRONMENTAL IMPLICATIONS

Traffic calming measures are expected to have positive greenhouse gas emissions implications as they tend to reduce total vehicle mileage in an area. By reducing speeds and improving the street condition and environment, neighbourhood residents are more inclined to walk, cycle and use the Transit system driving less than comparable households in other areas.

PRIVACY IMPACT

There are no privacy implications.

PUBLIC NOTICE

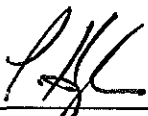

Public Notice, pursuant to Section 3 of Policy C01-021, Public Notice Policy, is not required.

ATTACHMENTS

1. Neighbourhood Prioritization
2. Neighbourhood Traffic Reviews Map

Written by: Justine Nyen, Traffic Safety Engineer, Transportation

Reviewed by: Angela Gardiner, Director of Transportation

Approved by: 
 Jeff Jorgenson, General Manager
Transportation & Utilities Department
Dated: 28 Nov/13.

Copy: Murray Totland
City Manager

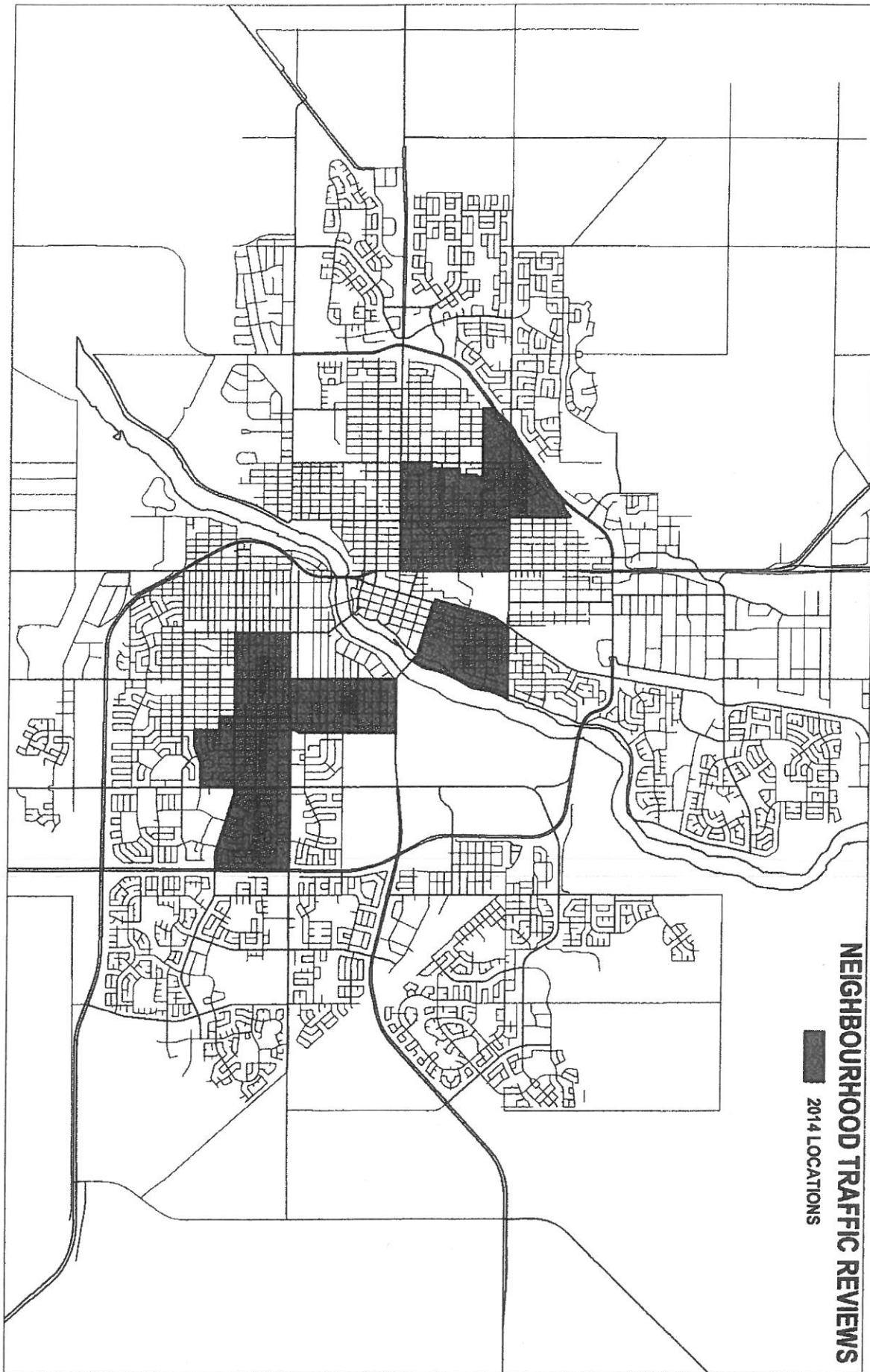
AF JN Neighbourhood Traffic Management Program – Annual Report

Neighbourhood Prioritization

ATTACHMENT 1

Neighbourhood	Ward	Priority	Year of Review
Kelsey-Woodlawn	1	A	2013
Mayfair	1	A	2013
Nutana	6	A	2013
Haultain	6	A	2014
Varsity View	6	A	2014
Caswell Hill	2	A	2014
Brevoort Park	8	A	2014
Holliston	6	A	2014
City Park	1	A	2014
Hudson Bay Park	1	A	2014
Westmount	4	A	2014
Pleasant Hill	2	A	
Wildwood	9	A	
Buena Vista	6	B	
Grosvenor Park	6	B	
Queen Elizabeth	7	B	
Adelaide-Churchill	7	B	
Arbor Creek	10	B	
Exhibition	7	B	
Richmond Heights	1	B	
River Heights	5	B	
Riversdale	2	B	
Sutherland	1	B	
The Willows	7	B	
Avalon	7	C	
Briarwood	8	C	
College Park	8	C	
College Park East	8	C	
Confederation Park	3	C	
Eastview	7	C	
Fairhaven	3	C	
Greystone Heights	8	C	
Holiday Park	2	C	
King George	2	C	
Lakeview	9	C	
Lawson Heights	5	C	
Meadow Green	2	C	
Montgomery Place	2	C	
North Park	1	C	
Nutana Park	7	C	
Massey Place	4	D	
Mount Royal	4	D	
Pacific Heights	3	D	
Parkridge	3	D	
Silverwood Heights	5	D	

Dundonald	4	D	
Erindale	10	D	
Forest Grove	1	D	
Lakeridge	9	D	
Silverspring	10	D	
Willowgrove	10	E	
Hampton Village	4	E	
Evergreen	10	E	
Rosewood	9	E	
Stonebridge	7	E	
Blairmore	3	E	
North Industrial	5	F	
University Heights SC	10	F	
Airport Business Area	5	F	
Central Business District	6	F	
Confederation SC	3	F	
Lawson Heights SC	5	F	
Agriplace	5	F	
Nutana SC	7	F	
Lakewood SC	9	F	
Marquis Industrial	5	F	
Sutherland Industrial	1	F	
West Industrial	2	F	
Southwest Industrial	2	F	



NEIGHBOURHOOD TRAFFIC REVIEWS

■ 2014 LOCATIONS

His Worship the Mayor and City Council
The City of Saskatoon

REPORT

of the

AUDIT COMMITTEE

Composition of Committee

Councillor M. Loewen, Chair
Councillor C. Clark
Councillor R. Donauer
Councillor A. Iwanchuk
Councillor Z. Jeffries

1. **Audit Report – Woodlawn Cemetery Revenue Collection System
(File No. CK. 1600-23)**

RECOMMENDATION: that the information be received.

In accordance with the process developed for release of summary reports on in-camera audits once they are reviewed by the Audit and Executive Committees, attached is a one-page summary of the Audit Report – Woodlawn Cemetery Revenue Collection System.

The summary report will be placed on the City's website under "A" for Audit Reports, once received by City Council.

2. **Additional Audit Fees – External Auditor
(File No. CK. 1610-9)**

RECOMMENDATION: that the invoice for additional fees for the completion of audit of the 2012 consolidated financial statements be approved for payment.

Report No. 6-2013
Audit Committee
Monday, December 16, 2013
Page 2

Attached is a report of the General Manager, Asset and Financial Management Department dated November 19, 2013, requesting approval for payment of an invoice for additional work required during the 2012 consolidated financial statements.

Your Committee has reviewed the report with the Administration and is supporting payment of the additional fees.

Respectfully submitted,

Councillor M. Loewen, Chair



Solutions for Success

1.

September 11, 2013

City of Saskatoon – City Clerk’s Office
Attention: Secretary – Audit Committee
222-3rd Avenue North
Saskatoon, Saskatchewan S7K 0J5

Audit Report – Woodlawn Cemetery Revenue Collection System

The 2012-2013 Corporate Audit Plan included provision to conduct a financial system audit of the Woodlawn Cemetery’s revenue collection system. This financial system was last subject to internal audit by Robert Prosser & Associates Inc. in 2005.

Woodlawn Cemetery is a landscaped, well-maintained 94-acre site owned and operated by the City of Saskatoon. It has been the official cemetery of Saskatoon since 1906 and is expected to continue as the city’s municipal cemetery for at least another 30 years.

Revenue is earned from the sale of graves and columbarium niches (both immediate need and pre-need), opening and closing services, monument foundation installations and flat marker installations. In 2012, there were 580 interments, including 61 indigent burials.

Table 1: Woodlawn Cemetery Revenue 2009 - 2013

	2009	2010	2011	2012	2013
Budgeted revenue	\$848,300	\$903,400	\$954,100	\$974,000	\$983,200
Actual revenue	\$796,700	\$849,000	\$1,007,600	\$1,075,000	n/a
Variance (under)/over budget	(\$51,600)	(\$54,400)	\$53,500	\$101,000	n/a

The overall objective of the audit was to determine whether adequate systems, practices and controls are in place to ensure:

- Complete, accurate and timely billing and collection of revenue.
- Adjustments are valid and accurately processed.
- Opportunities for theft, fraud and misappropriation are minimized.

Management is currently working on implementation of the recommendations.

Respectfully submitted,

Nicole Garman, CA, CIA
Garman, Weimer & Associates Ltd.
(306) 373-7611

TO: Secretary, Audit Committee
FROM: CFO & General Manager, Asset & Financial Management Department
DATE: November 19, 2013
SUBJECT: Additional Audit Fees – External Auditor
FILE NO: CS.1610-1

RECOMMENDATION: that the Audit Committee recommend to City Council that the invoice for additional fees for the completion of audit of the 2012 consolidated financial statements be approved for payment.

TOPIC AND PURPOSE

The purpose of this report to have the Audit Committee approve the payment of an invoice for additional work required during the 2012 external audit by Deloitte LLP for the City of Saskatoon.

REPORT HIGHLIGHTS

The City of Saskatoon 2012 Year End External Audit required additional audit hours by Deloitte LLP totalling \$48,479.03 (net of GST) to complete the necessary work outlined in the report. The invoice includes expenses incurred due to delays in the preparation of the consolidated financial statements and supporting working papers, as well as work that was out-of-scope of the original audit contract.

STRATEGIC GOAL

This report supports the Asset and Financial Sustainability strategic goal and the long-term strategy of protecting the City's credit rating by ensuring sound financial policies and practices.

BACKGROUND

The external auditors, Deloitte LLP, are under an agreement that is awarded through a Request for Proposal process to fulfill the annual audit for the City of Saskatoon's consolidated financial statements. The fees to conduct the audit are included as part of the audit agreement and based on a normal scope of the work required to complete the annual audit. Any additional work outside of this scope is billed on an exception basis.

REPORT

City of Saskatoon Audit

During the audit of the 2012 consolidated financial statements for the City of Saskatoon, additional external audit time and resources were required to complete the audit.

The increase in audit time for the City's audit was attributable to a number of issues including:

- The retirement of a key staff person in mid December 2012 with limited training time available for two new accounting personnel;
- Additional time spent on the audit due to delays in the preparation of the consolidated financial statements and supporting working papers;
- Increased complexity of revenue recognition transactions related to the Circle Drive South and Police Headquarters projects;
- Additional testing for Tangible Capital Assets and assets with a Work in Progress status based on prior and current year misstatements;
- Recalculation of the landfill liability to more closely adhere to public sector accounting standards; and
- Audit and accounting issues and adjustments outside the scope of the original audit plan.

Deloitte did provide a significant discount and removed a few items that collectively were agreed between the Administration and the Auditor that should have been in-scope.

The Administration believes that the additional cost for the 2012 audit is a one-time occurrence resulting from the retirement of key personnel and the steep learning curve for new accounting staff and recommends payment of the invoice.

Finance and Supply has, and will continue to provide additional training for the new accounting staff adding to the experience of the 2012 audit process which should lead to a more efficient financial statement preparation and audit process for 2013. With the hiring of the Accounting Coordinator position, the Auditor's desired implementation of a review step in the process to help reduce errors is in place and will mitigate any potential out-of-scope audit costs.

In addition, the external auditors made a number of recommendations that have been implemented, or are in the process of being implemented, to enhance the existing process and allow for a smoother year end completion.

OPTIONS TO THE RECOMMENDATION

The options are to negotiate further on the amount payable; however, the Administration has already negotiated these amounts downwards. Deloitte has discounted the City audit invoice significantly and were invaluable in their efforts to help complete the financial statements in the transition year of 2012.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The additional invoice is considered out-of-scope from the original contract and, therefore, unbudgeted and will impact the 2013 year end operating results.

Budgeted	Unbudgeted 2013 Operating
\$0	\$48,479.03 (net of GST)

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Public and/or stakeholder involvement is not required.

COMMUNICATION PLAN

A communication plan is not required.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

There is no follow-up required.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications identified at this time.

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED review is not required.

PUBLIC NOTICE

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

ATTACHMENT

1. Deloitte LLP Invoice 3429447.

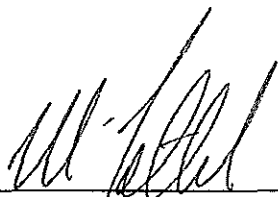
Written by: Dayna Johnson, Corporate Accounting Manager,
Asset & Financial Management Department

Reviewed by: Kerry Tarasoff, Director, Finance and Supply
Asset & Financial Management Department

Approved by: 
Marlys Bilanski, CFO & General Manager
Asset & Financial Management Department

Dated: Feb 19 113

Approved by:



Murray Totland, City Manager

Dated: Nov 20/13

Deloitte.

Deloitte LLP
 122 1st Ave S
 Suite 400, PCS Tower
 Saskatoon SK S7K 7E5
 Canada

Tel: 306-343-4400
 Fax: 306-343-4480
 www.deloitte.ca

Attention: Kerry Tarasoff

City of Saskatoon
 222 Third Avenue N
 Saskatoon SK S7K 0J5

Date: September 11, 2013
 Invoice No: 3429447
 Client No: 821051
 Partner: Coulls

GST Registration No: 133245290

Invoice (replacing Invoice # 3404648)

Professional services rendered	
Additional time spent on auditing accounting issues and adjustments outside the scope of our original audit service plan.	14,790.00
Additional time spent on the engagement resulting from delays in the preparation of the consolidated financial statements and supporting working papers.	28,360.00
Total	\$ 43,150.00
Administration fee to cover expenses such as photocopying, telecommunications, courier/postage, etc.	3,020.50
	<u>46,170.50</u>
GST @ 5%	2,308.53
PST @ 5%	2,308.53
Amount Payable	\$ 50,787.56

Payable upon receipt to: Deloitte LLP.

A receipt will only be issued if specifically requested. Charges of 1.5% per month (18% per annum), after 30 days

His Worship the Mayor and City Council
The City of Saskatoon

REPORT

of the

EXECUTIVE COMMITTEE

Composition of Committee

His Worship Mayor D. Atchison, Chair
Councillor C. Clark
Councillor T. Davies
Councillor R. Donauer
Councillor D. Hill
Councillor A. Iwanchuk
Councillor Z. Jeffries
Councillor M. Loewen
Councillor P. Lorje
Councillor E. Olauson
Councillor T. Paulsen

1. City Centre Plan – Phase No. 3 of the City Centre Plan Project **(File No. CK. 4130-1)**

RECOMMENDATION: that the key strategies outlined in the City Centre Plan be endorsed.

Your Committee has reviewed and supports the attached report of the General Manager, Community Services Department dated October 18, 2013, identifying key elements of the City Centre Plan and setting out the steps required for implementation of the Plan.

Your Committee will be provided with a further report from the Administration with respect to an Implementation Plan for the immediate, short-, medium-, and long-term implementation of the Plan.

The City Centre Plan is available on the City's website, www.saskatoon.ca, under "C".

A presentation will be provided.

**2. Appointment to Traffic Safety Committee
(File No. CK. 225-8)**

RECOMMENDATION: that Mr. Raymond Lennark be appointed to the Traffic Safety Committee to the end of 2015.

Your Committee has considered the remaining vacancy on the Traffic Safety Committee and submits the above recommendation.

**3. Appointment to Library Board
(File No. CK. 175-19)**

RECOMMENDATION: that Ms. Lisa Erickson be appointed to the Library Board to the end of 2015.

Your Committee has considered the remaining vacancy on the Library Board and submits the above recommendation.

**4. Appointments to Development Appeals Board
(File No. CK. 175-21)**

RECOMMENDATION: that the following be appointed and reappointed to the Development Appeals Board to the end of 2015:

Mr. Brandon Snowsell
Mr. Asit Sarkar
Ms. Lois Lamon
Ms. Susan Nazarenko
Ms. Christine Ruys

The above appointments and reappointments to the Development Appeals Board were deferred by City Council at its meeting held on December 2, 2013, and are being resubmitted for City Council's approval.

**5. Acquisition of 114 Brookmore Crescent from Orest Bobyn
(File No. CK. 4020-1)**

- RECOMMENDATION:**
- 1) that the Real Estate Manager be authorized to purchase 114 Brookmore Crescent (Lot 4, Block 112, Plan 97S00506 Ext 5 – refer to Attachment 1) comprising of approximately 5,651.23 square feet from Orest Bobyn at a purchase price of \$160,000;
 - 2) that the City Solicitor’s Office administer the required documentation to complete this transaction; and
 - 3) that the Property Realized Reserve be used as the funding source for the purchase price, including legal, administrative costs, and disbursements.

Your Committee has considered and supports the following report of the CFO & General Manager, Asset & Financial Management Department dated November 28, 2013, regarding the purchase of a vacant residential lot located at 114 Brookmore Crescent in the Briarwood neighbourhood:

“TOPIC AND PURPOSE

To receive approval for the purchase of a vacant residential lot located at 114 Brookmore Crescent comprising of approximately 5,651.23 square foot for future resale.

REPORT HIGHLIGHTS

1. Purchasing this vacant lot for resale helps to ensure that residential lots in City developed neighbourhoods are developed in a timely manner.
2. Terms of the Agreement include a possession date of January 31, 2014.

STRATEGIC GOAL

Purchasing and reselling land through the Land Bank Program supports the City’s Strategic Goals of Asset and Financial Sustainability and Economic, Diversity and Prosperity. These Goals are achieved by using profits from land development to support alternative ways of financing community projects and services while also

helping to maintain the City's AAA credit rating. This land purchase aligns with Strategic Goal of Quality of Life, which includes a four-year priority to coordinate a corporate approach for the maintenance of properties.

BACKGROUND

On June 28, 2000, Mr. Bobyn purchased 114 Brookmore Crescent from the City of Saskatoon for the purpose of constructing a new residence. Since the land parcel transferred to Mr. Bobyn in July of 2001, construction of a dwelling has not been initiated on the site. During this time period, residential lots sold by the City in the Briarwood neighbourhood were not subject to a build time requirement as is now in place for all single family lot sale transactions.

Over the past few years, several complaints from neighbouring property owners have been received by the Administration regarding the condition of this lot. Most complaints relate to the fact that this lot has remained vacant for several years, while all of the surrounding homes are now complete.

REPORT

This land entails a vacant residential lot in the City-developed portion of the Briarwood neighbourhood. In order to facilitate construction of a new home on this site that was sold without a build time requirement, Saskatoon Land is proposing to purchase this lot from the current owner and then offer it for sale by public tender with a condition that a home be fully complete within two years of the purchase date.

Terms of the Agreement

The City's Real Estate Services has negotiated a purchase agreement with the property owner. Noteworthy details of the Agreement are as follows:

Purchase Price

- \$160,000 with an initial deposit of \$10,000.
- \$150,000 (less adjustments) would be paid on the Closing Date.

Conditions Precedent

- City Council approval by January 21, 2014.

Other Terms and Conditions of the Agreement

- Closing date and Possession date of the transaction being January 31, 2014.
- Adjustment of taxes, utilities, interest and all other adjustments shall be as of the Possession Date.

OPTIONS TO THE RECOMMENDATION

The only other option would be to not approve the purchase of this land.

POLICY IMPLICATIONS

There are no identified policy implications.

FINANCIAL IMPLICATIONS

Sufficient funds to purchase the land exist in the Property Realized Reserve. Reselling the site through a public tender process allows for the City to potentially realize a higher value on the resale.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Public and/or stakeholder involvement is not required.

COMMUNICATION PLAN

None required at this time.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

If the purchase is approved by City Council, a further report will be prepared outlining the terms for reselling the land, which will include a two year build time requirement.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

PRIVACY IMPACT

There are no privacy implications.

**SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN
(CPTED)**

A CPTED review is not required.

PUBLIC NOTICE

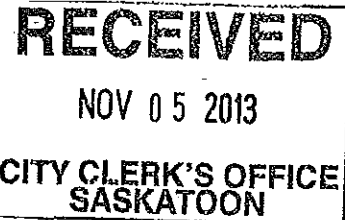
Public Notice, pursuant to Section 3 of Public Notice Policy No. C01-021, is not required.

ATTACHMENT

1. Drawing Indicating Proposed Land Acquisition.”

Respectfully submitted,

His Worship Mayor D. Atchison, Chair



TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: October 18, 2013
SUBJECT: City Centre Plan – Phase No. 3 of the City Centre Plan Project
FILE NO.: PL 4130-22

- RECOMMENDATION:**
- 1) that a report be forwarded to City Council recommending endorsement of the key strategies outlined in the City Centre Plan; and
 - 2) that the Administration report back with an Implementation Plan for the immediate, short-, medium-, and long-term implementation of the plan.

TOPIC AND PURPOSE

The purpose of this report is to present the City Centre Plan (Plan) to City Council for endorsement, identify the key elements of the Plan, and outline the steps required to begin implementation of the Plan. A copy of the Plan, as prepared by the consulting team of Stantec Consulting Ltd., is attached (see Attachment 1).

REPORT HIGHLIGHTS

1. The Plan represents Phase No. 3 of 4 in the overall City Centre project.
2. The foundation of the Plan is rooted in community input. The Plan is based on information received from Phase No. 1 - "Public Space, Activities and Urban Form Strategic Framework", and Phase No. 2 - "Saskatoon Speaks" Community Visioning program.
3. The Plan identifies 12 key strategies that will lead to achieving the vision of the Plan and the strategies align with the principles in the Integrated Growth Plan.
4. The most important features of the Plan are the creation of Framework Plans (see Attachment 1, page 25).
5. The Plan focuses on improving the City Centre by creating market demand for residential and office development.

STRATEGIC GOAL

This initiative supports the City of Saskatoon's (City) long-term Strategic Goal of Sustainable Growth by establishing the City Centre as a cultural and entertainment hub for the region with employment, corporate offices, and store-front retail.

BACKGROUND

At its November 23, 2009 meeting, the Executive Committee received a report entitled "New Plan for City Centre", which laid out a strategy for a new plan that would address significant changes to Saskatoon's Downtown. The Executive Committee resolved that the report be forwarded to the Budget Committee as part of the 2010 Capital Budget deliberations.

In 2010, Capital Project No. 2458 – City Centre Plan was approved by City Council with a possible three-year allocation of \$750,000 involving four distinct phases. During its November 21, 2011 meeting, City Council approved the “Public Spaces, Activity and Urban Form Strategic Framework” document that resulted from Phase No. 1. Phase No. 2 was contained within the two-year public consultation program known as “Saskatoon Speaks”, which resulted in a Community Vision for a “Thriving City Centre”.

A Request for Proposals to prepare the Plan was issued in February 2012. At its June 18, 2012 meeting, City Council resolved:

“that Stantec Consulting Ltd. be awarded the contract for the City Centre Plan – Phase 3 for a total of \$220,508, including applicable P.S.T.”

Phase No. 4 – “Civic Plaza Precinct Master Plan”, is proposed in the 2014 Capital Plan to begin in 2015.

REPORT

The Downtown is recognized as the financial, commercial and cultural centre, and heart of Saskatoon and region in the Official Community Plan Bylaw No. 8769. However, rapid growth and recent developments within and outside of the Downtown demonstrate that Saskatoon is evolving and that policies need to be re-evaluated in order to preserve and enhance the fundamental role of the Downtown and the adjacent corridor areas. Furthermore, Saskatoon Speaks revealed that Saskatoon residents expect a different city in the future; one that provides for all forms of transportation efficiently, has higher densities, and is environmentally and financially sustainable over the long term.

The Plan represents the ongoing commitment by the City to ensure the Downtown maintains and expands its level of importance and stature, and meets the needs and expectations of the community as we move forward.

The Plan

The City Centre Plan is a comprehensive plan for the Downtown and the important areas located along the corridors leading to the Downtown (see Attachment 1, page 5). The Plan re-focuses the vision for the City Centre and ensures the Downtown will remain the heart of commercial, office, retail, and high-density residential uses in Saskatoon and region. The Plan also serves as the foundation for a sustainable city as we plan for a population of over 500,000 residents.

The Plan’s Vision Statement reflects the community input and sets the foundation from which all policies will be developed, and states:

“Saskatoon City Centre will be a destination for the region and a premiere location to live, grow innovative businesses, and enjoy the benefits of a strong community. The City Centre Plan will foster a vibrant mix of uses

including new residences, commercial offices, retail and restaurants, and cultural, educational, and recreational opportunities. Building upon the historic assets of the city, including its heritage buildings, its many varied neighbourhoods, its historic street grid, and riverfront, the plan will create an improved network of walkable streets that will be home to a diverse and inclusive community. New public places and centres for growth will be supported by improved transit and mobility options. The city will continue to be a leader in the region for quality of life and sustainable planning. With appropriate strategic improvements, Saskatoon can benefit from the region's growth and attract private investment to make the vision a reality".

Key Strategies of the Plan

The Plan is organized into three major components:

- 1) Public Places;
- 2) Moving Around and Infrastructure; and
- 3) Policy to Enable Development.

The Plan then builds out 12 key strategies that will lead to achieving the vision:

- 1) a strong and unique retail centre as a destination for the region;
- 2) a new west Downtown;
- 3) a new network of public spaces throughout the city to serve all seasons;
- 4) a broad network of pedestrian priority streets;
- 5) improved connections to surrounding neighbourhoods;
- 6) advancement of arts and culture within the City Centre;
- 7) stronger existing neighbourhoods;
- 8) improved transportation, transit, bike, and parking systems;
- 9) sustainable design;
- 10) City policies to foster private and public investment;
- 11) residential development is a priority; and
- 12) business development is a priority.

The City Centre Plan was developed with the Integrated Growth Plan (IGP) in mind. It will be noted that the Plan contains several references to the IGP, in particular when addressing transit and infill development opportunities.

Implementation Plan

The Plan will be implemented in phases over a 15-year period. The short-, medium-, and long-term projects are identified in Section V of the Plan. The Administration will use Section V as a guideline to develop a detailed Implementation Plan with consideration given to the priorities and time required to accomplish each specific initiative. The detailed Implementation Plan will be vetted through the City Centre Plan Steering Committee and then presented to City Council in early 2014 for consideration, in conjunction with the 2015 Capital Budget process.

Immediate Priorities

In addition, the Administration is recommending several priorities for "immediate" implementation. The immediate priorities can be initiated with minimal cost or are considered critical first steps to the successful implementation of other initiatives. The immediate priorities are proposed for implementation within six months of City Council's approval of the Plan. These actions are critical to the success of the overall Plan as they address incentives to encourage key Downtown developments and establish a process to minimize the number of surface parking lots in the City Centre. The Administration is preparing a separate companion report to discuss, in greater detail, the priorities identified for immediate implementation.

The proposed "immediate" implementation actions include:

- 1) the implementation of Design Guidelines as detailed in the Plan;
- 2) a new incentive for new office buildings developed in the Downtown;
- 3) a new incentive for structured parking;
- 4) Zoning Bylaw No. 8770 amendments to establish surface parking lots as a discretionary use in the M4 and B6 Zoning Districts;
- 5) provide for restaurants and outdoor dining opportunities in the M4 Zoning District; and
- 6) amend the Sidewalk Cafe Guidelines and Street Use Bylaw No. 2954 to extend the opportunities for sidewalk patios within on-street parking spaces.

It is anticipated that the immediate priorities report will be forwarded to the Planning and Operations Committee on November 26, 2013.

OPTIONS TO THE RECOMMENDATION

The option exists for City Council to not endorse the Plan as presented. In this case, the Administration would request direction on what changes need to be undertaken.

POLICY IMPLICATIONS

Implementation of the Plan will require amendments to Official Community Plan Bylaw No. 8769, Zoning Bylaw No. 8770, and various City Council Policies, which will be determined in the companion reports describing the Implementation Plan.

FINANCIAL IMPLICATIONS

There are financial implications related to the implementation of the Plan. These costs will be identified and estimated in the upcoming Implementation Plan reports.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Phases 1 and 2 of the Plan were dedicated to public consultation. Phase No. 3 included consultation with key stakeholders, which included representatives from the Community Associations adjacent to the Downtown, business owners, and the development community. The consultation involved private interviews and a workshop attended by all identified stakeholders.

On June 20, 2013, a public open house was held to provide an overview of the key considerations and recommendations of the Plan, and was attended by over 125 people.

A steering committee comprised of civic staff, representatives from the three core Business Improvement Districts, the Meewasin Valley Authority, and the University of Saskatchewan, as well as business people, architects, and developers was assembled to oversee this project. The steering committee will also be involved in the development of a comprehensive Implementation Plan and will help determine the priorities of the Plan.

COMMUNICATION PLAN

A Public Service Announcement will be released to notify the media and public about the Plan. Should the Plan be endorsed by City Council, it will be made available on the City's website, and a copy of the Plan will be provided to the three core Business Improvement Districts.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

A companion report for the implementation of "immediate" priorities will be provided in due course. This report will recommend specific changes to Official Community Plan Bylaw No. 8769, Zoning Bylaw No. 8770, and amendments to various City Council Policies.

The Administration will also report back to City Council in early 2014 with the comprehensive Implementation Plan for short-, medium-, and long-term recommendations.

Phase No. 4 - "The Civic Plaza Precinct Masterplan" is proposed in the 2014 Capital Plan to begin in 2015. A report will be prepared for the 2015 Capital Budget requesting funding for this final stage of the overall Plan project.

ENVIRONMENTAL IMPLICATIONS

The Plan recommends several sustainable and environmental initiatives, such as the use of native plant species, and the implementation of additional sustainable building practices in civic and private buildings.

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED review is not required at this time. Reviews will be undertaken where appropriate during the implementation of the Plan.

PUBLIC NOTICE

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

ATTACHMENTS

1. Copy of the Plan from Stantec Consulting Ltd.

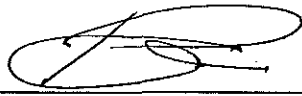
Written by: Jo-Anne Richter, Manager
Business License and Zoning Compliance Section; and

Paul Whitenect, Senior Planner
Neighbourhood Planning Section

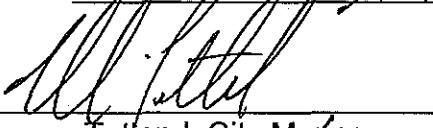
Reviewed by:


Alan Wallace, Manager
Planning and Development Branch

Approved by:

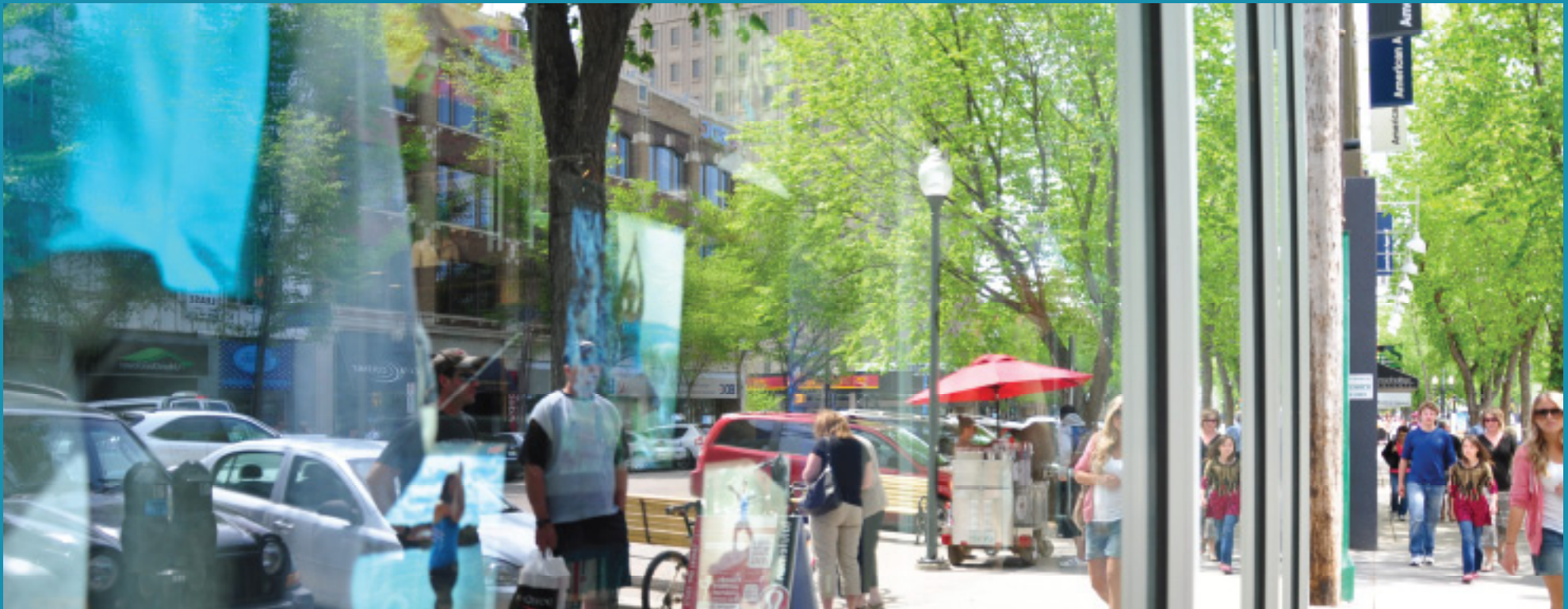

Randy Grauer, General Manager
Community Services Department
Dated: November 11/13

Approved by:


Murray Totland, City Manager
Dated: Nov 2/13

City Centre Plan

Strategic Framework - City Centre Plan Phase 3
October 2013





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All photos are by City of Saskatoon unless noted otherwise.

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Acknowledgements & Disclaimers

The City Centre Plan was commissioned by the City of Saskatoon. Stantec Limited, Inc was asked to produce this report that illustrates a Plan for Saskatoon's City Centre. The Steering Committee provided strong guidance, background information, and support throughout the creation of the report.

The opinions expressed in the report are those of the authors, Stantec Limited, Inc, and are not to be construed as being the adopted policy of the City of Saskatoon. The data and supporting information used in the study came from a variety of sources including the City of Saskatoon Public Spaces, Activity, and Urban Form Report of 2011 and the Saskatoon Speaks Community Vision of 2011. Although every care has been taken to ensure the reliability of the information supplied, we can not warrant the completeness or accuracy of the data.

I. INTRODUCTION

PROLOGUE

This phase of the City Centre Study is the third of a four part process. Part One included the Public Space, Activities, and Urban Form Report of 2011. Part Two included the Saskatoon Speaks Visioning Process of 2011. Part Three, The City Centre Plan, outlines a series of design initiatives and policies that ensure that the City achieves the vision of Saskatoon Speaks. It guides the design of public places, transportation, parking, infrastructure, sustainable design practices, design guidelines, zoning, heritage, and culture. The Plan builds upon an extensive public process in which residents and stakeholders were asked to provide guidance on the vision and on the details of the Plan. The Steering Committee of CCP and the general public provided invaluable support and direction to create this report. Part Four of the process will include a master plan for the Civic Precinct that will commence in 2015.

VISION

Saskatoon City Centre will be a destination for the region and a premiere location to live, grow innovative businesses, and enjoy the benefits of a strong community. The City Centre Plan will foster a vibrant mix of uses including new residences, commercial offices, retail and restaurants, cultural, educational, and recreational opportunities. Building upon the historic assets of the City, including its heritage buildings, its many varied neighborhoods, its historic street grid, and riverfront, the Plan will create an improved network of walkable streets that will be home to a diverse and inclusive community. New public places and centres for growth will be supported by improved transit and mobility options. It will be attractive during the winter season as well as during the warmer months. The City will continue to be a leader in Canada for quality of life and sustainable planning. With appropriate strategic improvements, Saskatoon can benefit from the region's growth and attract private investment to make the vision a reality.

PLAN HIGHLIGHTS

The City is anticipated to grow to a population of 500,000 during the next 20-30 years. The City Centre Plan encourages a portion of this residential and business growth to occur within the City Centre. It fosters residential, business, and cultural uses through a series of overall framework plans, neighbourhood plans, and policy initiatives. The overall framework plan strengthens pedestrian connectivity between the diverse portions of the City and creates a walkable street environment. An open space framework plan connects existing parks to new parks with a network of green streets. The Plan organizes the City Centre into a series of neighbourhoods, some that exist today and others that are emerging with population growth. The overall framework plan connects the neighbourhoods to each other and gives the City Centre a cohesive structure. Within each of the neighbourhoods, design initiatives are proposed to strengthen their vitality and improve quality of life. The Plan is designed to provide a comfortable environment throughout the seasons and includes several design initiatives to mitigate the cold climate.

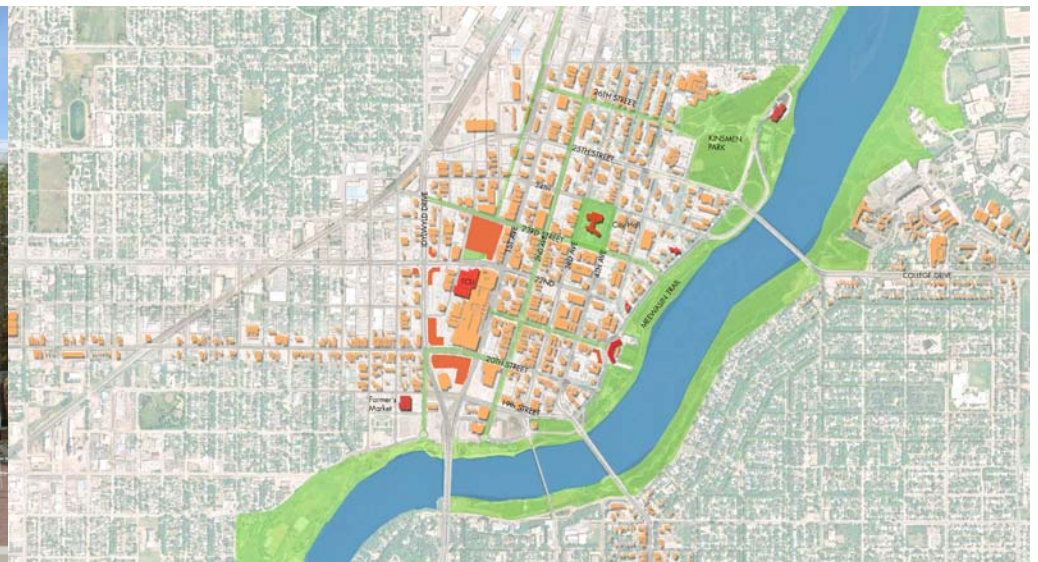
Several policy initiatives are outlined in the Plan to support sustainable growth. These include design guidelines for new development that encourage a walkable Downtown street environment and allow

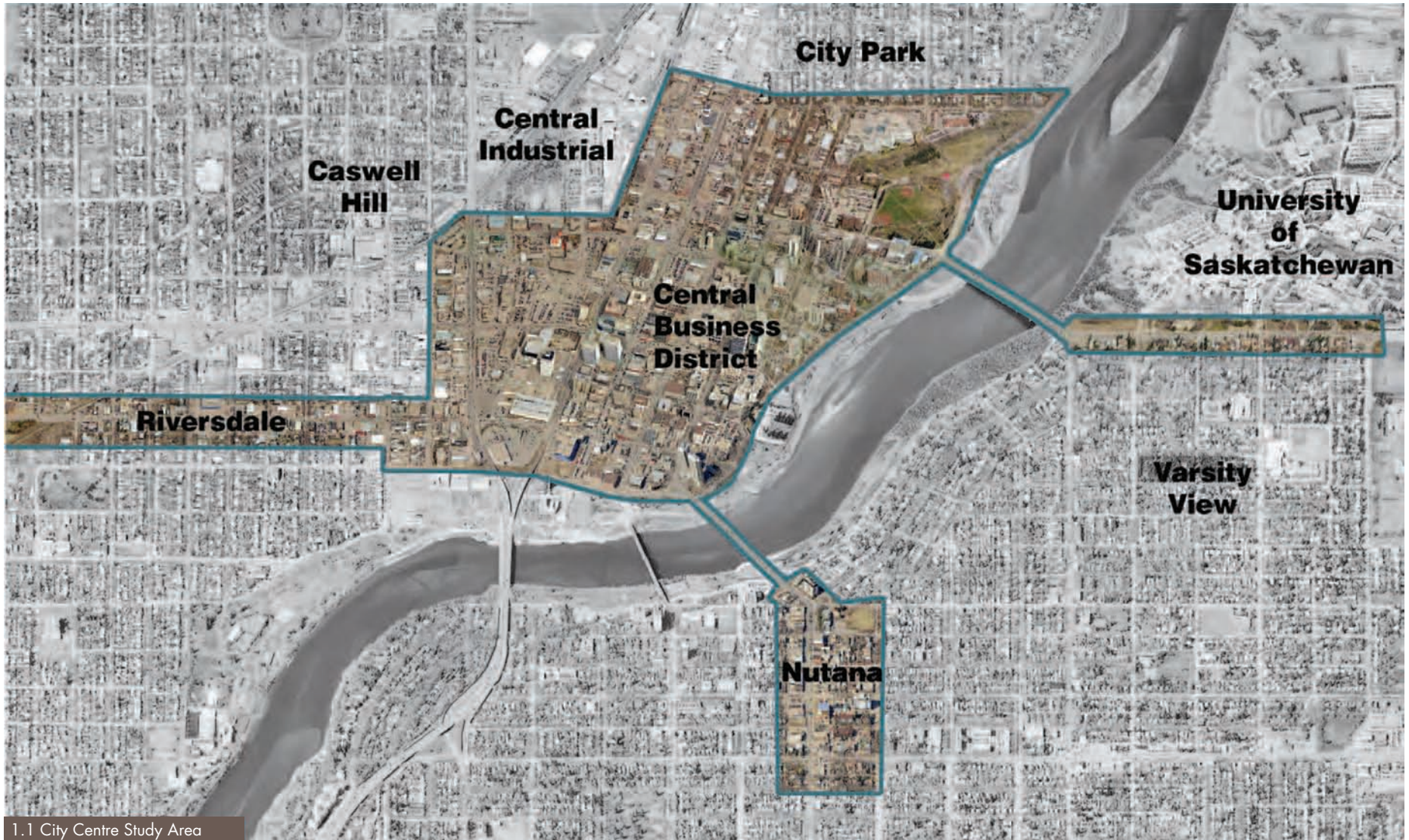
developer creativity. A limited number of zoning adjustments and incentives are proposed to encourage construction of structured parking and other beneficial uses. Incentive programs that encourage residential and office growth are also included. Protection is provided for heritage buildings and support is provided for arts and culture.

The Plan may be further described by its 12 key strategies. More detail on these key strategies is described in Chapter IV. The strategies are organized into a series of initiatives described in section A, B, C of Chapter IV.

12 KEY STRATEGIES

1. A strong and unique City Centre retail area as a destination for the region
2. A new west Downtown
3. A new network of public spaces throughout the City Centre to serve all seasons
4. A broad network of pedestrian priority streets
5. Improved connections to surrounding neighbourhoods
6. Further development of arts & culture within the City Centre
7. Stronger existing neighbourhoods
8. Improved transportation, transit, bike, and parking systems
9. Sustainable design
10. City policies to foster private and public investment
11. Residents are a priority
12. Business development is a priority





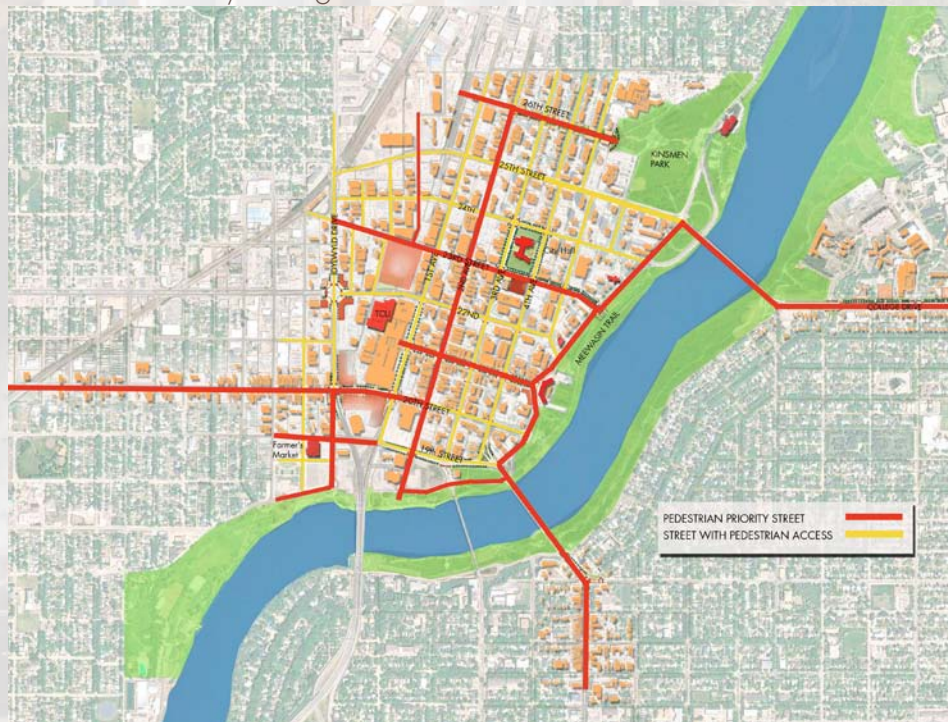
Extent of City Centre Plan

PLAN SUMMARY

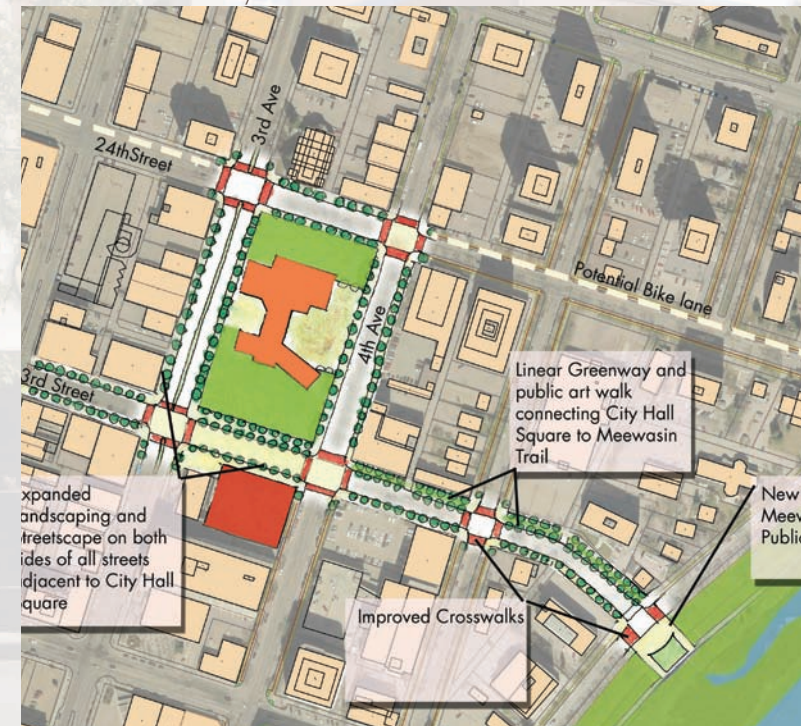
Three general sections of the Plan: A, B, C

The Key Strategies of the Plan are grouped into three parts, A) Public Places, B) Moving Around and Infrastructure, and C) Policy to Enable Development. A summary chart at right provides a list of several of the Plan's principal actions.

Pedestrian Priority Linkages



Plan Detail at City Hall



PLAN SUMMARY

A Public Places

See Chapter IV.A For Details

Increase the breadth and variety of businesses in the CBD

- Provide improved walkability, transit service, public space improvements, and parking access

New West Downtown between Idylwyld Drive and 1st Ave.

- Establish new mixed-use development lining primary streets including 20th street and 22nd street

New Public Space Network

- Expand City Hall Square landscaping
- Extend network of green pedestrian walks from Meewasin Trail into neighbourhoods
- Create new public plaza
- Provide seasonal adjustments for public spaces

Pedestrian Priority Street Network

- Improve pedestrian facilities at 19th St, 20th, 21st, 23rd, 26th streets, 1st Ave, College Drive, Idylwyld Drive, and Broadway Ave

Hub for Arts & Culture

- Extend art district around TCU Place and new public plaza
- Create public art & heritage walk that links the neighbourhoods of the City

Allow new outdoor cafes at Spadina Crescent

B Moving Around & Infrastructure

See Chapter IV.B For Details

Transit

- Establish a Rapid Transit Bus Route
- Eliminate the Bus Mall

Balanced Street Design

- Provide vehicular street improvements with pedestrian amenities
- 1st Avenue Concept
- Idylwyld Drive Concept

Bike Network

- Expand dedicated bike network
- Modify bike access at ends of bridges
- Establish bike parking
- Create plan for bike sharing

General Infrastructure

- Future river crossings

Sustainable Infrastructure Design

- Create plan for installation of rain gardens network on key streets
- Provide heated sidewalks that use waste heat
- Upgrade of street lighting
- Monitoring of trash recycling system

C Policy to Enable Development

See Chapter IV.C For Details

Design Guidelines

- Recommendations on zoning adjustments
- Architectural guidelines
- Sustainable guidelines

Development Incentives

- Residential Kick-Start Program
- Office incentive program
- Grocery store planning

Sustainable Building Design

- Review and revise building bylaw to accommodate sustainable features
- Review and improve standards for local government facilities
- Environmental policy strategies

Heritage & Culture

- Establish a register of heritage buildings
- Review building bylaw to accommodate historic buildings
- Establish City Centre as centre of culture

Structured Parking Policy

- Commission a Parking Study
- Establish program to construct public parking structures
- Parking structure design guidelines
- Minimize new surface parking

II. BACKGROUND



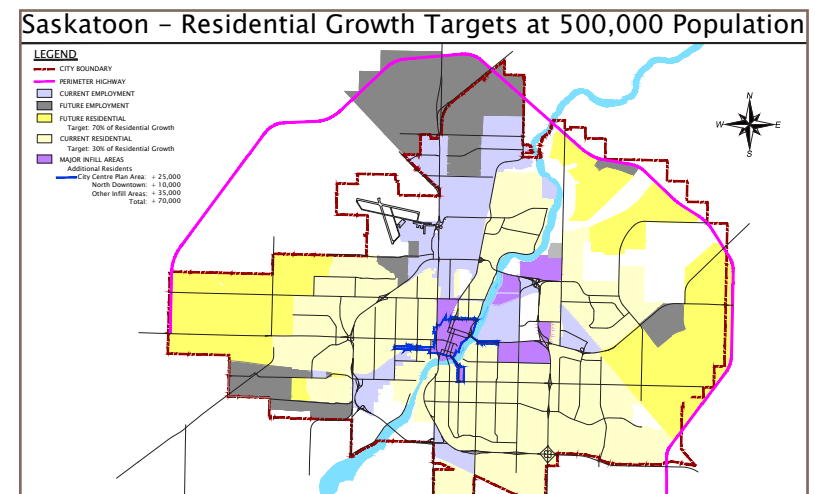
II.a GROWTH OF SASKATOON

Saskatoon is experiencing a period of strong growth. The current population, estimated at 239,000, is estimated to grow at 2-2.5% per annum and may reach 500,000 over the next 20 to 30 years. It is anticipated that the area within the City Centre boundary (see Page 5) will attract up to 25,000 new residents, of which approximately 15,000 residents will make their homes in the Downtown neighbourhood.

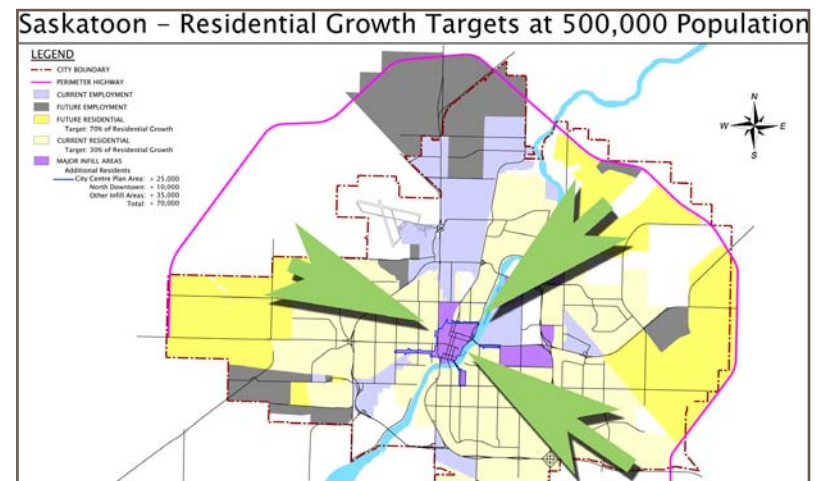
Retail growth has been strong in recent years. About 8,000 square metres-20,000 square metres of retail space has been added on average each of the past three years. The retail space vacancy rate was 2.48% in 2012. The highest lease rates in the City are located at Broadway, University Heights, and Downtown.

The City Commercial and Industrial Development Study of November 2011 reviews growth of businesses as the population reaches 325,000. It forecasts a 41% growth of retail, office, and industrial space needs.

While the City Centre area is anticipated to experience a portion of the overall City's growth, it will take several measures to ensure more growth is directed to the centre and promote a strong Downtown area. Policies that encourage growth of the City Centre and also manage the pattern of suburban growth will allow the City to develop important resources, including business, cultural, social, and educational resources that will benefit the entire region. Sustainable development patterns of growth, which include walkable and transit-oriented planning, are well supported by directing growth to the City Centre.



II.A.1 Projected Growth in City



II.A.2 Recommended Growth: Direct Portion of Overall Growth to City Centre

II.b Related Planning Efforts

The City of Saskatoon has undertaken several recent initiatives to promote high quality growth in the City Centre and in the City as a whole.

Phase One of the City Centre Plan is the Public Spaces, Activity and Urban Form Report of November 2011. It discusses aspects of urban life, public space, public activity, and opportunities for the City Centre.

Phase Two of the City Centre Plan was Saskatoon Speaks of June 2011 which was both a report and an important public outreach process. This process led to a Community Vision and Strategic Plan which included social well-being, parks, arts and culture, transportation, sustainable growth patterns, the environment, and the economy.

The City of Saskatoon Culture Plan of 2011 outlines a series of strategies to encourage growth of the area's culture including diverse religions, festivals, languages, founding nations, progressive ideas, creativity, artistry and craftsmanship, heritage, and natural heritage. One of its goals is to establish the City Centre as a hub for Arts and Culture.

The Integrated Growth Plan of March 2012 discusses strategies for planning communities in the region, transit-oriented development, strategic infill development, and transportation. The Plan will guide a regional study of transportation and its relationship with sustainable growth patterns.

The City of Saskatoon Strategic Plan 2012-2022 outlines several goals including a culture of continuous improvement, financial sustainability, quality of life, environmental leadership, sustainable growth, moving around, and economic diversity & prosperity.

The Heritage Policy and Program Review of August 2012 recommends increased protection measures for the City's historic and cultural assets.

Other reports include local plans such as Broadway 360, Riversdale Local Area Plan of 2008, City Park Local Area Plan of 2010, and The Warehouse District Local Area Plan of 2002.



II.C.1 Saskatoon Speaks

II.c Public Consultation Process

The City of Saskatoon initiated a significant public outreach process with the Saskatoon Speaks initiative. With 7000-10,000 citizens involved over eight months, it was the largest public outreach initiative undertaken by the City. It included participants from all backgrounds and all walks of life.

Saskatoon Speaks articulated a vision for the City. The vision includes:

- An inclusive and integrated city that promotes social well-being
- An active healthy and safe city with parks and recreation
- A culturally vibrant city
- A city with many options for moving around
- A city on the path of sustainable growth
- A thriving City Centre
- A green city
- A business friendly city

This report is Phase Three of the City Centre Plan and includes further public outreach. The City Centre planning effort interviewed stakeholders throughout the study area. Interviews included one-on-one sessions as well as group facilitated discussions. A meeting with all of the stakeholders was held in November 2012 to review initial design concepts and strategies for the City Centre Plan. The meeting included presentations of preliminary plans, survey forms, and question and answer sessions. Comments from the meeting and surveys were incorporated into this Plan. An Open House and Public Presentation was held June 2013. The presentation included the outline of the Draft Plan and allowed for public questions and commentary. The commentary was incorporated into the City Centre Plan.

II.d The Public Spaces, Activity and Urban Form Report: Summary of Urban Design Concerns

The Public Spaces Activity and Urban Form Report was the first phase of the City Centre Plan. The report reviewed the existing conditions of the City Centre including climate, use patterns, assets, and challenges. The following is a summary of some of the key issues found in the report:

LACK OF RESIDENTIAL POPULATION

The report shows the limited extent of residential population in the Downtown. The Downtown is currently focused on business uses and the residential population is located at its periphery. Saskatoon Speaks calls for a greater mix of uses and a greater residential population in the Downtown, similar to the structure of many of Canada's leading cities.

PEDESTRIAN COMFORT

Another significant feature of the City is the wide street right-of ways, of approximately 30m, that are wider than the typical downtown streets of many Canadian cities. Many streets in the Downtown devote a large portion of the right-of-way to car parking and wide traffic lanes. For pedestrians, the long crossing points are less than ideal and are proving challenging as levels of vehicular traffic increase. These are cited in the Public Spaces Activity and Urban Form Report as pedestrian network challenges. The wide streets offer an opportunity to consider the public right-of-way as an integrated design of pedestrian areas, appropriate traffic capacity, great building frontages, bike access, transit lanes, truck access, and landscaping.

TRANSPORTATION

The Public Spaces Activity and Urban Form Report cites the convenience of vehicular traffic in a cold climate. It also suggests that there are several roads which experience conflict between vehicles, pedestrians,

II.D.1 PLAN OF EXISTING SURFACE PARKING IN SASKATOON



and bikes. It also suggests the Bus Mall is not highly regarded and transit options require improvement.

LACK OF PUBLIC SPACE

There is a lack of public space in the Downtown. While the Meewasin Trail is a remarkable resource, there are few public spaces within the Downtown as compared to other cities that serve to support a growing residential population.

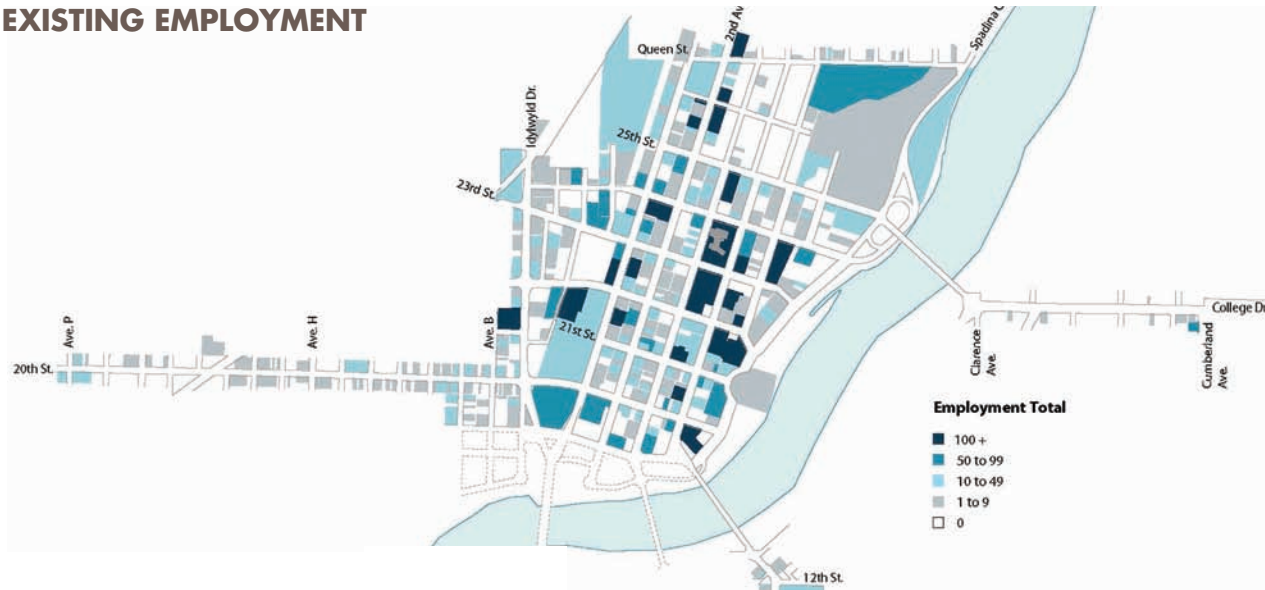
NEUTRAL GROUND FLOOR FRONTAGES

The report cites that many areas of the City Centre have neutral ground floor frontages which are inactive or have few windows or entrances. They present a challenge to a vital and active urban street.

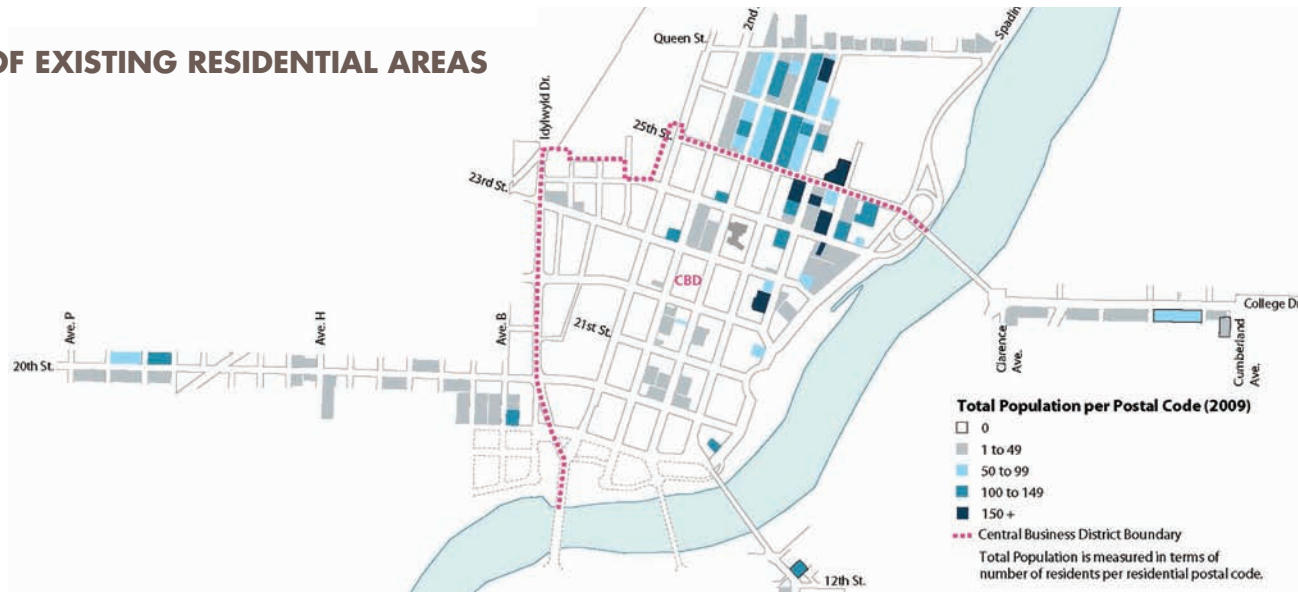
SURFACE PARKING

One of most significant issues facing Downtown is the impact of surface parking lots. The character of the City Centre has changed over recent decades as older buildings have been demolished to create surface parking lots. Approximately 26% of the City Centre area is surface parking. This is due to current building patterns which demand larger buildings with more parking. There is an established pattern of demolishing small buildings to make room for the required surface parking. This trend could continue if further protection of existing heritage buildings and new design guidelines are not established.

II.D.2 PLAN OF EXISTING EMPLOYMENT



II.D.3 PLAN OF EXISTING RESIDENTIAL AREAS



III. DEMOGRAPHICS &



URBAN GROWTH

III.a The City Grows from Market Demand

The City Centre Plan encourages growth by building upon demands from many members of the general public for urban life. The urban life of downtowns can fulfill important needs of individuals both socially and economically that other areas cannot. Opportunities for social connectivity, access to a variety of recreational opportunities, opportunities to build business with an educated workforce, and opportunities to make business connections are increasingly important. They can all be provided for in urban areas. The Plan is designed to increase growth organically and incrementally of both the residential and commercial population by targeting specific amenities that appeal to this growing market demand. The following is a discussion of the market demands and the amenities the City Centre must provide.

DEMOGRAPHICS AND MARKET DEMAND

Demographic information collected by the 2011 Canadian Census indicates a growing senior population, a slight growth in younger population, and reduction in population of people in their middle years.

RESIDENTIAL DEMAND IN URBAN AREAS BY TWO DEMOGRAPHIC GROUPS

Two demographic groups which have a large influence on urban areas are a growing senior population and younger generations that demand the offerings of larger city centres. Members of these generations often crave social connectivity and are drawn to where it is greatest. People hunger to contribute and benefit from the collective intelligence that comes from heightened social interaction. They are in need of the

intensely interactive web of relationships urban areas offer. These groups often have small households. Future urban homes will likely be smaller, have less outdoor space to maintain, and necessitate the need for an accompanying vibrant public outdoor living room the urban areas can offer.

GENERATION X AND Y

- Want to live in places with high level of social connectivity
- Want to live in places with unique experiences
- They succeed by picking up unexpected bits of knowledge from the successes and failures of those around them
- The correlation between social interaction and density is part of the reason that younger people are attracted to urban landscapes
- Require homes with little or no yard to maintain
- Have a greater percentage of singles and couples
- Their car ownership is reduced, and greater access to transit and bike lanes are required
- Want sustainable design

SENIORS

- Many want to live in places where social interaction occurs
- Many desire access to cultural activities
- Many have reduced ability to drive
- They need access to community resources
- They require homes for smaller households

THE DEMAND FOR SOCIAL INTERACTION



III.A.1 Market in New York



III.A.2 Gallery



III.A.3 Herald Square



III.A.4 Saskatoon Ice Rink

COMMERCIAL DEMANDS

Commercial Development is attracted to areas that have the following:

Location Demands of Commercial Uses:

Office

Area where they can obtain and retain an effective work force
This includes a highly-trained workforce with current skills as well as experienced professionals.
Desire to be associated with a high profile address

Retail

Require areas with purchasing power and access to a large region of customers

Facilities Demands of Commercial Uses:

Office Class A Commercial offices:

Typically require floor plates of 20,000 – 25,000 square feet
Many Class A office buildings require their own dedicated parking

Startups:

Affordable Lease Space

Retail:

Retail exists in groupings and must be adjacent to other retail

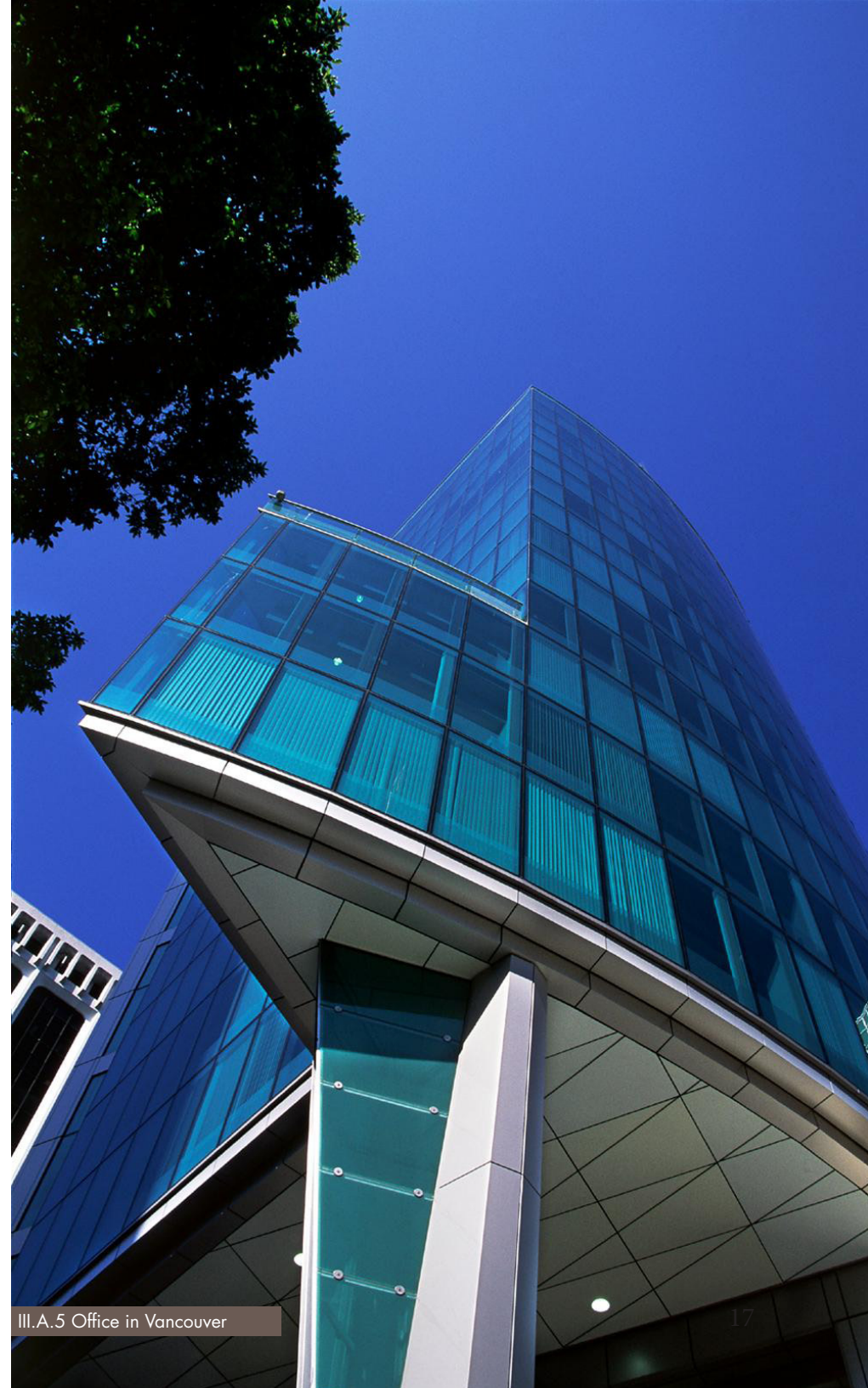
Access Demands of Commercial Uses:

Office Class A, B, C:

Proximity to other businesses and government
Proximity to amenities for their employees
Accessible location for their workforce
Access to parking when transit services are not in use

Retail

Generally retail requires easy access by large populations to remain competitive.



III.b The City Centre Plan Responds to the Demands of Mixed-Use Development

In order to attract new residential and commercial uses to the City Centre, the amenities that each of these groups require must be increased. The amenities needed are listed below, and the strategies to introduce them into the City Centre are described in Chapter IV.

The amenities required to foster growth in the City Centre include the following:

Places of Social Interaction

- Retail and eating establishments
- Public space and recreation opportunities
- Sense of neighbourhood
- Access to arts and culture
- Educational opportunities

Services


- High quality transit
- Government services such as Library and Education
- Grocery store, Food suppliers

Commercial Facilities

- Building sites of 20,000 square feet
- Incubator office space



III.B.1 BRT in Los Angeles



“Creating viable downtown neighbourhoods requires more than just striking a balance between housing and offices. The public realm must be nurtured.” Ken Greenberg

III.B.2 Street Retrofit in New York



IV. THE PLAN



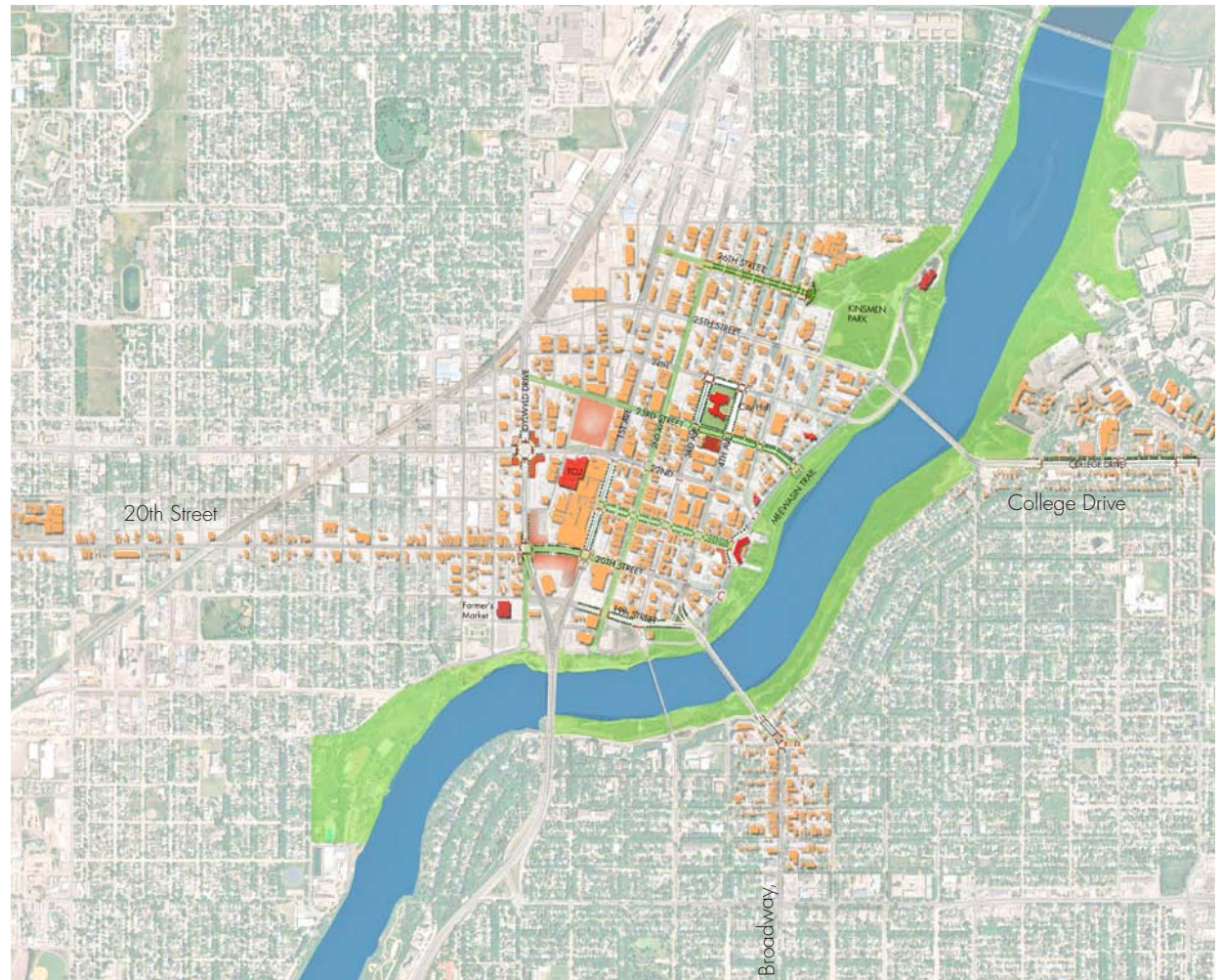
THE PLAN

The Vision prioritizes growth of the residential community, growth of office and other businesses, and growth of cultural resources and institutions.

The design of the City Centre must support the needs of residents as a priority through the implementation of world class pedestrian-oriented design, high quality open space, and other amenities. To support growth of office and business uses, the Plan must facilitate ease of doing business through the inclusion of high quality public infrastructure, parking, and innovative policy. It must also create an urban environment that encourages employee retention. Support of cultural resources is essential to quality of life and should be supported by coordinated policies and support for diverse venues. There are 12 key strategies to implement these priorities.

This Chapter is divided into the following sections:

<i>12 Key Strategies</i>	p22
<i>A. Public Places</i>	p25
<i>B. Moving Around</i>	p64
<i>C. Policy</i>	p79



IV.1 ILLUSTRATION OF OVERALL PLAN

12 KEY STRATEGIES

1. A STRONG AND UNIQUE CITY CENTRE RETAIL AREA AS A DESTINATION FOR THE REGION

There are already many great retail establishments in the City Centre. Increasing the breadth and variety of these businesses not only adds to the activities in the Downtown, it is an important step for attracting new residents and new commercial offices to the Downtown. Several measures including a high level of walkability, transit service, public space improvements, and parking are identified to strengthen the central retail area. This strong retail centre will play a vital role in the transformation of the City.

2. A NEW WEST DOWNTOWN

The Downtown's access from the west requires passage across areas of large surface parking lots between Idylwyld Drive and 1st Avenue. The current conditions of this entry point have a negative impact on how the City is perceived. The Plan envisions that this area will become a significant area of growth as the Central Business District expands. It will include mixed-use development, new public spaces, and a pedestrian-oriented environment. Idylwyld Drive will have improved facilities for pedestrians and become a spine of economic development. These strategies will transform this back door to the Downtown into a great front door and change the perception of the entire City. They will also link the Downtown to Riversdale.

3. A NEW NETWORK OF PUBLIC SPACES THROUGHOUT THE CITY CENTRE TO SERVE ALL SEASONS

One of the City's strongest assets is its extensive riverbank greenway system and Meewasin Trail. However, many of the neighborhoods of the Downtown have few or no open spaces. The Plan links the Meewasin Trail to various neighbourhoods within the City through the installation of new greenways and pedestrian priority routes. New residents will have comfortable, green walkable routes to the riverbank parks and to the various spaces within the City. A new public space is envisioned

in the vicinity of TCU Place. Public spaces in the City are designed to accommodate winter conditions and to transform throughout the seasons. Public spaces contain both summertime and wintertime uses, and extend use in the shoulder seasons through the use of micro climate strategies.

4. A BROAD NETWORK OF PEDESTRIAN PRIORITY STREETS

The Plan seeks to create a balance between the pedestrian and other forms of transportation. Many streets in the Downtown are wide and offer great opportunities to accommodate pedestrians, vehicles, and other modes of transportation. Adjusting many of the streets to provide high quality pedestrian comfort will foster urban infill projects, greater business development, and create a more livable city. The Plan has targeted pedestrian priority improvements to 19th, 20th, 21st, 23rd and 26th Streets and 1st Avenue; portions of 3rd Avenue and 4th Avenue; Idylwyld Drive; Spadina Crescent; College Drive; and Broadway that also maintain the essential vehicular access the roads provide to the City and its businesses. Greater pedestrian safety is provided along the network.

5. IMPROVED CONNECTIONS TO SURROUNDING NEIGHBOURHOODS

Connecting the Downtown area to the surrounding neighborhoods of Riversdale, River Landing, Nutana, and College Drive is critical to strengthening the City Centre. The surface parking areas which dominate the western portion of the Downtown will have new mixed-use development that facilitate pedestrian activity and that will improve connections with Riversdale and Caswell Hill. Idylwyld Drive will have improved pedestrian crossings. A new linear walk and bike lane on College Drive will connect the University of Saskatchewan more directly to the University Bridge and with the Downtown. In Nutana, pedestrian improvements are proposed at the street intersections near the Broadway Bridge and at Five Corners. Long-term bridge improvements will facilitate transit, bike, and vehicular connections.

6. FURTHER DEVELOPMENT OF ARTS & CULTURE WITHIN THE CITY CENTRE

The City has several focal points for arts and culture including Broadway Avenue, the Warehouse District, Kinsmen Park's museum area, The Remail Art Centre, The Remail Art Gallery of Saskatchewan, and Riversdale. A new public space in the vicinity of TCU Place will further foster arts in the Warehouse District. Art will be integrated throughout new development, and diverse cultural venues will be included. Heritage assets will be given further protection. Collectively these measures will establish the City Centre as a cultural district for the region.

7. STRONGER EXISTING NEIGHBOURHOODS

A city is made up of many unique neighbourhoods. The differences between them create diversity and vibrancy, and establish several destinations within the City. New residential growth and mixed-use development will foster the growth of the neighbourhoods that are emerging within the City Centre. Each is made stronger by a combination of public space and use improvements that enhance their individual character. The neighbourhoods are all linked to each other by the overall Plan.

8. IMPROVED TRANSPORTATION, TRANSIT, BIKE, AND PARKING SYSTEMS

Auto and truck access into the City will be prioritized on key city streets to facilitate traffic flow and reduce congestion. A Rapid Transit System is being designed as part of the Integrated Growth Plan. A potential route along 22nd Street and College Drive will provide easy access from the outlying suburbs to the City Centre and will facilitate elimination of the bus mall. New dedicated bike lanes are envisioned for several streets, and safer bike ramps at bridges are proposed. Multiple strategies are outlined to encourage construction of new parking structures throughout the Downtown. Parking strategies also include design guidelines to reduce surface parking lots and include architectural requirements for

new parking structures to blend into the built environment. Improved snow removal management facilitates both motorized and non-motorized transportation.

9. SUSTAINABLE DESIGN

The Plan proposes several measures to address sustainability. Increased long-term use of transit, bike lanes, and walkable streets will reduce energy consumption and lower carbon emissions. On City Centre streets and in major infrastructure, new sustainable stormwater clean treatment practices will be incorporated throughout. In the long-term street lighting may be converted to low energy consumption fixtures. Trash recycling in the City should continually be reviewed and enhanced. Given that the majority of energy and water use occurs within buildings, the City Centre Plan recommends the Building Bylaw be reviewed and amended to improve thermal, lighting, water and energy efficiency standards. The codes should also be reviewed to accommodate and encourage sustainable features such as green roofs, solar energy sources, and water conservation technologies. Investment in adaptive reuse of existing buildings should be encouraged. Municipal facilities may also be reviewed for increased implementation of green building practices.

10. CITY POLICIES TO FOSTER PRIVATE AND PUBLIC INVESTMENT

Policies that impact private development are critical to the overall vitality and character of the City. The Plan is designed to allow the large majority of the City Centre growth to come from private investment. Policies are flexible enough to encourage and expedite appropriate private development. One essential policy is the design guidelines. The design guidelines focus on building placement and overall building shape in order to create a pedestrian-oriented environment. They allow private development flexibility while protecting the essential walkable character of each street. The list of heritage buildings will be increased and be integrated into the overall growth of the City. The overall Plan is designed to use market forces to build new residential and office

uses within the City Centre area. Public investment in the City that, in turn, fosters private investment is a critical part of the Plan. Carefully measured investments in programs that foster residential uses, office uses, parking structures, transit, streets, and key infrastructure will allow the City Centre to attract private investment and provide a significant portion of the City's revenue. City policies must also encourage transit-oriented growth in more distant areas beyond the City Centre area and reduce new auto-oriented infrastructure in remote areas.

11. RESIDENTS ARE A PRIORITY

Encouraging growth of residential uses in the City Centre is a priority. The Plan is designed to attract residential development by creating market demand. The design of the City Centre Plan serves the needs of the existing and future residential population by placing importance on pedestrian-oriented design and activities, high quality open space, and community resources. Facilities that serve commuters such as parking must be provided for; however, the Plan reduces the prominence and extent of surface parking and other non-pedestrian-oriented land uses. A Downtown Community Association may be formed to support the resident's needs.

12. BUSINESS DEVELOPMENT IS A PRIORITY

The Plan establishes the City Centre as a regional destination for business. Commercial development that will serve a range of uses, from emerging innovative businesses to nationally established offices, are supported in the Plan by multiple strategies. Parking strategies will encourage the construction of more structured parking facilities for the businesses. More amenities in the City Centre will encourage employee retention and offer places for people to conduct business such as hotels, restaurants, and informal gathering places. Financial incentives will support both office development and new structured parking.



IV.2 Saskatoon

IV.A PUBLIC PLACES

IV.A Public Places

A.1 Framework Plans

A.2 Walkable Development Framework Plan

A.3 Open Space Framework Plan

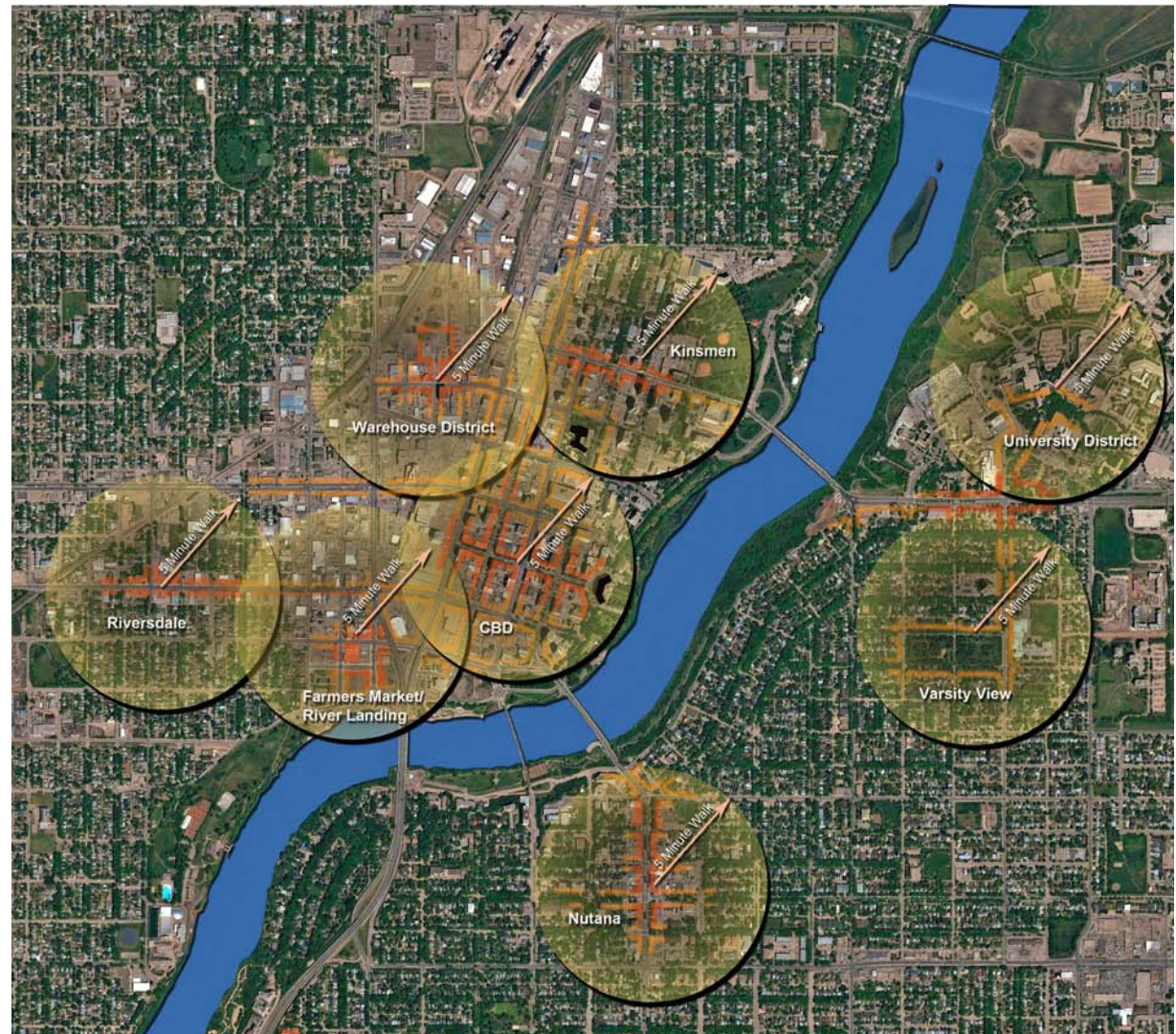
A.4 Potential Growth & Land Use

A.5 Safety

A.6 The Neighbourhood Plans

A.1 The Framework Plans

One of the key assets of any city is its neighbourhoods. Their variety and unique individual characteristics provide the vitality that is essential to any city. A neighbourhood is a place where people live, but also includes a mix of uses. They allow for diversity in housing types, culture, income, and uses. There are several neighbourhoods emerging within the City Centre and as new residents move in, their strength will be of increasing importance. The Plan places priority on residents and therefore on the neighbourhoods. The neighbourhood framework plan describes the location of these through an analysis of key places, landmarks, and 5-minute walking distance radiuses. The neighbourhoods have a series of consistent physical design characteristics and an identified centre such as a public space or building. They



IV.A.1 Neighbourhood Framework Plan: Saskatoon as a series of 5 minute walking distance neighbourhoods both existing and emerging

have a limited size of a 5-minute walking distance radius (400m) from the centre to the edges. The 5-minute walk radius is a naturally occurring measurement found in healthy neighbourhoods all over the world.

In Saskatoon, the emerging neighbourhoods include the Central Business District, which centers around 21st Street. An adjacent neighbourhood is emerging around the City Hall Square. The southern portion of City Park adjacent to Kinsmen Park is also emerging as a distinct neighbourhood. The Warehouse District is already well known and will be a significant node for growth. The Farmer's Market is the centre of the emerging River Landing neighbourhood. Further from the Downtown are the neighbourhoods of Nutana, Riversdale, and Varsity View adjacent to College Drive. The framework plans are designed to give strength to each neighbourhood. New public spaces are established within each where possible. New pedestrian priority street improvements associated with these public spaces strengthen the unique identity and livability of each. The framework plans connect all the neighborhoods to a larger city-wide network of walkable streets and public spaces. The Walkable Development Framework Plan and new Open Space Framework Plan are tightly interconnected with the neighbourhood framework plan.

A.2 Walkable Development Framework Plan

The historic street grid of Saskatoon was designed to allow interconnectivity between various portions of the City. It allows a basic level of walkable connections. The 30m wide rights-of-way accommodate critical auto, transit, and truck circulation, but can be less than ideal in many places for pedestrians. Saskatoon Speaks and the City's Culture Plan call for enhanced streetscapes, greater pedestrian interconnectivity, and a linked network of places. Saskatoon Speaks also calls for long-term planning that reduces congestion and auto-dependent

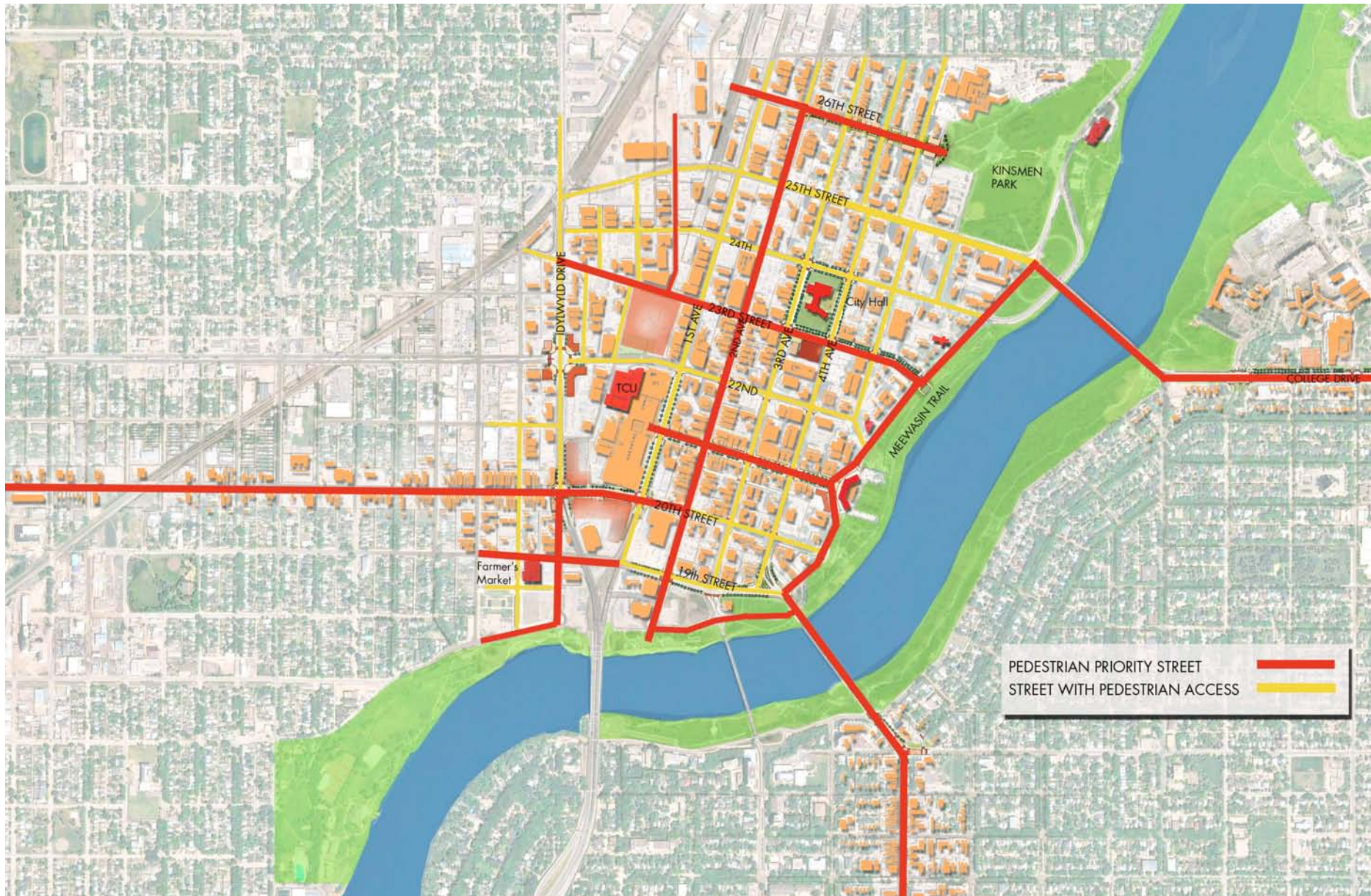
travel as the City grows. It calls for the introduction of mixed-use infill development and improved access to transit. All of these goals are highly dependent upon improved pedestrian connectivity.

Economic development is often supported by walkable environments. Vancouver, Toronto, and Montreal are Canadian cities with the highest level of walkability and economically successful urban centres. Other successful northern cities including Stockholm, Copenhagen, and Oslo also have highly walkable mixed-use urban centres. In addition to these cities, several studies show that walkable streets produce higher retail sales and higher residential home values.

The Plan balances critical vehicular access with a high quality pedestrian network. All streets should be walkable to an extent, and all streets should allow for vehicular access. A walkable street is not a street that eliminates cars or trucks, but one that provides balance between pedestrians and vehicles. The Plan proposes a hierarchy of streets in which some streets become pedestrian priority streets to promote economic development, place making, and enhancing neighbourhood identity while accommodating vehicles. Other streets and thoroughfares, may handle higher volumes of traffic, transit, and truck access while also allowing for safe pedestrian crossings.

The Walkable Development Framework Plan builds upon 2nd Avenue as one of the Downtown's primary north-south pedestrian priority streets. It is already a successful avenue partially because it accommodates pedestrians with reduced street width crossing points, mid-block crossing areas, and landscape. The Plan recommends this pedestrian priority street be extended on both its northern and southern ends in order to fully connect the major neighbourhoods of the Downtown including City Park, the City Hall Square area, the Central Business District, and the waterfront of River Landing

The Plan establishes several additional east-west pedestrian priority streets perpendicular to 2nd Avenue. These create strong



IV.A.2.1 The Walkable Development Framework Plan

linkages between the Meewasin Trail, 2nd Avenue, and the various neighbourhoods. These pedestrian priority streets include 26th, 23rd, 21st, 20th, and 19th Streets. Collectively, these improvements create a network of pedestrian priority streets that tie the entire Downtown together, greatly enhance the basic walkable elements of Downtown that already exist, and create a vibrant Downtown. These priority walkable areas will reinforce demand for infill mixed-use and transit-oriented development sites throughout the City Centre as they have done in other Canadian cities. Over the long term, additional streets throughout the area should be made more walkable to support the overall development framework.

A NEW WEST DOWNTOWN

Connecting the Downtown to areas west and south of the City Centre such as Riversdale, Caswell Hill, and River Landing is critical. As part of the linkage strategy, the western portion of Downtown between Idylwyld Drive and 1st Avenue is envisioned as a significant growth area for mixed-use development. It comprises the Warehouse District and the area between Midtown Plaza and River Landing. The surface parking lots that dominate the area will be transformed into new pedestrian-oriented mixed-use development and public spaces. Idylwyld Drive will be transformed into a street with greater pedestrian facilities.

IMPROVED CONNECTIONS TO SURROUNDING NEIGHBOURHOODS

Additional improved connections are proposed for Broadway Avenue in Nutana and the College Drive area. College Drive has the significant presence of the University of Saskatchewan. It is a wide street that is challenging to cross. The Plan recommends creation of a long park-like walk and associated bike lane that will connect the University directly to the University Bridge and with the Downtown. Improved crosswalks at College Drive are also recommended. On Broadway Avenue in Nutana, pedestrian improvements are proposed at the street intersections near the Broadway Bridge to facilitate crossing the bridge and crossing Broadway. This will improve the linkage of Nutana to the Downtown.

A.3 Open Space Framework Plan

Two of the City's greatest assets are the South Saskatchewan River and the riverbank parks along its edges. The many varied amenities, spaces, and greenways along the riverbank provide a remarkable series of outdoor activities. The development of River Landing on the south shoreline of the Downtown will enhance these activities. In contrast, the Downtown itself has few park spaces. The Walkable Development Framework Plan envisions that several streets be transformed into linear green pedestrian priority streets that connect the riverbank parks directly to the neighbourhoods of the Downtown.

As an example, 23rd Street can accommodate a linear green walk along one side to connect the City Hall Square directly to the riverbank park system. The City Hall Square area can be augmented by introducing green landscape elements on both sides of the adjacent streets. This will make City Hall Square seem larger and more integrated within the City.

A new public plaza is proposed in the vicinity of TCU Place. This new plaza will be a major gateway to the City, an important resource for the 25,000 new residents and new businesses that will occupy the City Centre, and serve the long-term population growth to 500,000. It will also enhance the TCU area as a significant hub of arts and culture.

COLD CLIMATE PROVISIONS

The Plan creates a city for all seasons. A series of designs and policies are included to mitigate the cold. They will allow for enjoyment of the warmer seasons and increased shelter during the colder seasons. A summary of these provisions is included on the following page. Several specific design recommendations are included in Chapter IV.A.6 for CBD/21st Street and throughout the document.

COLD CLIMATE PROVISIONS

The Plan creates a City for all seasons. Design guidelines include provisions for canopies on new buildings that extend over the sidewalks in order to reduce snow accumulation and help block wind. Step-backs on new buildings will deflect cold winter winds that blow down onto pedestrians from above. Ground level wind screening devices including evergreens and movable wind screens will also protect pedestrians. Heated sidewalks are proposed in selected locations as well as heated bus shelters. Improved snow removal management will facilitate movement.

The Plan also is designed to celebrate the colder months. Nighttime light displays will add colour throughout the longer nights of the winter season. Both 21st Street and the new public plaza at 22nd Street are envisioned to transform in use and design throughout the seasons. They will allow for enjoyment of the warmer seasons and increased shelter during the colder seasons. Outdoor fireplaces and snow parks, a potential additional outdoor ice rink, and places for snow sculptures will enliven the City Centre. Specific design recommendations are included in Chapter IV.A.6 for CBD/21st Street.

IV.A.3.1 Saskatoon River Front

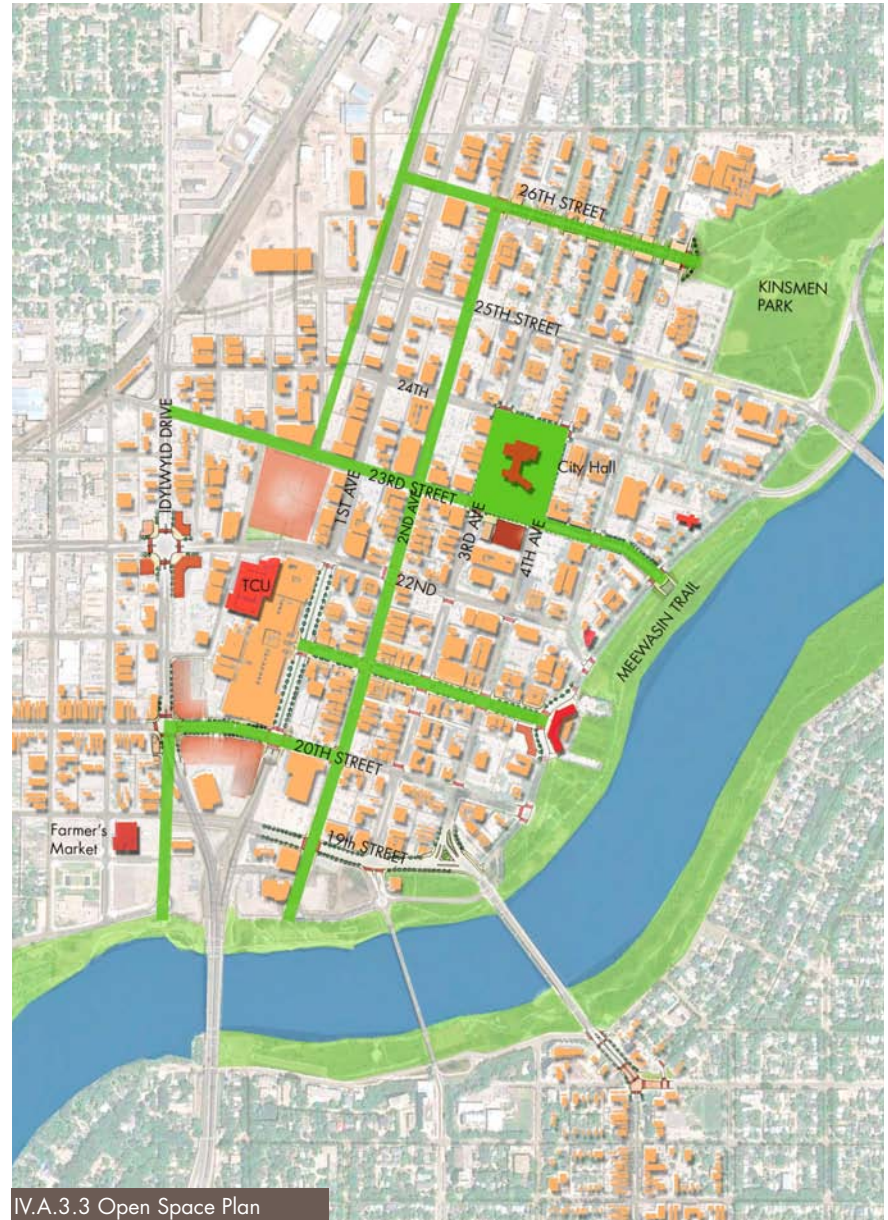


GENERAL STREETScape

General streetscape standards will include installation of low evergreens to provide colour throughout the year. The green pedestrian priority routes to the Meewasin Trail may accommodate sustainable stormwater rain gardens that clean contaminants in storm runoff from roads using natural methods. Rain gardens are described in Chapter IV.B.8. Permanent installations as well as temporary installations of large potted evergreen plants are encouraged. WiFi services may be augmented in key public places.

SPADINA CRESCENT

The Plan also proposes improving the public space along Spadina Crescent. This street is the face of the City to the Meewasin Trail and is a principle feature of the City. New landscape frontage standards along Spadina Crescent should reflect its important role in the City. Cafes and outdoor seating areas might be encouraged in the front yards, while new landscape edges of the front yards will add greater definition of public space and grandeur.



IV.A.3.3 Open Space Plan



IV.A.3.2 Existing Open Space

A.4 Potential Growth & Land Use

The City Centre is anticipated to experience growth of 35,000 residents over the coming decades. Since the Plan fosters growth through market demand, increases in occupants will come organically and incrementally for both the residential and commercial uses. The City Centre has 415,000 square metres of surface parking not including North Downtown. The surface parking lots alone could accommodate 2,075,000 square metres of development at an average of 5 stories tall. This capacity could be comprised of 18,000 to 20,000 dwellings. If 50% of the growth is commercial uses, there would be approximately 1,000,000 square metres of commercial uses and approximately 9,000 new dwellings.

The western portion of the Downtown, between 1st Avenue and Idylwyld Drive, holds several large potential development sites in close proximity to the Central Business District (CBD). The Plan anticipates that this area will develop as a mixed-use walkable area. Uses may include retail, office, and multifamily residential. Areas immediately north and south of Midtown Plaza could be key nodes of growth.

The central portion of the Downtown, which includes the CBD and the area around City Hall, will experience more discrete development projects on scattered vacant sites as well as on existing building sites. Mixed-use development including multifamily residential, office, and retail are permitted and recommended throughout.

The northern portions of the Downtown including areas of City Park will remain largely residential in character with discrete commercial establishments.



Types of Growth and Land Use

A.5 Safety

Safety concerns must be addressed to encourage growth of the City Centre. The Public Spaces, Activity and Urban Form Report discusses issues of safety. The Plan provides several measures to improve safety. Design guidelines for the City will require buildings to face the street and incorporate minimum areas of transparent openings. This will provide “eyes on the street” and allow local neighbours to monitor the activities of each neighbourhood. This is consistent with the Official Community Plan and principles of Crime Prevention Through Environmental Design (CPTED). Specific areas of the Plan that have a reputation for safety issues such as the bus mall have proposed design changes. Building out of surface parking lots and other areas that are difficult to monitor will improve safety. New sustainable street lighting with energy efficient fixtures is also proposed to improve visibility. Pedestrian improvements for street crossings will improve pedestrian safety.

A.6 The Neighbourhood Plans

The Framework Plans provide an overview of the entire City Centre area. The following section discusses each of the neighbourhoods and areas that shape the City Centre. The neighbourhoods of the Downtown include the Central Business District, the City Hall Square area, the Warehouse District, the area of City Park south of Queen Street, and the River Landing area. Important neighbourhoods directly adjacent to the Downtown and that complete the City Centre area include Riversdale, the communities surrounding College Drive, and Nutana’s Broadway Avenue. Recommendations for each neighbourhood are described in the following sections.

Index of Neighbourhood Plans

<i>CBD/ 21st Street</i>	p33
<i>City Hall Square Area</i>	p40
<i>Warehouse District</i>	p46
<i>City Park South of Queen</i>	p50
<i>North of River Landing</i>	p52
<i>College Drive</i>	p56
<i>20th Street, Riversdale</i>	p60
<i>Nutana: Broadway Avenue</i>	p62

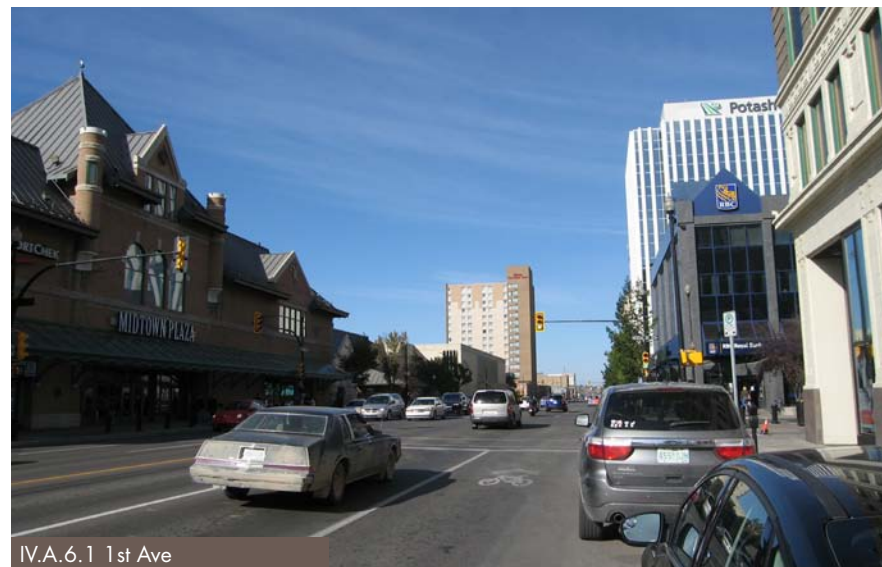
CBD/ 21st Street

21st Street is the City's historic central spine. The city's most significant landmarks lie at either end. The former train station, now Midtown Plaza, is at the west end of the retail street and the historic Delta Bessborough Hotel is within short walking distance at the opposing end. The Downtown's other major concentration for retail in the area is 2nd Avenue. The area also includes many of the City's historic buildings.

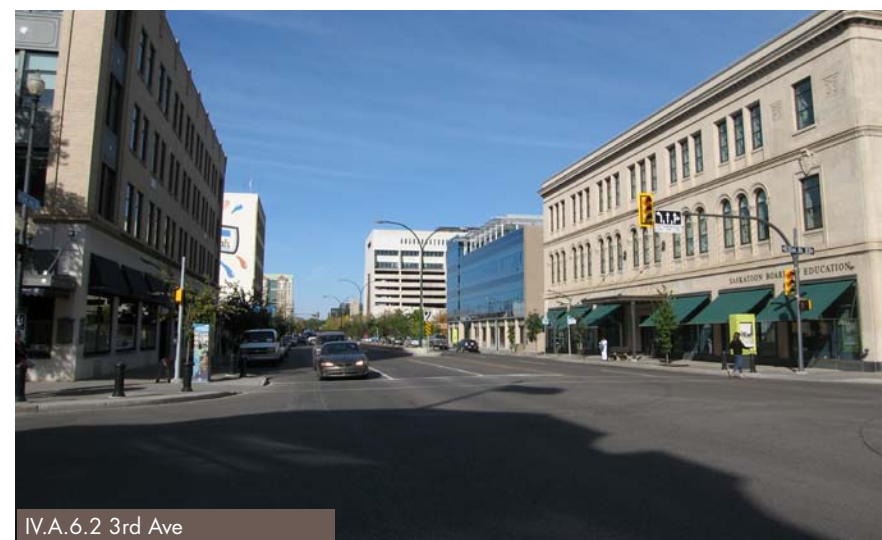
While there are already many great retail establishments in the Downtown, increasing the breadth and variety of these businesses will not only add to the activities in the Downtown, but will be a critical step to attracting new residents, as well as an educated workforce, and new commercial offices. The Canadian Census shows youth and young professionals moving to larger urban centres because of urban amenities such as retail and places of social interaction.

Saskatoon may model its retail growth on other examples of successful urban retail destinations. Examples include the major retail streets of Stockholm, Toronto, Santana Row, Halifax, and Montreal. In these areas, retail is somewhat concentrated on a few key streets that provide seamless pedestrian environments. The opportunities for social interaction and entertainment make them more than basic shopping places, they are destinations. Their pedestrian priority design is an essential ingredient to their success. Clear crosswalks, short street crossing distances, outdoor heated dining areas, and small public plazas are common in many of them.

The retail development in Downtown Saskatoon has aspects of these successful streets. The Public Spaces, Activity and Urban Form Report documents the high level of pedestrian activity at 21st Street and 2nd Avenue, where some of these physical improvements have already been made. The retail area could become more successful and succeed in attracting a larger population if further pedestrian-oriented improvements were made. Currently, the retail development in the area is somewhat fragmented by impediments to pedestrian crossings at the



Streets in the area are challenging to cross



CBD/ 21st Street

avenues and by limited high-quality outdoor spaces. The proposed Plan recommends improved pedestrian linkages between the Midtown Plaza across 1st Avenue and along 21st Street to the riverbank parks. These improvements will allow the retail establishments to better reinforce each other and function seamlessly as a regional destination. This interconnected strategy offers retail opportunities for all seasons, benefits both Midtown Plaza and 21st Street merchants, and is consistent with the best practices of retail planning.

During the warmer months, the outdoor street environment is an asset that should be exploited to the maximum extent possible. This type of outdoor public space attracts many demographic groups and will elevate the City's profile in the region. As recommended in The Public Spaces, Activity and Urban Form Report, a portion of the surface parking spaces in front of current eating establishments will be converted to outdoor dining in the summer, and then returned back to parking in the winter. Several cities including New York and Halifax have shown a definite increase in retail business in the areas around these types of converted seating areas.

The redevelopment of the vacant parking lot at the corner of Spadina Crescent and 21st Street should be a priority site for redevelopment. Redevelopment of this key site will support the retail and commercial uses at street level and patronage of the new 21st street public amenity.



IV.A.6.3 Stockholm

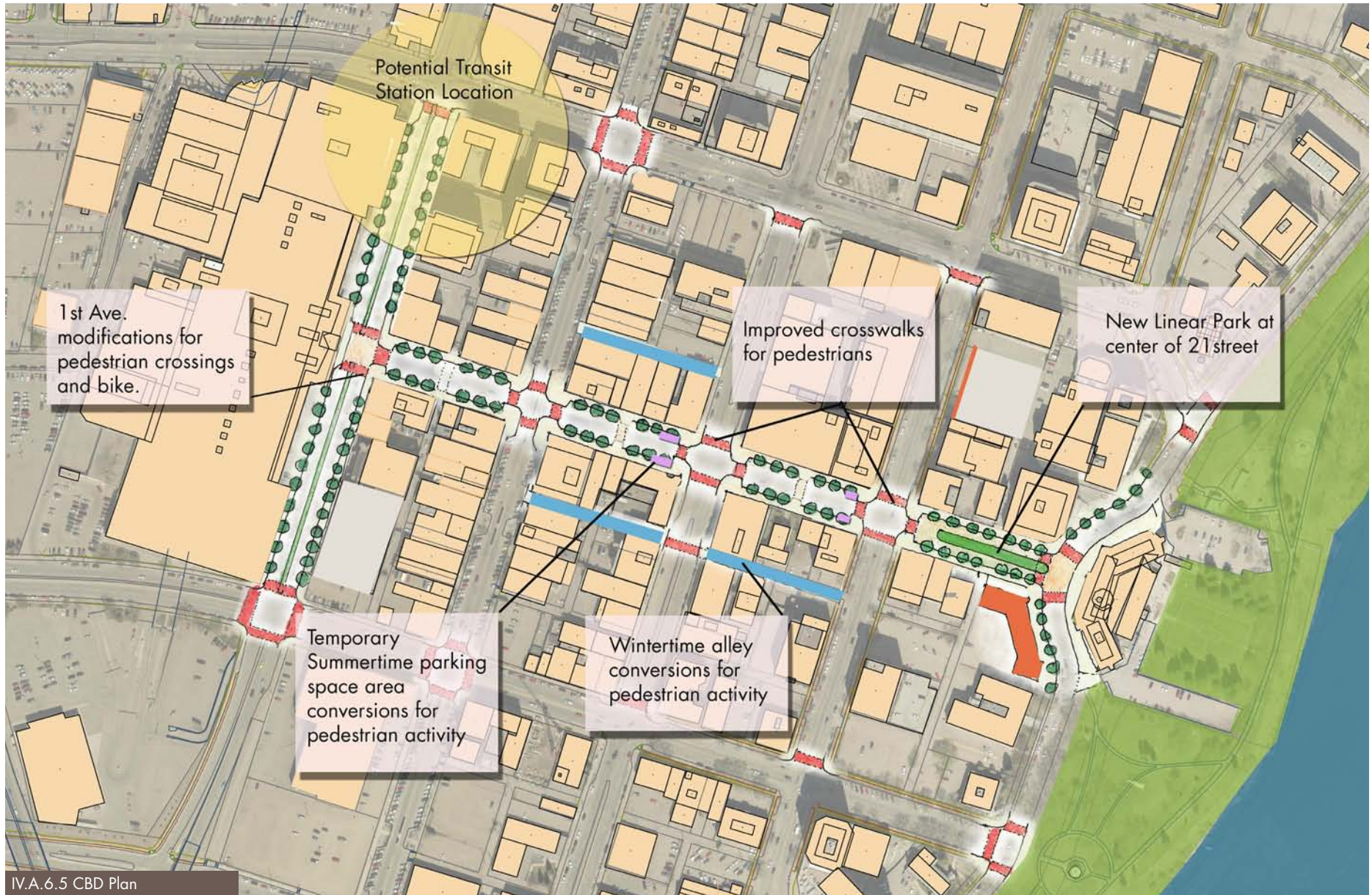
Stockholm has pedestrian priority streets in its retail areas.

Mid-street park at highly successful Herald Square is 8 metres wide at points



IV.A.6.4 Herald Square

CBD/ 21st Street



CBD/ 21ST STREET

A significant new feature is a linear park on 21st street. The linear green space is wide enough to include tables and chairs, small vendor services, snow sculptures, ornamental plantings, night-scaping displays, and also be a celebratory location for civic art. It elevates one of the City's most important streets into a public landmark that rivals the most significant and elegant public spaces of Canada. It celebrates the historic structures of the area including the Delta Bessborough Hotel while supporting pedestrian-oriented retail uses. With only a moderate level of capital cost, it creates a signature regional destination. In the winter, it could accommodate winter festivals, ice sculptures, and elaborate lighting displays, while portions of it could be designated for snow removal storage. The improvements required could be introduced in phases with only a portion of the linear park and a portion of the outdoor seating initiated in the first phase. The 20 parking spaces that are required to be relocated for the new park will be moved to new structured parking facilities in the vicinity.

In the wintertime and shoulder seasons the rear lanes adjacent to 21st Street, which are shielded from wind, will be converted to public walkways. Night light scaping and heat lamps during portions of the year could make these more comfortable and increase the crowds that already visit the area. An urban fireplace may be included. This strong retail centre will play a vital role in the transformation of the City.

Other improvements in the area that support local businesses include a new Rapid Transit station in the vicinity, programs to create new parking structures, new dedicated bike lane improvements, increased protection of heritage buildings, and new design guidelines.



IV.A.6.6 21st Street



IV.A.6.7 New linear park at 21st Street in front of Bessborough

THE CITY THROUGH THE SEASONS



IV.A.6.8 Broadway, NYC

Example of converted roadway with paint and potted plants.

CBD/ 21st Street: Summertime



IV.A.6.10 21st Street

Temporary Summertime Alterations of Parking and Pedestrian Uses

A small portion of parking spaces on 21st Street can be converted on a temporary basis for installations of tables, chairs, and cafes to maximize visitation during June to September. The areas return to parking use during colder months when there is greater need to park close to the final destination.



IV.A.6.9 San Jose CA

CBD/ 21st Street: Wintertime



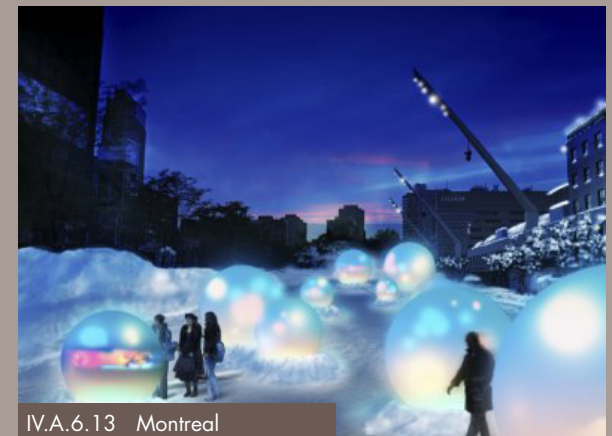
IV.A.6.11 Lane Way Design

Wintertime Use of Laneways and Outdoor Lighting

Wintertime Laneway conversions for pedestrian use are shielded from cold wind. Conversions will require shifting all garbage containers to designated locations. These could eventually become year-long pedestrian places. Lighting displays in winter can compensate for shortened hours of daylight. Urban fireplaces can add vitality in the winter.



IV.A.6.12 Montreal



IV.A.6.13 Montreal

City Hall Square Area

The City Hall and its square are important landmarks within the City. The City Hall Square has been cited in the Public Spaces, Activity and Urban Form Report as somewhat passive in its use and underutilized. One of the primary challenges to the park is its disconnection with the rest of the City. It is surrounded by wide expanses of asphalt that are unwelcoming and intimidating to cross. The proposed solution includes installation of park elements on the opposing sides of the streets from the park. The strategy will allow the park to become an entire precinct that is larger and more inclusive. Improvements on 3rd Ave will extend to 25th.

Two principal civic uses of the area, the Library and City Hall, will be more connected to their physical surroundings and to the City with these improvements. In the long-term the Library may incorporate a new interior public space that offers an important wintertime destination and counterpart to City Hall Square. The Library may become a major facility for learning, and social interaction.

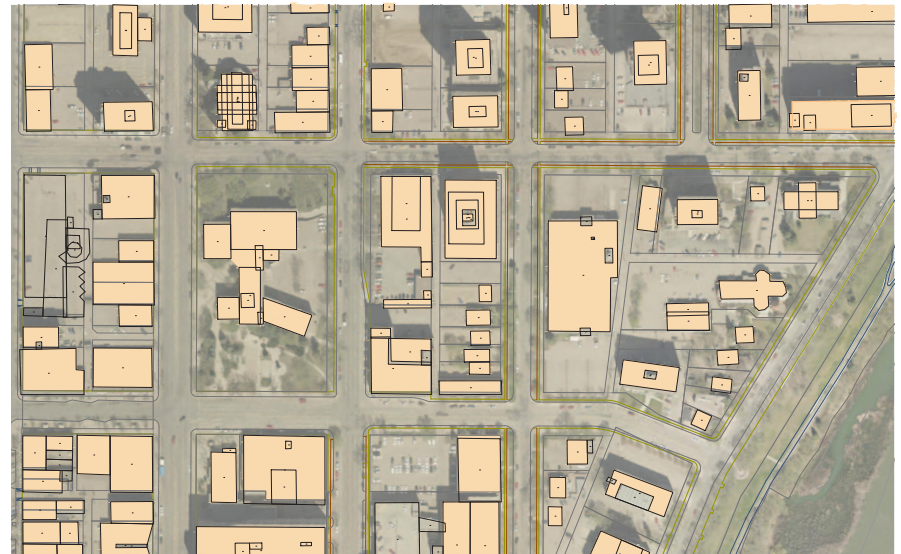
The Plan recommends 23rd Street be enhanced with a linear greenway that links City Hall and the Library, to the Meewasin Trail. It would become an important public street that would tie two of the City's most important public spaces together. The greenway would be created by a small reduction of the width of the roadway. The greenway would accommodate civic art, dual rows of trees, rain gardens, evergreen and resilient plantings, and benches. The greenway would terminate in a grand new entrance to the riverbank park system. It might also be continued west in a more limited form to Idylwyld Drive. The greenway could be initiated with temporary measures similar to New York City street interventions discussed in Chapter IV.B.8 and then built in a more permanent manner over time.

Other area improvements include elimination of the bus mall, a new rapid transit stop, dedicated bike lanes along 24th Street and 4th Avenue, and design guidelines.

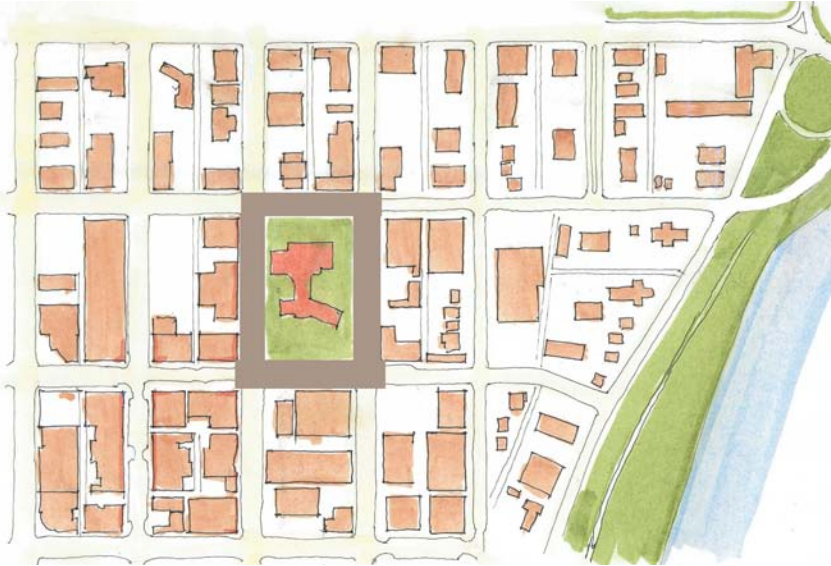


IV.A.6.14 23rd Street

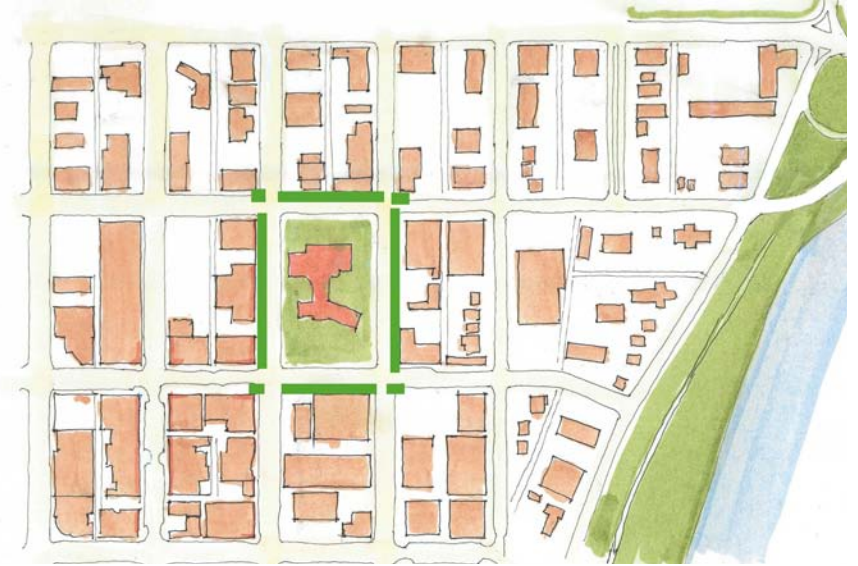
Large expanses of paving around City Hall Square



City Hall Square Area



IV.A.6.15 Existing City Hall Square is surrounded by large expanses of asphalt



16. City Hall Square expanded using both sides of streets for greenery



17. Connection of City Hall Square to Meewasin Trail with greenway



18. Extension of greenway along 23rd street, elimination of the Bus Mall and re-open 23rd street

CITY HALL SQUARE



IV.A.6.19 23rd Street



IV.A.6.20 Proposed 23rd St

23rd Street with expanded landscape of City Hall Square Precinct

City Hall Square Area





IV.A.6.22 View of 23rd Street toward Meewasin Trail. 23rd Street will be a civic spine with a linear park, public art, and benches. It will connect the riverfront to City Hall Square.

Warehouse District

The Warehouse District is one of the neighbourhoods in the “New West Downtown.” The Public Spaces, Activity and Urban Form Report describes the area as having extensive parking lots that cut the Downtown off from other portions of the City. This existing entry point to the Downtown has a negative impact on how the City is perceived. The Plan transforms it into a pedestrian-oriented mixed-use area. Its open parking lots will be one of the primary areas of growth as 15,000 new residents as well as new businesses move into the Downtown. While the area is moderately developed at present, the new growth will substantially change the area, and new public spaces will be required. Growth of the overall City to 500,000 may also demand more of the Downtown public spaces. To respond to the growth, a new urban plaza is proposed for the area. The new public plaza will accommodate outdoor dining, tables and chairs in the summer and transform to accommodate winter uses. It may also provide opportunities to expand TCU Place as a hub for the arts as additional venues are needed to accommodate the city’s growth. A pedestrian passage along the path of the old C&O rail line will connect the the Warehouse District to North Downtown. Idylwyld Drive will be transformed into a boulevard with several sites for long-term economic development and high quality accommodations for pedestrians. The historic character of the warehouse buildings will be encouraged to be maintained with the provision of new design guidelines.



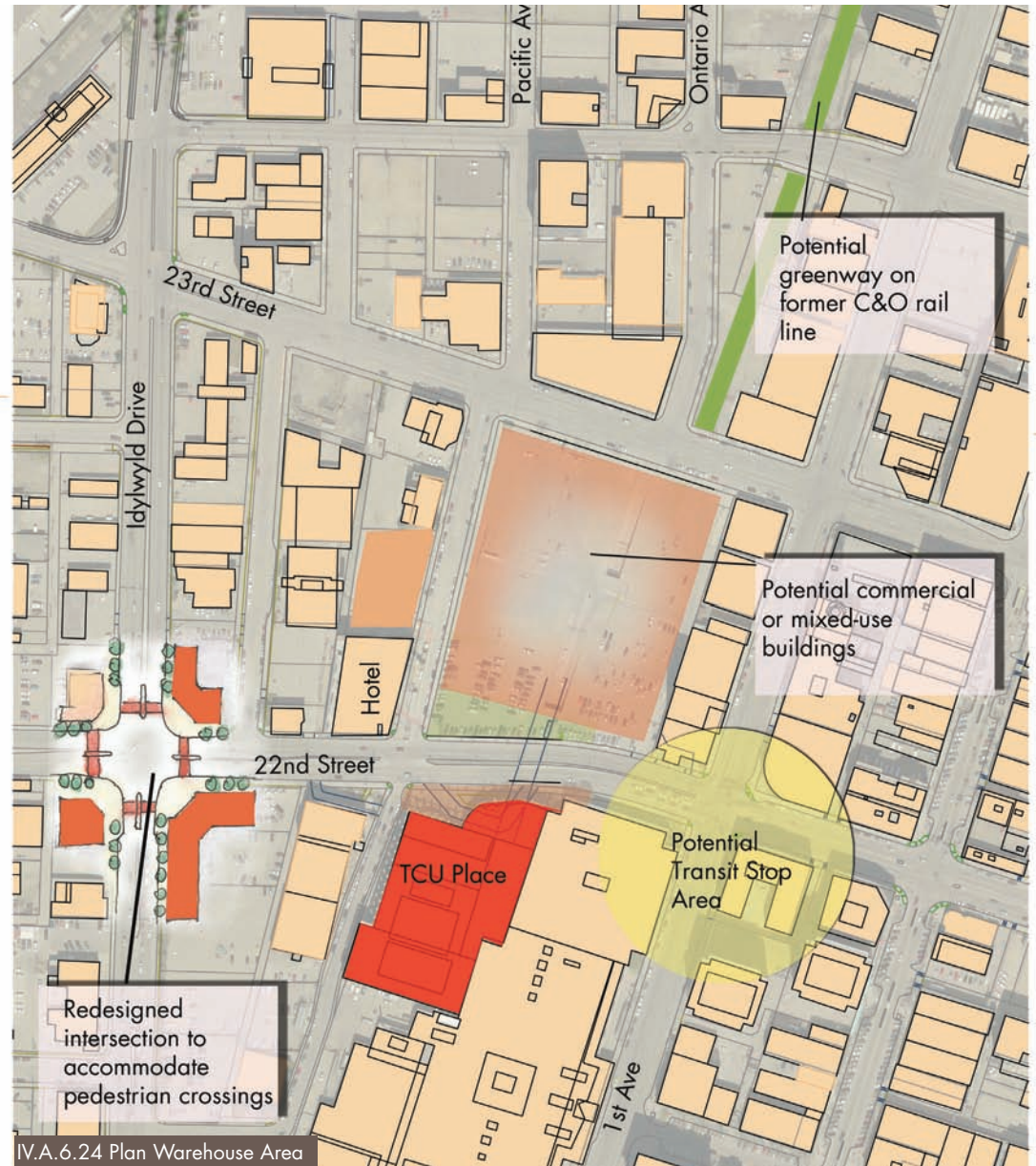
Diagram from Public Spaces Report showing locations of poor ground level environment that include portions of Warehouse District

Warehouse District



Existing Site Plan

Note, the plans indicate potential development on privately owned land. At this time, the plans have not been reviewed by the owners and are conjectural only.



Warehouse District



IV.A.6.25 Public Plaza



IV.A.6.26 Columbia Heights, DC



IV.A.6.27 Pearl Street Mall



IV.A.6.28 NYC Warehouse Area

Potential Activities: Ice skating in the winter

Potential Activities: Outdoor dining in the summer



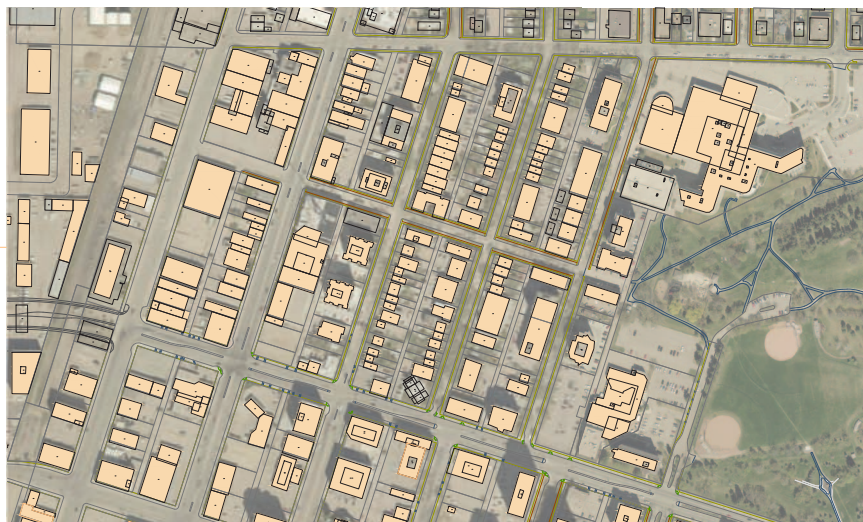
IV.A.6.29 New Public Plaza

City Park South of Queen

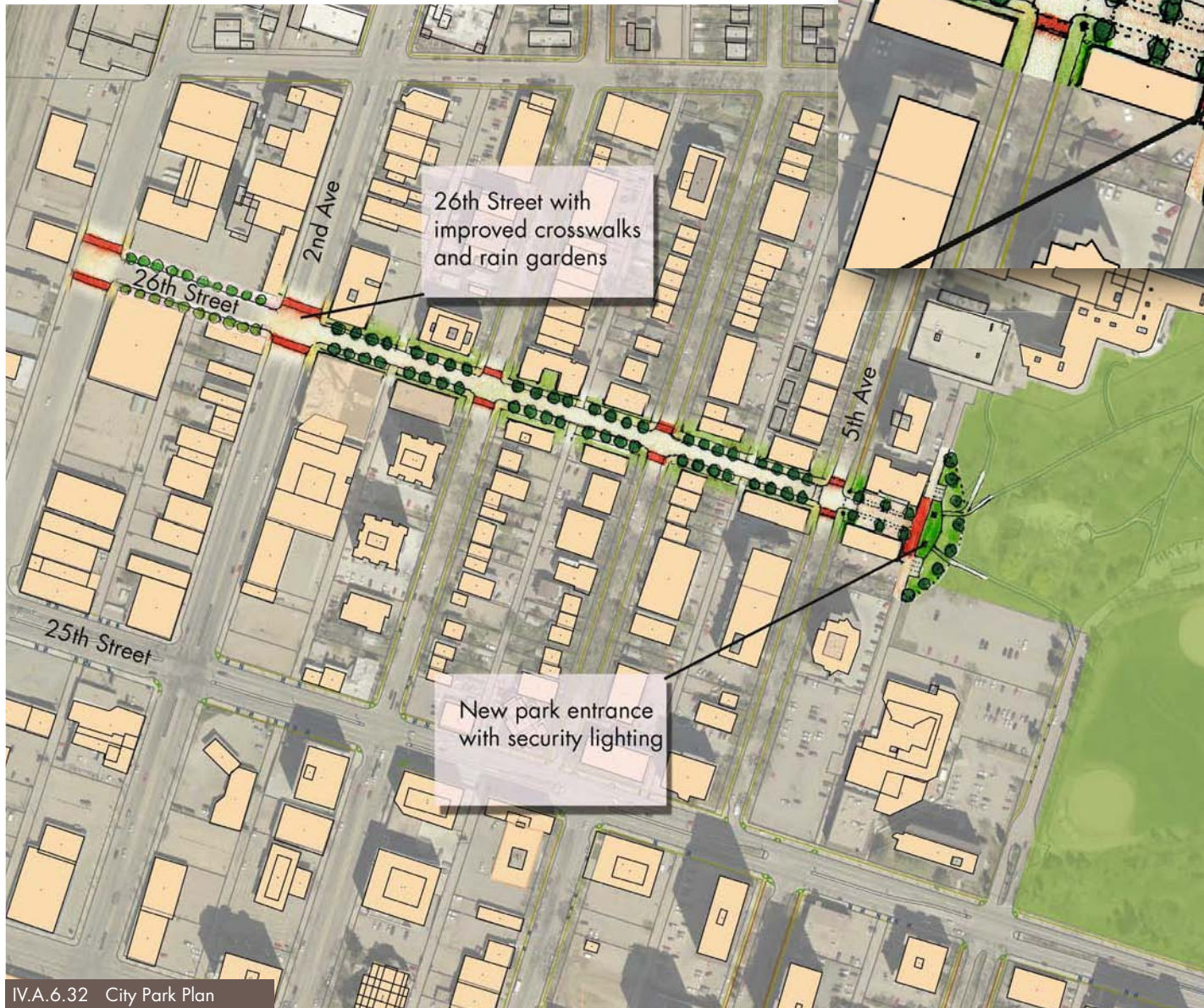
The City Park area south of Queen Street is a significant residential area of the Downtown. The old trees and narrow streets are a good support for residential use. However, building types in the area ranging from small bungalows to tall apartment buildings lack a consistent character. In order to establish a stronger identity for this area, a new neighbourhood focal point is proposed. 26th Street, which extends from 2nd Avenue to Kinsmen Park is proposed as a central green pedestrian priority street for the area. A new grand park entrance will be established at Kinsmen Park, tying the entire neighbourhood to this important natural asset. The pedestrian priority street will extend west to the North Downtown area. The City Park Local Area Plan of 2010 expresses a goal that future development is sensitive to existing patterns. In response, design guidelines will require that new tall buildings have height step-backs in order to complement the heights of the older low scale buildings and to enhance the pedestrian experience.



Existing Plan



City Park South of Queen



Above: Detail plan of new Kinsmen Park Entrance with redistributed parking, new trees, new security lighting, new paving, and gateway sculptures.

Left: Plan of 26th Street improvements that connect the neighbourhood to Kinsmen Park.

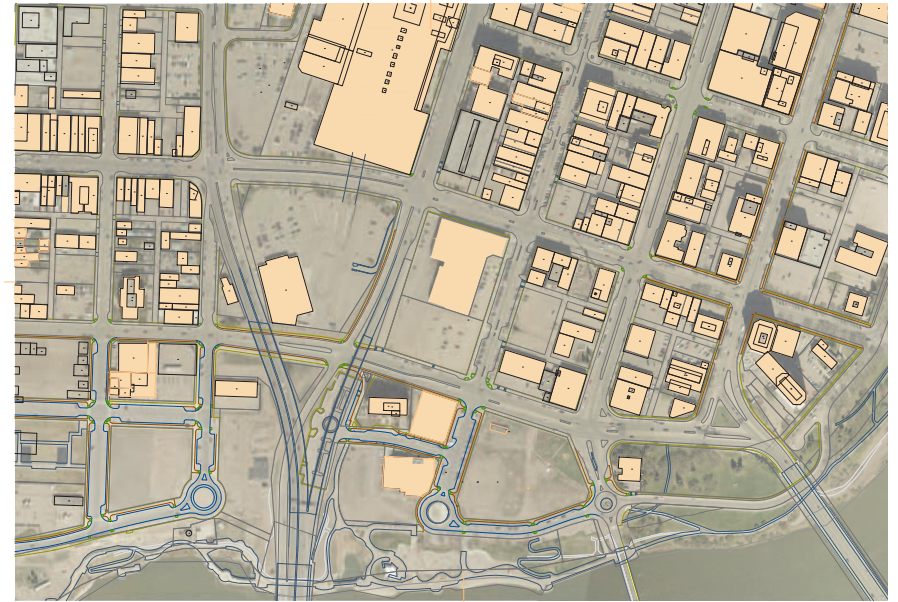
North of River Landing

The area includes lands located south of 20th Street and north of River Landing. River Landing will ultimately become its own neighbourhood with the Farmer's Market as its centre. While it is within a 5-minute walk of the Central Business District and 21st Street, it is difficult to walk from one to the other. It is also difficult to walk from the Central Business District to Riversdale due to the current design of Idylwyld Drive.

The Plan proposes Idylwyld Drive be modified into a boulevard design with high quality pedestrian amenities including improved sidewalks and safe crosswalks. It also proposes transforming 20th Street and 1st Avenue in the area with high quality pedestrian and bike features. Together these adjustments allow comfortable walks and easy linkages between River Landing, the Central Business District, and Riversdale. There are no proposed changes to River Landing itself.

Other improvements in the area include 2nd Avenue pedestrian connections to the riverfront. 19th Street in the area provides an important front of the City to the South Saskatchewan River. The street should have a planting program to introduce trees similar to those on Spadina Crescent. The intersection of Broadway Bridge with 4th Avenue and 19th Street requires significant improvement as a gateway to the City. Studies by the City of Saskatoon envision expanded medians and revised traffic turning lanes to accommodate improved pedestrian and bike circulation.

Note, the plans indicate potential development on privately owned land. At this time, the plans have not been reviewed by the owners and are conjectural only.

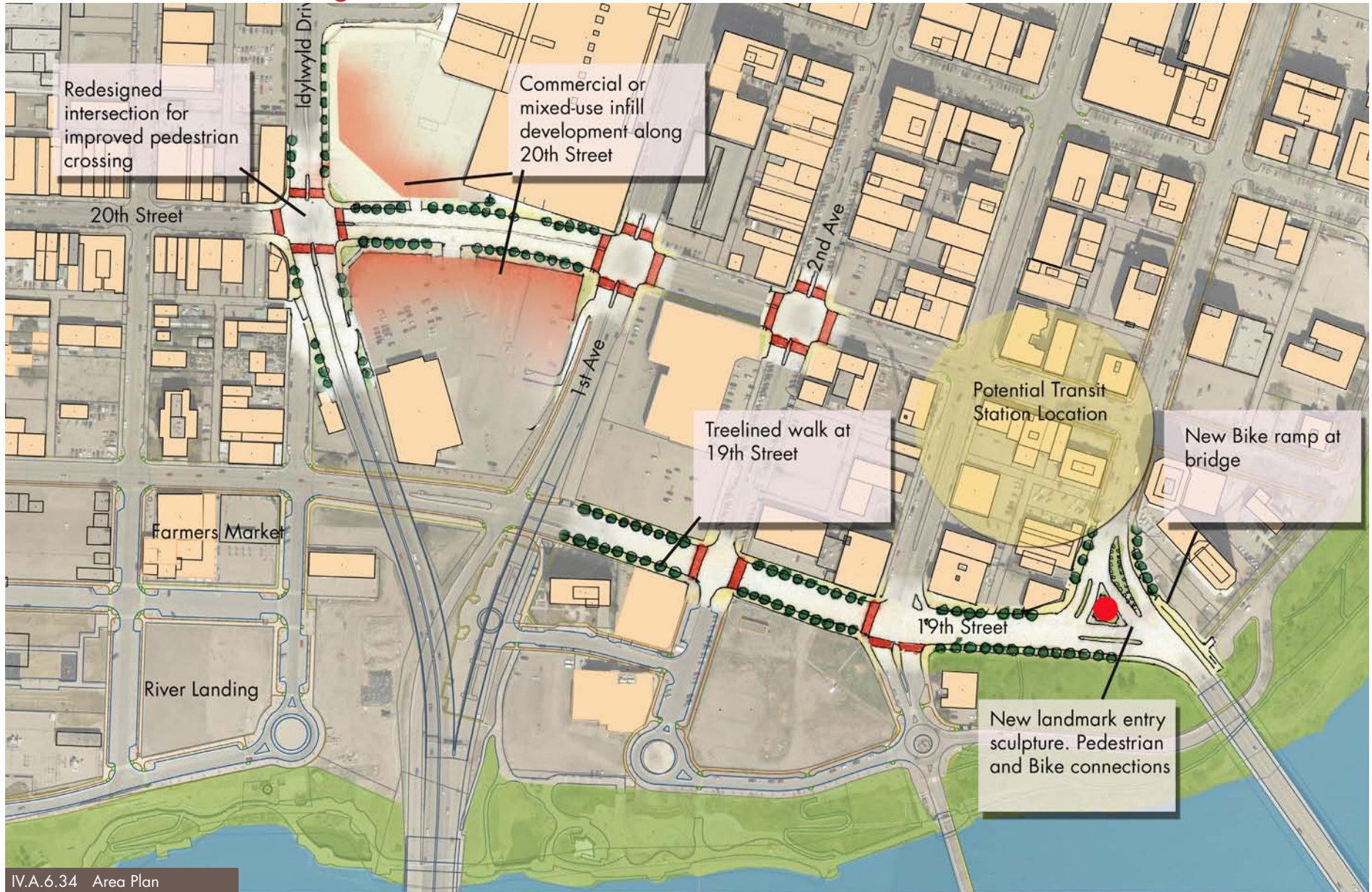


Above: Existing Plan

Below: Challenging intersection at Broadway Bridge, 4th Ave, 19th St



North of River Landing



North of River Landing



20th Street and Idylwyld Drive are challenging environments for pedestrians.



IV.A.6.37 Aerial view of Downtown

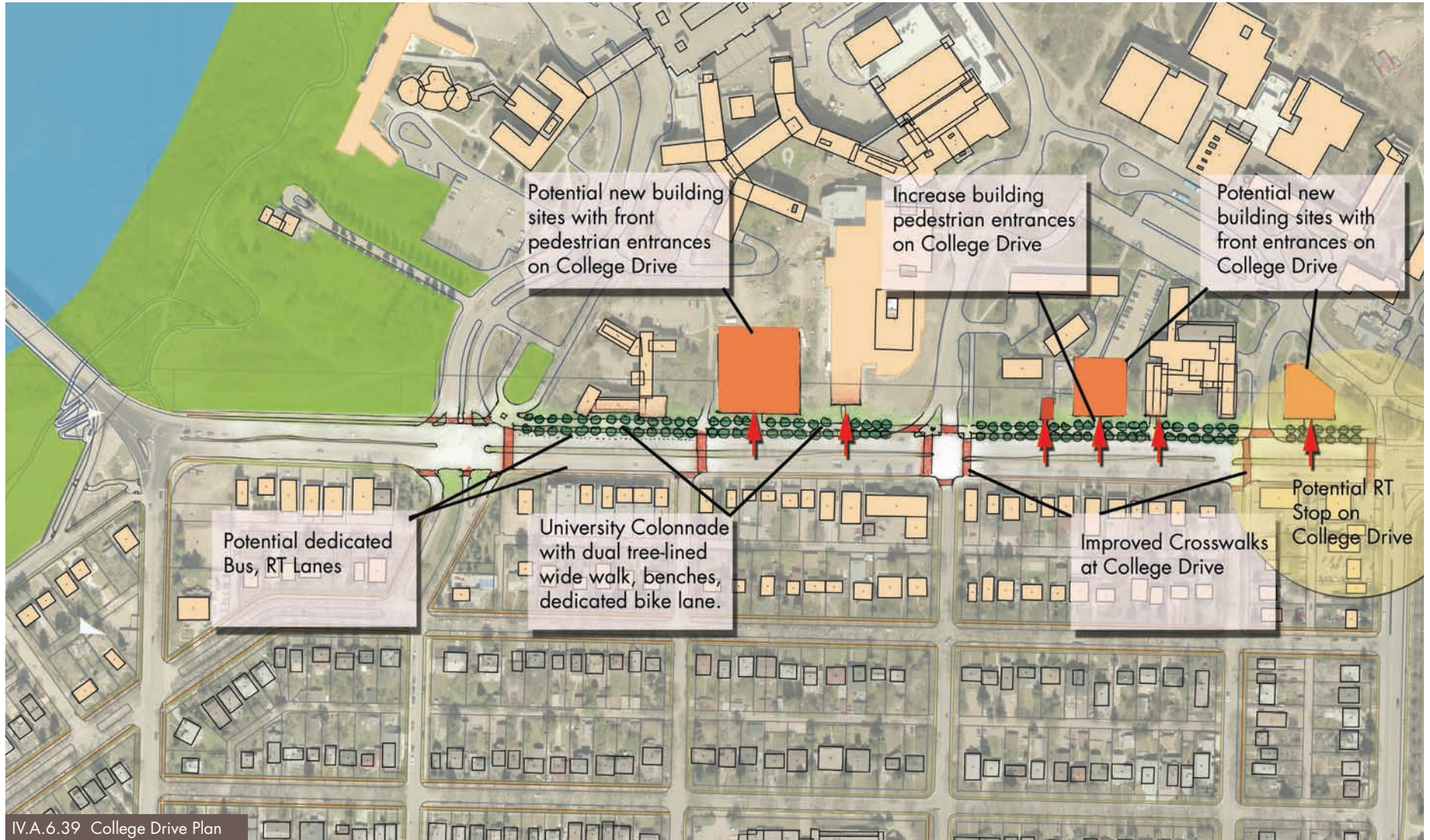
College Drive

College Drive has the significant presence of the University of Saskatchewan. It is a wide street that is challenging for a pedestrian to cross. The Plan creates a long walk with dual rows of trees along the full length of the university frontage. It will provide a linear park and act as a new front colonnade for the University. The colonnade may require adaptation of the design at some specific locations where the building setbacks are

narrow. The Plan recommends that any new building on College Drive have pedestrian entrances facing the new colonnade. The linear walk and associated bike lane will connect the University more directly to the University Bridge and with the Downtown. Improved cross walks at College Drive are also recommended. Rapid transit routes may be included along College Drive.



College Drive



COLLEGE DRIVE: THE UNIVERSITY COLONNADE



IV.A.6.40 College Drive existing conditions with limited pedestrian facilities



VI.A.6.41 University Colonnade Concept with public walk and bike lanes

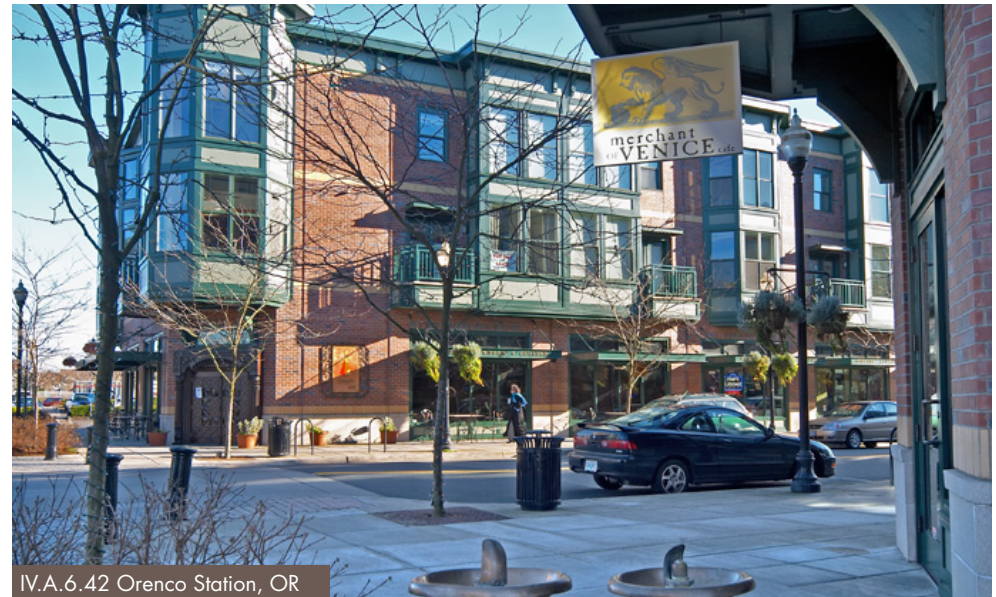


IV.A.6.41a Public walk NYC

20th Street, Riversdale

20th Street is the commercial spine of Riversdale and is surrounded by strong residential areas. 20th Street changes in character from east to west. Near the Downtown, a cluster of retail establishments has gradually improved in quality as a result of the Riversdale Business Improvement District and significant streetscape improvements. The portion of 20th Street closer to the train tracks is characterized by more non-profit institutional uses, shelters, some vacant buildings, and surface parking lots. To the west of the tracks, multifamily buildings exist on both sides of the street. Finally, near St. Paul's Hospital, retail and medical establishments dominate the street.

The length of these distinct uses along 20th Street generally corresponds to 5-minute walking distances. The Riversdale Local Area Plan of 2008 discusses the intent to include retail development along much of 20th Street. However, given the area may not have enough retail market demand, the Plan proposes a slightly modified strategy. The Plan proposes that the existing focus areas each be strengthened. The introduction of new small scale mixed-use buildings along 20th Street with residential above and retail below could support existing business and take advantage of a short transit commute to Downtown. Stronger linkages along avenues A-D will improve connections to the Farmer's Market and River Landing as well as support retail in the East Riversdale and the Idlywyld Drive area. In the area west of the track, the Plan proposes the multifamily character of 20th Street be reinforced. In the central section of 20th Street near the train tracks, a catalyst project may be required to strengthen the area. This catalyst project could include the introduction of a government office or a public/private partnership project. Riversdale may also consider the introduction of design guidelines similar to those of Broadway 360.

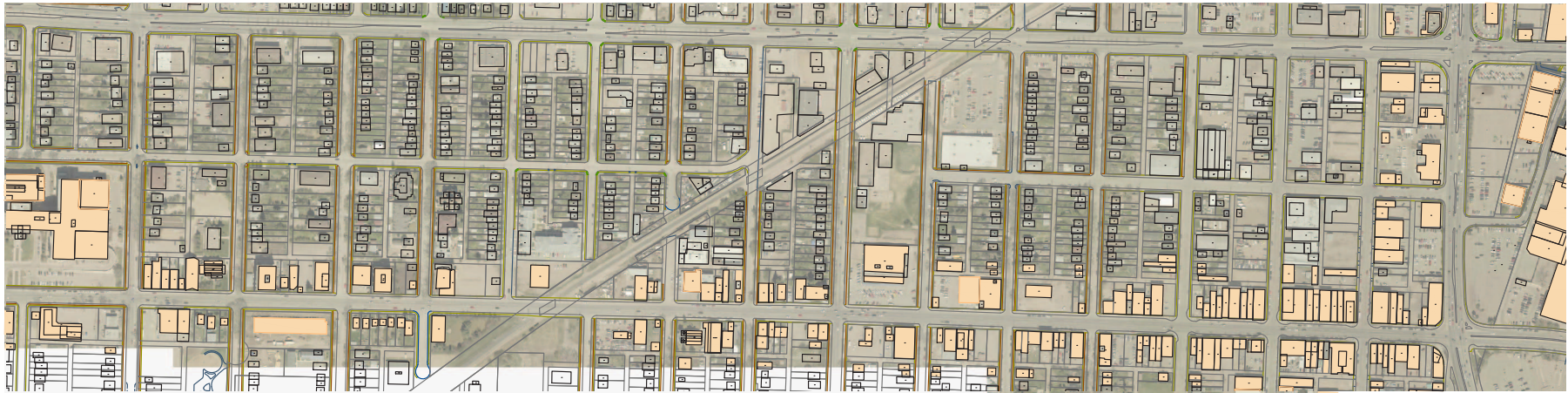


IV.A.6.42 Orenco Station, OR
Potential Mixed-Use Buildings for 20th Street

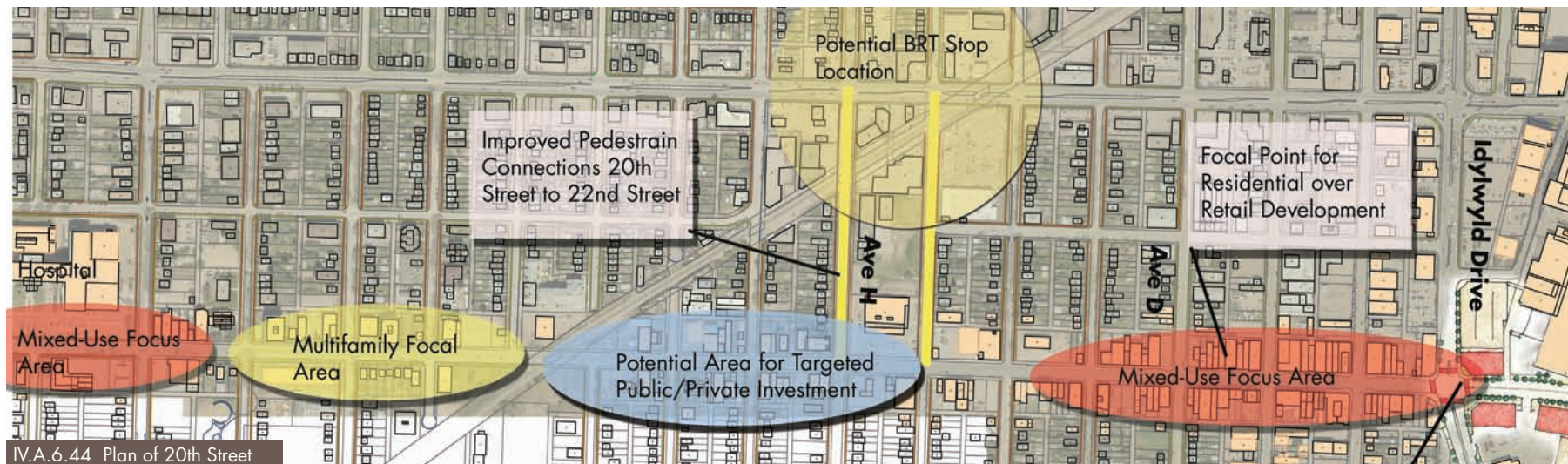


IV.A.6.43 20th Street

20th Street, Riversdale



Existing Plan



Targeted Plan

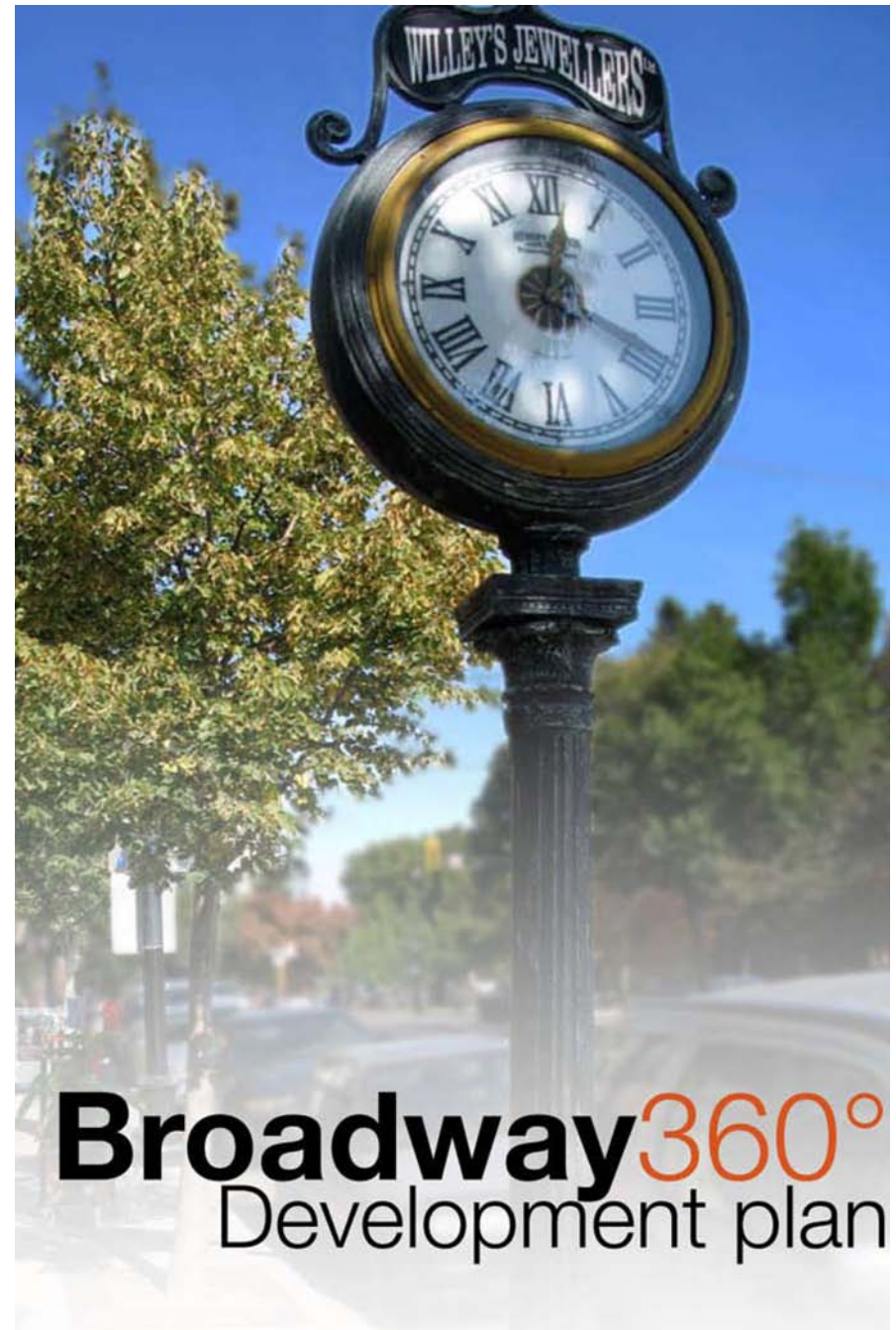
Nutana: Broadway Avenue

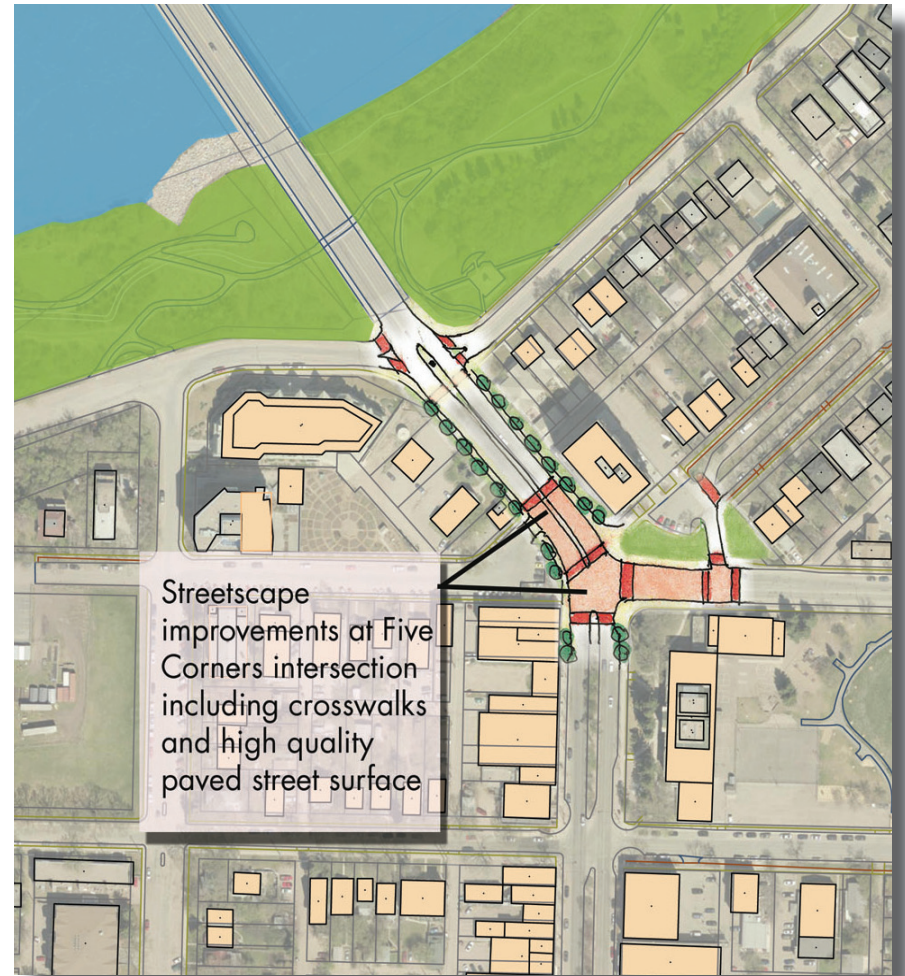
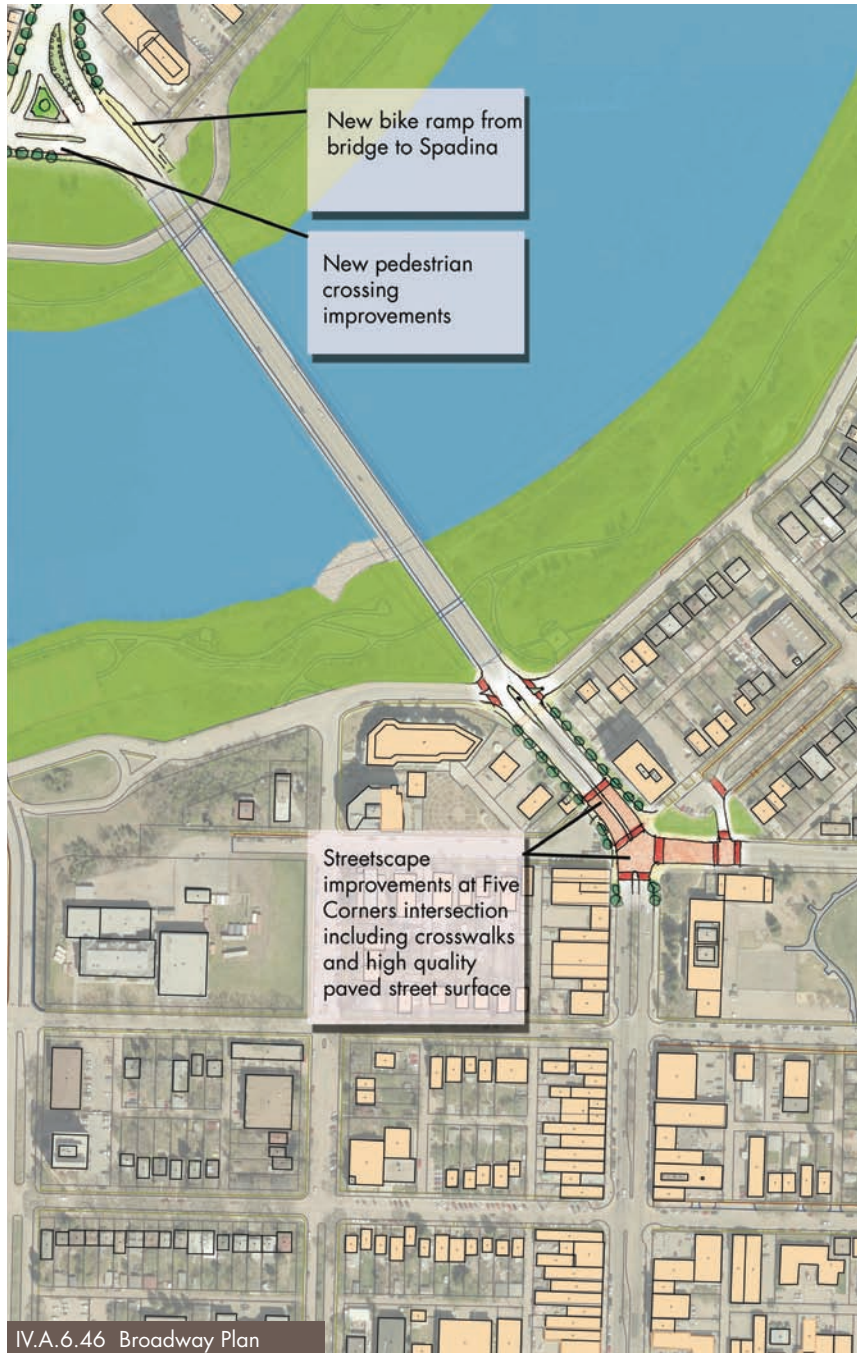
Broadway Avenue is the successful and vital mixed-use centre for the neighbourhood of Nutana. Broadway 360 and other community-based initiatives helped to create this strong outdoor urban environment that serves as a precedent for many areas of Saskatoon and Canada. The revitalization effort has led to some of the most successful retail in the entire City. The pedestrian-oriented retail locations on Broadway Avenue are some of the most sought after in the City and command the highest rents per square metre in the City. The Plan proposes the creation of stronger linkages between Broadway Avenue and the Downtown through the introduction of new pedestrian and bike improvements.

The environment at the Broadway Bridge is challenging for pedestrians and bikes. Improved crosswalks are proposed and improved bike access to the bridge is also recommended. Per the Broadway 360 Plan, the Five Corners intersection is envisioned as a plaza area with new pedestrian-oriented paving and streetscape improvements.



IV.A.6.45 Broadway in Nutana





IV.B MOVING AROUND

IV.B Moving Around & Infrastructure

B.1 Background

B.2 Street Network

B.3 Bridges

B.4 Transit

B.5 Bike Access

B.6 Parking

B.7 Infrastructure

B.8 Streetscape & Sidewalks

The City Centre Plan proposes multiple improvements to the City's transportation and infrastructure network. It includes more transportation options in keeping with the vision of Saskatoon Speaks. The Plan allows accommodation for auto and truck traffic, but also allows for easier and more convenient transit alternatives, pedestrian priority streets, and greater bike access. The Plan provides opportunities to reduce overall congestion and parking demands. This section also outlines elements of public streetscapes including sidewalk elements, green infrastructure, and methods to construct aspects of the improvements.

B.1 BACKGROUND

Summary of 1998 Integrated Transportation Policy Study

In 1998, the City of Saskatoon completed an Integrated Transportation Policy Study. The purpose of the study was to set integrated strategies for vehicles, cyclists, pedestrians and transit. The Study attempted to balance the sometimes conflicting needs of each mode of travel and therefore produce a set of policies that were fair to all users. For example the desire of commuters to have an abundant supply of conveniently located and inexpensive parking is in conflict with the desire to promote forms of travel other than the automobile. Similarly, to restrict the amount of parking to make other forms of travel a more attractive alternative would impact the ability of businesses to attract shoppers to a business area.

While the focus of the Integrated Transportation Policy Study was City-wide, many of the recommended policies within the Study were applicable to travel within the City Centre project area. Some of the key recommendations included:

SUMMARY OF 1998 TRANSPORTATION POLICY

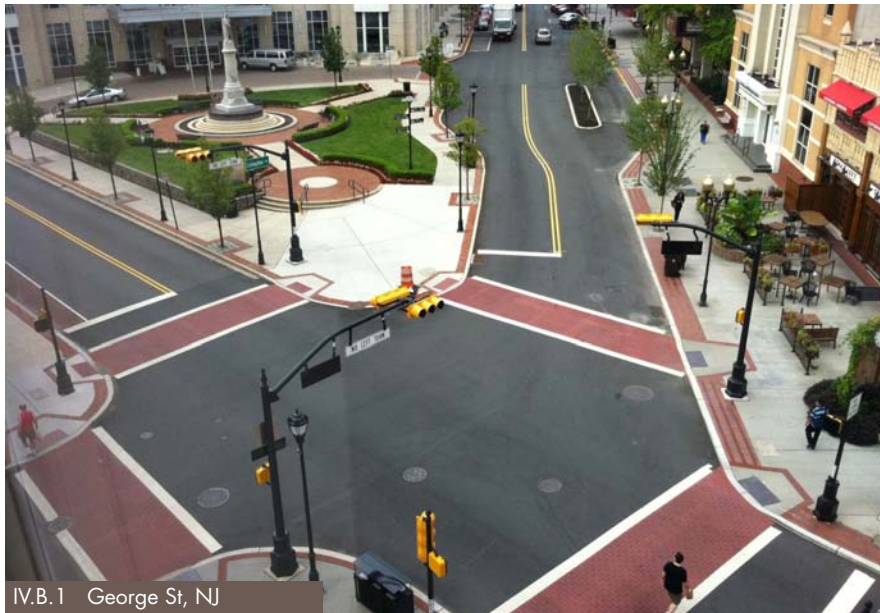
- Ensure the movement of persons and goods meets the physical, economic and social needs of residents and businesses;
- Create and implement transportation plans and strategies to meet the long term transportation demands and to reduce the City's dependency on the automobile in a cost effective manner;
- Provide traffic control devices that facilitate the safe movement of pedestrians, cyclists and vehicles and promote walking and cycling;
- Provision of a transportation system that allows a reasonable choice of travel modes and level of accessibility;
- Incorporate features into roadway improvement projects that will encourage public transit use;
- Provide loading zones on streets, as appropriate, to accommodate goods handling related to commercial and industrial uses;
- Encourage public transit use as an alternative transportation mode that is more environmentally sustainable to reduce natural resource consumption and car emissions;
- Prepare and maintain a comprehensive bicycle plan which promotes the use of cycling as an alternative mode of transportation and recognizes seasonal variation in use;
- Design new urban development projects and areas to encourage walking, cycling and public transit use by providing adequate sidewalks and pathways, traffic calming features, adequate lighting and other security features, linear parks, convenient bike parking facilities and appropriate spacing of transit stops.

& INFRASTRUCTURE

THE INTEGRATED GROWTH PLAN

The City is currently undertaking an Integrated Growth Plan that is a City-wide planning effort in which several of these concepts are being further advanced. They are being coordinated with principles of Smart Growth and sustainable growth as discussed in the City's Strategic Plan and in Saskatoon Speaks. The effort will review rapid transit options, future bridge capacity needs, and land use planning on a City-wide scale, in conjunction with transportation alternatives. The City Centre Plan, which examines a defined compact area, and The Integrated Growth Plan, which examines a City-wide vision, will reinforce each other's principles.

The City also completed a Transportation Management Demand study in 2010 to further coordinate strategies that reduce vehicle trips,

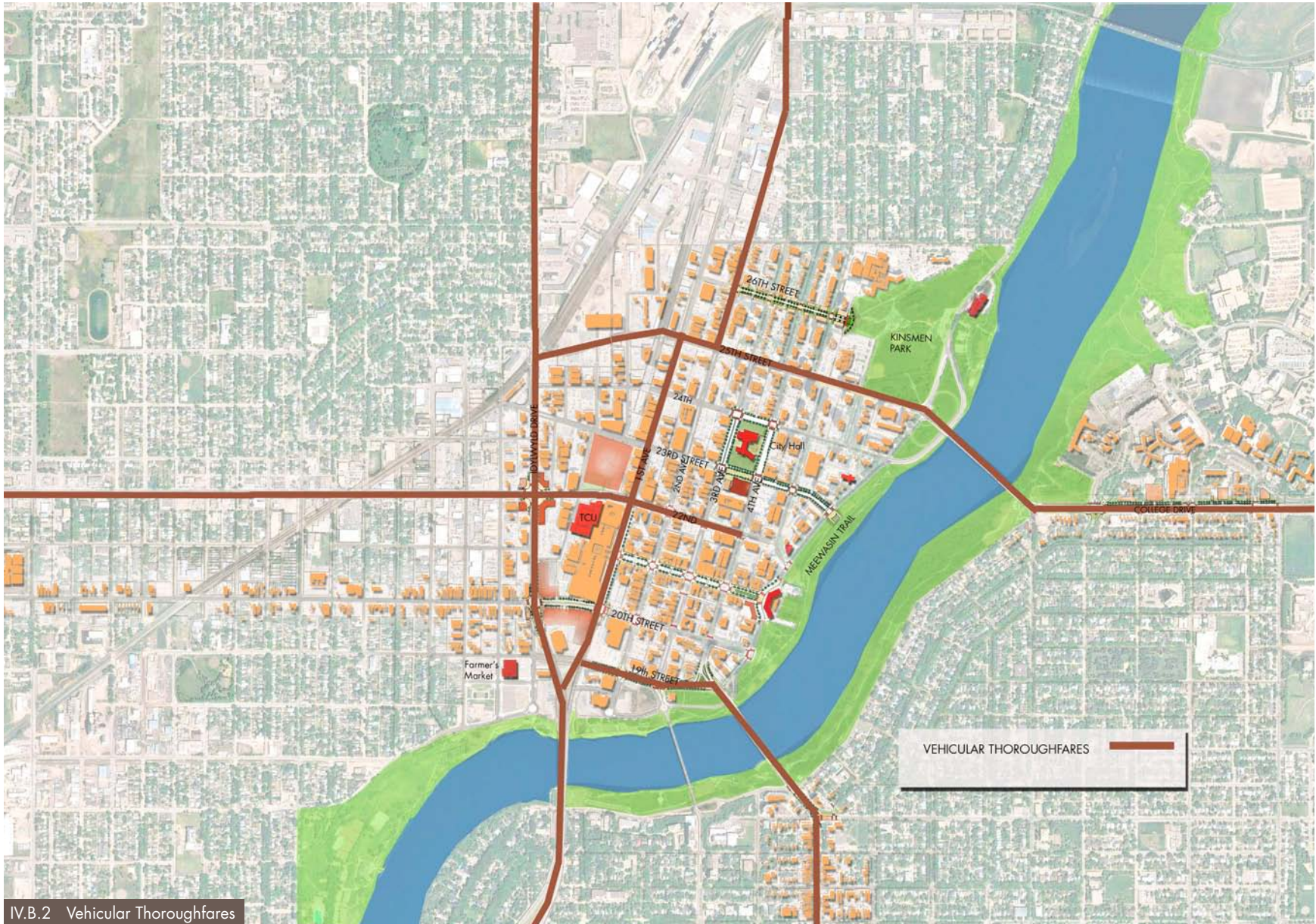


B.2 STREET NETWORK

The City Centre Plan proposes to balance critical vehicular access for autos and trucks with an enhanced pedestrian network. The term "complete streets" used in Saskatoon's Strategic Plan refers to the consideration of the public right-of-way as an integrated design of pedestrian areas, great building frontages, appropriate traffic capacity, bike access, transit lanes, truck access, accessible design, and landscaping. The streets are envisioned to have context sensitive solutions that reflect the urban character of the City Centre.

All streets should allow for vehicular access and all streets should include basic elements of walkable design. The Plan proposes a hierarchy of streets in which some thoroughfares handle higher volumes of traffic, transit, and truck access while also allowing for safe pedestrian crossings. Other streets become pedestrian priority streets to promote economic development, place making, and enhancing neighbourhood identity without eliminating vehicles. Several streets in the Downtown are wider than those found in many other successful city centres including Toronto and Vancouver. The wide right-of-ways provide an opportunity to create this hierarchy of streets which will include both the functional design and the rich series of public spaces envisioned by the community.

There are several design details and traffic calming measures that allow this hierarchy of streets to accommodate pedestrians. The Institute of Transportation Engineers Context Sensitive Solutions manual describes several practices. Reduced curb radiuses require vehicles to make turns at intersections slowly and reduce speed for pedestrians. Reduced turning radiuses also decrease the distance a pedestrian must cross over the travel lanes. Curb extensions, also known as bulb outs, are extensions of the sidewalk area into the parking lane near the corners



of an intersection. These reduce the crossing distances for pedestrians, without impeding traffic flow. Reduced lane widths are a common method to reduce speed of traffic in urban areas while allowing traffic flow. High visibility crosswalks made with materials such as epoxy paints or various paving materials are also important to alerting vehicles to the presence of pedestrians. Adjusted timing of traffic lights and countdown crossing signals can also allow more frequent and safer pedestrian crossings.

Provision of “Thoroughfares”

The Downtown will always experience a level of through traffic due to its proximity to major high volume roadways and to four of the City’s roadway river crossings. The intent of the Plan is to control and manage the through traffic on efficient urban thoroughfares, and to not attract additional through traffic with high speed roadways through the Downtown.

A vehicular **Urban Thoroughfare** allows pedestrian activity along its edges while also allowing significant volumes of traffic. Examples of thoroughfares include Boulevards in Paris which are lined with shops, have clearly demarcated crossing points, and yet also have several moving lanes of traffic, accommodate trucks, and high volumes of cars. By carefully designing turning motions along them, they can move traffic efficiently. Broadway in Saskatoon, which also conveys extensive volumes of traffic, is a highly successful pedestrian-oriented retail street.

The identification of thoroughfares in the City Centre is recognition that there are specific streets where the needs of the vehicles may require

a priority while pedestrians and cyclists will also use these streets. The provisions for pedestrians and cyclists will need to be carefully coordinated with efficient movement of significant volumes of traffic.

The following roadways are identified as potential through routes:
North to South

- Idylwyld Drive from 19th Street to 33rd Street
- First Avenue – 19th Street to 25th Street
- Second Avenue – 25th Street to Princess Street
- Third Avenue – Princess Street to 33rd Street

East to West

- 19th Street – Avenue A to Broadway Bridge
- 25th Street – Idylwyld Drive to University Bridge
- 22nd Street– west of 4th Ave.



IV.B.3 1st Ave.

View of 1st Avenue existing conditions

Concept study of First Avenue



IV.B.4 Potential 1st Ave.

FIRST AVENUE – 19TH STREET TO 25TH STREET

First Avenue between 20th Street and 22nd Street consists of four lanes with parking on both sides. It has a 30 m right of way. The adjacent land use is primarily retail in nature with the Midtown Plaza occupying the west side frontage. Modest corner bulb outs are in place at the 21st Street intersection.

The Plan recommends that the cross section of this portion of First Avenue be modified to allow bike lanes adjacent to sidewalks. The parallel parking lanes will shift closer to the street centerline and therefore reduce pedestrian crossing distances. A centre median may be constructed at certain locations provided there is sufficient distance between driveways and intersections. Increased curb extensions at key intersections and improved crosswalks could provide greater comfort to pedestrians. These transformations could allow greater retail opportunities on First Avenue while still allowing two efficient moving lanes in each direction.

First Avenue between 22nd Street and 25th Street is also recommended to have a cross section that consists of two traveling lanes in each direction, a centre two-way left turn lane or raised median and parallel parking on each side.

SECOND AVENUE – 25TH STREET TO PRINCESS STREET

Second Avenue between 25th Street and Princess Street consists of two traveling lanes in each direction, a centre two-way left turn lane and parallel parking on each side. On-street parking is in high demand south of King Street and moderate north of King Street. Some sidewalk trees exist within this area. Conversion to angle parking along Second Avenue between 25th Street and Princess Street is not recommended.



IV.B.5 Idylwyld Drive

Idylwyld Drive existing conditions (above)

In the long-term, Idylwyld Drive may be an area of economic development and be provided with greater amenities for pedestrians as in the concept sketch below.



IV.B.6 Potential Idylwyld Dr.

IDYLWYLD DRIVE

Idylwyld Drive is currently designated as a provincial highway and handles significant traffic volumes. It may be downgraded to a highway connector after the opening of the Circle Drive South project. Traffic volumes on Idylwyld Drive, particularly south of 22nd Street may decrease somewhat with the completion of the Circle Drive South project. Idylwyld Drive will also be impacted by the extension of 25th Street from 1st Avenue to Idylwyld Drive.

In the long-term, economic development along Idylwyld Drive will require greater provisions for pedestrians and possibly transit, while it will continue to provide efficient service for large numbers of vehicles. These adjustments will require wider sidewalks, street trees, improved crosswalks, as well as carefully designed vehicle turning motions. Detailed adjustments to the lane design of Idylwyld Drive; however, can only fully be studied after the impacts to traffic of the new Circle Drive South and 25th Street Extension projects are known. In the near term, improved painted crosswalks are required to better connect the Downtown to western neighbourhoods of the City.

19TH STREET – AVENUE A TO BROADWAY BRIDGE

19th Street between Avenue A and Second Avenue was reconstructed several years ago as part of the development of the River Landing project. Streetscaping treatments along this portion of 19th Street were constructed that link the River Landing project east of Idylwyld Drive with the portion west of Idylwyld Drive including the Farmer’s Market.

Streetscape improvements on 19th street should be extended west of Second Avenue to the bottom of the Broadway Bridge. This would enhance the pedestrian and cyclist connections between the Broadway Bridge, the Downtown, River Landing and Riversdale. The intersection of 19th Street, Broadway Bridge and 4th Avenue is a significant entry point into the Downtown for pedestrians, vehicles, and cyclists and should be reconfigured as an important entry space that accommodates each of those users.

25TH STREET – IDYLWYLD DRIVE TO UNIVERSITY BRIDGE

In 2013, 25th Street is being extended from First Avenue to Idylwyld Drive thereby providing a direct connection between Idylwyld Drive and the University Bridge. This will also connect Highway 5 (College Drive/25th Street) to Highway 11 (Idylwyld Drive).

25th Street will provide two lanes in each direction with left turning lanes at intersections. On street parallel parking will be provided between First Avenue and Idylwyld Drive. On street parking is prohibited east of First Avenue.

25th Street east of First Avenue has been constructed with streetscaping treatments. An on street unmarked bike lane is provided on both sides of the roadway. The extension of 25th Street to Idylwyld Drive also includes the provision of streetscaping and on street bike lanes.

SNOW REMOVAL

Snow removal strategies are a critical part of a winter city and important to the circulation network. The City should develop a snow management program for streets as well as sidewalks. Designated snow deposit areas should be established in various parts of the City to reduce the need for extensive truck hauling. Heated sidewalks in select locations as discussed in IV.B.8 may be one component of the management program.



25th Street Extension Plan

B.3 BRIDGES

EXISTING BRIDGES

City Centre is currently served by three bridges including the University Bridge, Broadway Bridge and Senator Sid Buckwold Bridge (Idylwyld Drive). The bridges provide key linkages to the region and currently operate at capacity.

The University and Broadway Bridges are arterial roadway bridges providing two traveling lanes in each direction with pedestrian walkways on each side. Cyclists often use the walkways due to the narrow traffic lane width on the roadway portion of the bridges. This results in pedestrian/cyclist and cyclist/cyclist conflicts. Pedestrian and cyclist linkages at each end of these two bridges are poor. Due to the structural configuration and heritage aspects of these bridges widening of the bridges to better provide for rapid transit, pedestrians, and cyclists is not considered feasible. The walkways on the University Bridge have been widened in the past but are still considered too narrow to meet the demands of its users.

The Senator Sid Buckwold Bridge is a freeway style bridge providing three traffic lanes in each direction. A walkway is provided on the east side of the bridge. Cyclists are prohibited from using the Idylwyld Drive freeway so cyclists crossing the river at this location must use the narrow walkway resulting in pedestrian/cyclist and cyclist/cyclist conflicts. Pedestrian and cyclist linkages at each end of the bridge are poor.

The Traffic Bridge, that is currently closed, has provided an additional river crossing for the City Centre in the past. The City is pursuing the replacement of the Traffic Bridge within the next five years with a structure that will provide one traffic lane in each direction and wide shared pedestrian/cyclist pathways on each side of the bridge. Pedestrian and cyclist connections between the bridge and the Meewasin Trail are to be provided on each side of the bridge.

ENHANCING FUTURE CROSSING CAPACITY

With the anticipated growth of the City's population to 500,000, crossing capacity will eventually need to be expanded. To meet the vision of Saskatoon Speaks, the new bridge crossings will be designed to reduce auto-dependency and congestion and will focus expanded capacity on transit, pedestrian, and bike improvements.

The ongoing IGP study will examine future bridge crossings in detail. Without attempting to predict the recommendations of the IGP, it is anticipated that there is little opportunity to provide an additional vehicular bridge within the City Centre area other than the extension of 24th Street on the west side of the river to College Drive on the east. Other potential crossing locations may include 33rd Street. The "24th Street Bridge" option would be considered as a twin to the University Bridge. It would allow for dedicated transit only lanes, additional bike, and pedestrian crossings, and potential vehicle lanes. An option would reduce the number of traffic lanes on the University Bridge from four to two thereby freeing up space to provide a dedicated transit lane, and better pedestrian and cyclist facilities. The two traffic lanes may be transferred to the new 24th Street Bridge. Alternatively, the bridges could operate as separate west bound and east bound traffic lanes. The one-way westbound condition on the University Bridge could be extended to Idylwyld Drive and the one-way eastbound condition on the 24th Street Bridge also extended to Idylwyld Drive thereby freeing up room on those roadways for better pedestrian, cyclist and transit facilities. The University and 24th Street Bridges would meet at Clarence Avenue (at the top of the University Bridge).

There are other travel mode, lane direction and lane configuration options available for the proposed 24th Street bridge; however, the underlying idea is to add capacity for multimodal transportation and to replicate the heritage characteristics of the University Bridge.

PEDESTRIAN BRIDGES

The Plan recommends that enclosed pedestrian bridges over public right of ways, often referred to as "plus 15's," not be permitted. In other cities, these enclosed bridges have been shown to detract from ground level commercial uses and reduce the activity of the street.

B.4 TRANSIT

EXISTING TRANSIT SYSTEM

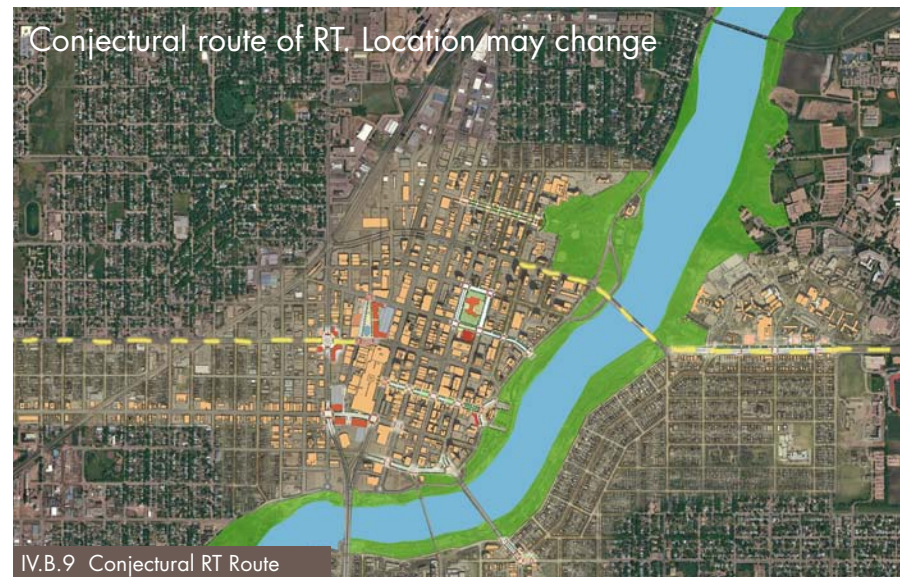
Currently Saskatoon Transit Services provides a city-wide timed-transfer bus system. That system includes a major transfer point within the Downtown referred to as the Bus Mall. The Bus Mall is a dedicated transit only roadway located on 23rd Street between Second and Third Avenues and has been in operation since the mid-1980s. While considered a success in terms of providing a convenient transfer point, the Bus Mall is disliked by many of its users according to stakeholder surveys and the City's Public Spaces Report.

NEW RAPID TRANSIT

The IGP study is planning a new City-wide transit system including the potential implementation of Rapid Transit routes. The Plan proposes elimination of the Bus Mall and the opening of 23rd Street to through traffic. It would be replaced with a bus or light rail Rapid Transit system. A bus rapid transit system uses bus-dedicated lanes that permit direct express service between distant key locations. It will link the suburbs with the City Centre. It is anticipated that rapid transit routes may enter the City Centre from the west on 22nd Street, from the east on 25th Street (College Drive), from the south on Idylwyld Drive and from the north on Second Avenue (from Warman Road). A potential new transit station may be located on 23rd Street.

TRANSIT IN THE CITY CENTRE

These Rapid Transit routes will circulate through the City Centre dropping off and picking up passengers. Due to the "rapid" characteristics of these routes it is anticipated that within the City Centre the routes will be located on roadways that will allow the service to move quickly through the Downtown such as 1st, 3rd, and 4th Avenues and 19th, 20th and 24th Streets. A combination of these roadways could provide locations



for dedicated transfer station points. Major stops are anticipated to coincide with areas of high demand such as the central Downtown retail area and areas of new growth such as the new west Downtown and the River Landing area. Given the winter climate, services must be provided to allow users to wait in warm areas. Real time bus arrival time information transmitted to phones and computers allows individuals to wait indoors until the bus arrives.

A circulator bus that runs in a loop around the Downtown may provide easy access to various portions of the Downtown and easy connections from the Rapid Transit Stations to employment areas. It will also facilitate a “park once” strategy.

FUTURE LIGHT RAIL

The City’s current planning horizon of 500,000 population places it within the realm of the City having a Light Rapid Transit (LRT) rail system at that time. As such, the City should embark on a planning exercise to identify and protect potential LRT routes approaching and within the City Centre. The future of LRT is subject to the Integrated Growth Plan study. Past transportation studies have identified potential LRT routes. These have included railway right of ways. Potentially routes to the east, west, north and south should be identified now so as to protect corridors for future use. The efficiency of the LRT will also depend on land use planning and encouragement of transit-oriented growth in suburban areas adjacent to transit corridors. The concept will require further study.



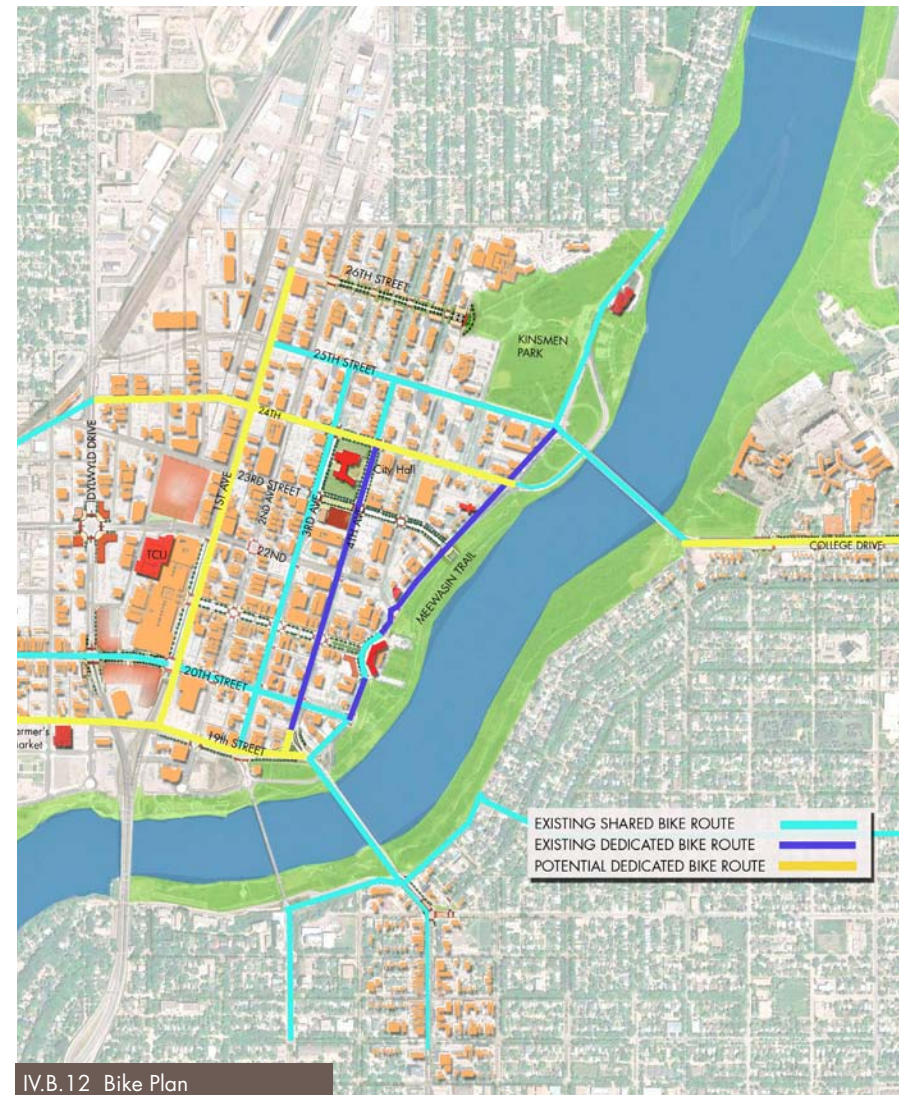
IV.B.10 BRT Lane New York

B.5 BIKE ACCESS

There are several streets that can accommodate dedicated bike lanes. It is recommended that 1st Avenue, 24th Street, 19th Street, and College Drive accommodate additional dedicated bike lanes. Bike lanes are recommended to be placed directly adjacent to sidewalk curbs with a protective buffer area adjacent to the parallel parking lane. Examples of similar systems include Copenhagen and New York City. The specific bike lane designs will be reviewed on a case by case basis. Safer bike ramps at the ends of bridges are also recommended. These measures will expand the area bike network. Bike parking should be located at strategic locations, with potential conversion of single on-street parking spaces at important points within the City. In the long-term, as residential population increases, a bike share system is recommended.



Above: Dual bike lanes with buffer to on street parking



Above: Bike framework plan

B.6 PARKING

Parking is integral to transportation and is a critical issue for the Downtown. In the near term, parking, both on and off the street, is important to local businesses and future development. The Plan provides a discussion of an overall parking strategy and its implementation through policy measures. A detailed discussion of a parking strategy is located in the Policy Section of Chapter IV.C.

B.7 INFRASTRUCTURE

a. General Infrastructure

The capacity of the City's Centre's water, power, and sewer infrastructure requires improvement to serve the forecasted growth. The City Centre's power supply will need to be increased and will require that additional transformer vaults be installed under the sidewalks. Increased demand for water supply and sewage systems will need to be addressed early in the development process. Conservation methods in both energy use and water use, such as district energy systems, energy efficient building systems, lighting, gray water reuse in individual buildings, and storm water reuse may slow the growth of demand for new infrastructure. The efficiencies may not be sufficient to address the entire growth in demand.

The City's existing stormwater drainage system discharges directly into the river without treating it. Chemical residue on urban surfaces contaminates urban stormwater and therefore, the Plan recommends stormwater treatment systems be installed over time. A network of bio-filters, or rain gardens, installed in long linear stretches of road sides as described in Chapter IV.B.8, can capture and clean a portion of the urban stormwater. But other treatment systems will also be required. New buildings constructed with green roofs or blue roofs might retain stormwater, and slowly allow its release to a filtration facility.

b. Sustainable Infrastructure Design

The Plan proposes several measures to address sustainability. Increased long-term use of transit, bike lanes, and pedestrian priority streets will reduce energy consumption and lower carbon emissions. Trash recycling and post-waste management infrastructure should continually be reviewed and enhanced to divert trash from landfills. Additional infrastructure measures include adjustments to public lighting, encouragement of district energy, rain gardens, and accommodation of electric vehicle recharging stations.

PUBLIC LIGHTING

In the long term, street lighting may be converted to lower energy consumption fixtures such as LED. Light fixtures that reduce ambient light and direct light down to the ground or toward specific tasks reduce light pollution, and consume less energy. They may be used in new and renovated public places.

DISTRICT ENERGY

District energy systems are highly efficient systems that generate electricity, heating, and cooling for a group of buildings within a close proximity of each other. In the long-term, district energy supply systems may be used for portions of the Downtown. In recent years, they have been installed for single ownership groupings of buildings such as universities and hospitals; however, there is growing application in new large redevelopment areas and in new communities. The North Downtown area may provide this type of system.

B.8 STREETScape & SIDEWALKS

RAIN GARDENS, EVERGREEN PLANTING, & RESILIENT PLANTING

Sustainable stormwater treatment practices include the use of rain gardens along the edges of streets and public spaces. Stormwater runoff from urban roads is contaminated by chemical pollutants. The stormwater can be cleaned using natural plant filter systems called “bio-filters” or rain gardens. Their use helps maintain natural water table levels. A network of rain gardens can be installed on green streets that connect the Meewasin Trail to the neighbourhoods of the City Centre as well as in new public plazas. Their installation will be coordinated with the location of existing underground utility vaults in the sidewalk. Low scale evergreen plantings along the streets will provide colour to the City through-out the year. Evergreens in potted containers on sidewalks, installed by private merchants, can be used to deflect winds and enliven the pedestrian environment during the shoulder and winter seasons.

SNOW REMOVAL & HEATED SIDEWALKS

A snow management system is a critical part of a winter city. Designated snow deposit areas should be established in various parts of the City to reduce the need for extensive truck hauling. Heated sidewalks in strategic locations such as the City Hall Square, 21st Street, and key transit stops may facilitate pedestrian comfort. They also can reduce maintenance costs from snow clearing. Heated sidewalks maybe sourced through connections with nearby public buildings or through the recapture of waste energy. They can be located in coordination with existing utility vaults and existing sidewalk features.



IV.B.13 Bio-Filters Los Angeles

GREENING THE STREETS YEAR AROUND



IV.B.14- 17: Temporary installations of evergreens can be used as windscreen (above) to shield patrons from cold winds or to add year around colour to city public areas. Below right image of phased street conversion for pedestrian use with paint and potted plants



PHASING OF PEDESTRIAN PRIORITY FEATURES

Some of the proposed adjustments to pedestrian priority streets can be accomplished in phases using low cost temporary installation methods for the initial phases and then more permanent installations over the long-term. Several cities have converted portions of their road surfaces to pedestrian areas using lower cost temporary measures that include paint, textured coatings, and large potted plants. The conversions capture underused areas of road surface and demarcate them for pedestrian use. The conversions might also be done on a seasonal basis so that pedestrians use an area during the summer months and the same area reverts to parking during the winter months. The conversions are reversible or adjustable so that the impact from actual use of the converted area can be reviewed prior to installing permanent construction. New York City has embarked on an extensive program of road surface conversions using this low cost phased approach. In many areas, the conversions have resulted in increased revenues for the surrounding businesses. Figures IV.B.18-20.



Before temporary installation

After temporary installation



IV.C POLICY

C.1 DESIGN GUIDELINES & PROPOSED ZONING ADJUSTMENTS

- IV.C POLICY
- C.1 *Design Guidelines & Proposed Zoning Adjustments*
- C.2 *Residential Incentives*
- C.3 *Office Incentives*
- C.4 *Sustainable Building Design*
- C.5 *Heritage and Culture*
- C.6 *Structured Parking*

Policy allows the government to guide how private development can support the overall vision of the City Centre. Policies should be flexible enough to encourage investment in the City and allow for creative investments, and yet limit practices that harm the overall vision of the City Centre. The policy section includes design guidelines, recommendations for specific zoning adjustments, housing initiatives, support for sustainable design, support for heritage and culture, and methods to increase structured parking throughout the City Centre.

a. **General Design Guideline Strategies:**

The following general strategies apply to the neighbourhoods, places, and zoning districts that are within the City Centre boundaries. The zoning districts that are within the area include RM1, RM5, MX1, M2, M3, M4, B2, B5, B5B, B5C, B6, RA1, PUD, and AG. The design guidelines strategies focus on protecting and increasing the walkable character of each street while maintaining a variety of architectural expressions. The most important aspect of building design in urban areas is how the building is placed to engage the street. Buildings must line the public right-of-way and have front entrances that open onto it. This is an established pattern of places along 21st Street, 2nd Avenue as well as a number of other streets in the City Centre. To accomplish this, the design guidelines require placement of the buildings near the front property line. The regulation of architectural details and styles is less important to establishing walkable streets than the placement of the buildings. As a result, guidelines allow private development the flexibility to create a variety of building formats and styles that encourage a diverse and animated City Centre.

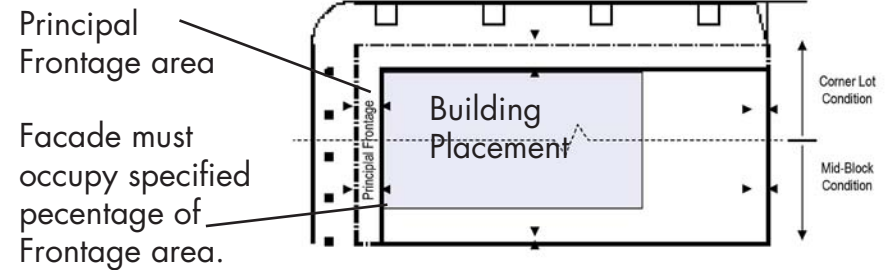
Frontage, Height, and Parking Placement are the three basic criteria used in the design guidelines. Each of the criteria is described on the following pages. The criteria are adjusted to accommodate the unique aspects of different portions of the City Centre. A design guidelines chart on the following pages describes how each criterion is provided for in each portion of the City Centre.

DESIGN GUIDELINES THREE GENERAL CRITERIA

See Design Guidelines Chart for Dimensions

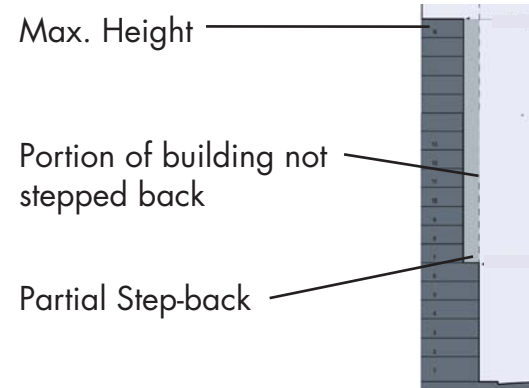
Frontage:

Continuous rhythm of building facades along the street is critical to high-quality public street spaces. The design guidelines require placement of new buildings and building additions along the street front. The Principal Frontage is the area parallel to the front property line. The front façade must be located in the Principal Frontage area according to the Design Guidelines Chart.



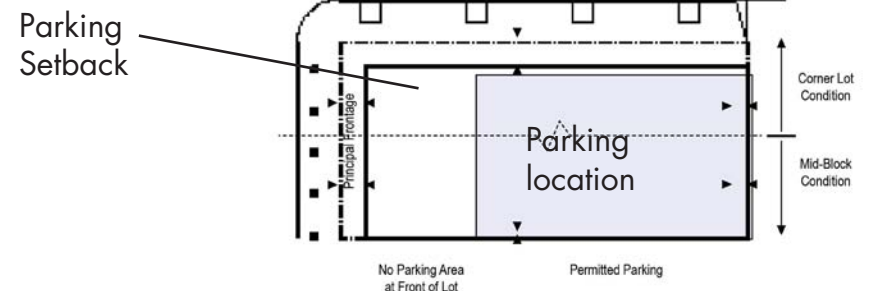
Height:

The existing maximum height limits are maintained unless specifically noted otherwise. The design guidelines require partial step-backs at the upper levels of buildings. The partial step-backs serve two purposes. They deflect winds on taller buildings from being blown down onto pedestrians. They also allow new taller buildings to be compatible in scale with the historic low-rise buildings that dominate the City Centre. The height guidelines for each area of the City Centre are described in the Design Guidelines Chart.



Parking Placement & Service Locations:

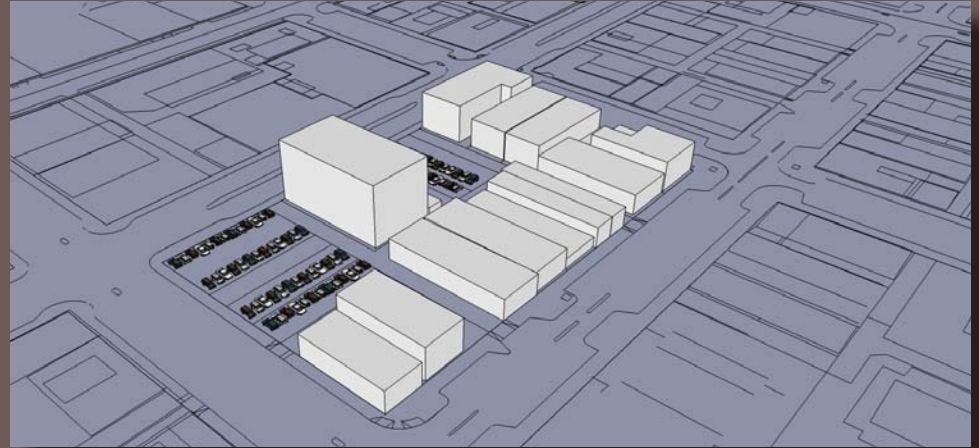
One of the issues of greatest concern in the City Centre has been the growth of surface parking lots. The design guidelines require placement of new buildings and building additions along the street front so that parking areas are forced to the rear of the lot and hidden behind the buildings. New surface lots must be set back from the front property line and screened. Parking is also permitted in parking structures that are screened on their primary front and have retail on the front portion of the ground level. The Parking Placement guidelines for each area of the City Centre are described in the Design Guidelines Chart. Service locations should be accessed from side street or rear lane.



Diagrams Credit: Smart Code

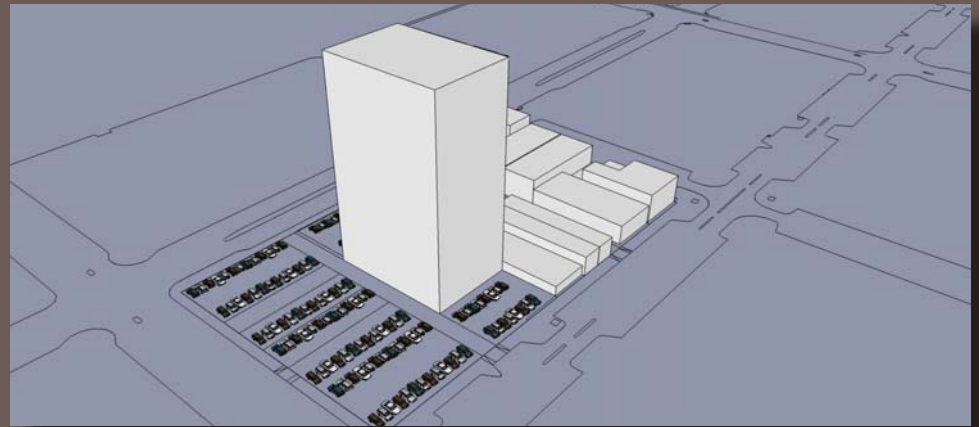
Existing Condition

Typical existing block has several small buildings with small surface parking lots.



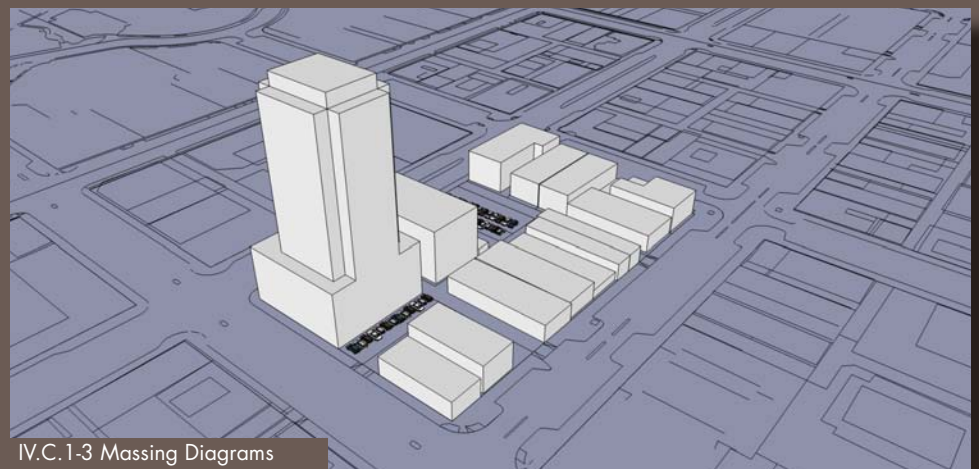
No Guidelines

Current building patterns demand larger buildings with more parking. There is an established pattern of demolishing small buildings to make room for the required surface parking.



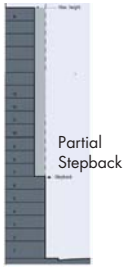
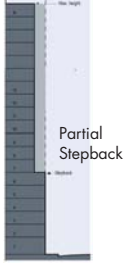
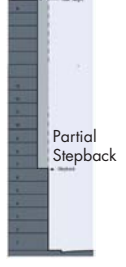

Design Guidelines

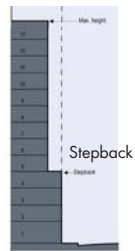
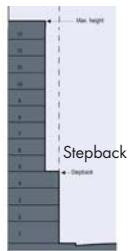
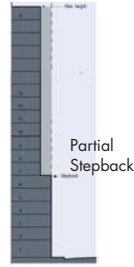
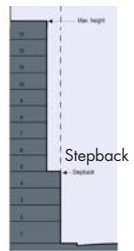
New design guidelines allow for larger buildings. Associated parking is located toward the rear of lot or in screened structured parking areas. Height setbacks along portions of the building establish a cohesive streetscape with tall and short buildings.



IV.C.1-3 Massing Diagrams

DESIGN GUIDELINES CHART

	CBD	Civic Centre Area	North of River Landing	Warehouse
Zoning Areas	B6, B3, M4 portion	B6	B6, (DCD1 not Included)	B6, RA1, B3
Primary Frontage	The Primary Frontage is the area .5m or less from front property line. The Front Façade shall occupy 75% or more of length of the Primary Frontage.	The Primary Frontage is the area .5m or less from front property line. The Front Façade shall occupy 75% or more of length of the Primary Frontage.	The Primary Frontage is the area .5m or less from front property line. The Front Façade shall occupy 75% or more of length of the Primary Frontage.	The Primary Frontage is the area .5m or less from front property line. The Front Façade shall occupy 75% or more of length of the Primary Frontage.
Height	Building shall step back 2m at a height 10m to 25m above grade. The step back is required for 40% of front façade.	Building shall step back 2m at a height 10m to 25m above grade. The step back is required for 40% of front façade.	Building shall step back 2m at a height 10m to 25m above grade. The step back is required for 40% of front façade.	Building shall step back 2m at a height 10m to 25m above grade.
				
Parking Placement	Parking shall be set back a minimum of 7m from front property line unless screened by a building façade.	Parking shall be set back a minimum of 7m from front property line unless screened by a building façade.	Parking shall be set back a minimum of 7m from front property line unless screened by a building façade.	Parking shall be set back a minimum of 7m from front property line unless screened by a building façade.
Special Features				

	Spadina Crescent	City Park South of Queen	College Drive	Riversdale 20th Street Area	Broadway
Zoning Areas	M4	RM5	AG, M2	B5C	B5B
Primary Frontage					
	Minimum front setback is 6m. The Primary Frontage is the area 6-8m from front property line. The Front Façade shall occupy 60% or more of length of the Primary Frontage. Porches & porticos may project up to 4m from the Primary Frontage into front setback.	Minimum front setback is 6m. The Primary Frontage is the area 6-8m from front property line. The Front Façade shall occupy 60% or more of length of the Primary Frontage. Porches & porticos may project up to 4m from the Primary Frontage into front setback.		The Primary Frontage is the area .5m or less from front property line. The Front Façade shall occupy 60% or more of length of the Primary Frontage.	Refer to Bylaws 9056 & 9057
Height					
	Building shall step back 3m at a height 10m to 14m above grade. 	Building shall step back 3m at a height 10m to 14m above grade. 	Building shall step back 2m at a height 10m to 14m above grade. The step back is required for 40% of front facade. 	Building shall step back 3m at a height 10m to 14m above grade. 	Refer to Bylaws 9056 & 9057
Parking Placement					
	Parking shall be accessed from the rear. Parking shall be set back a minimum of 10m from front property line.	Parking shall be accessed from the rear. Parking shall be set back a minimum of 6m from front property line.	Parking shall be accessed from the rear.		Refer to Bylaws 9056 & 9057
Special Features					
	Landscape elements shall be provided along Front Property Line. Landscape elements shall include continuous hedge, shrubs, and/or flowering plants with a min. depth of .4m. Openings shall be required for front access walk.				

b. ZONING ADJUSTMENTS FOR INDIVIDUAL DISTRICTS WITHIN THE CITY CENTRE

In addition to the general design guideline strategies, the following are additional targeted adjustments to the current zoning.

BUILDING BONUS

The Plan recommends that a height bonus in the Downtown B6 area be offered when community benefits are incorporated into the development. Such community benefits include underground or structured parking for the building and for use by the general public, and sustainable design practices that have recognition by rating systems such as LEED or BREEAM, and a public community space. The Bonus will allow additional height and/or reduce the correlation of height to land area when the community benefits are met.

PARKING STRUCTURE REQUIREMENT

A building above 40m in height or greater than 5000 square metres in area and will require structured or underground parking that is available for use by both the building and the general public.

SURFACE PARKING STATIONS

Surface parking as a primary use of a property will not be permitted by right within the B6 Zone, but may be allowed as a discretionary use. Existing surface parking lots will be permitted to remain in operation if they comply with screening requirements. New Parking lots created on a temporary basis between demolition of an existing building and construction of a new building on the same site may be approved on a case by case basis. They will not be permitted to operate for a period exceeding two years.

OUTDOOR DINING ON SPADINA CRESCENT

The M4 zoning area has specific regulations for lots adjacent to

Spadina Crescent. Proposed adjustments include allowing outdoor dining in front yards and allowance of individual front entrances for eating establishments.

ZONE B6 RETAIL GROUND FLOOR USES

The Plan recommends that the requirement in the Official Community Plan, section 10.9.10, for retail on the ground floor in the retail core area be amended. The retail core area includes 21 Street and 2nd Ave. The amendment should allow for commercial uses, retail ready shell spaces, as well as retail on the ground floor of the retail core area. The ground floors shall have façade designs compliant with the architectural guidelines of Chapter IV.C.1.c.

IDYLWYLD DRIVE

The current B3 Zone adjacent to Idylwyld Drive may not allow the economic development envisioned in the long term. Increases in building height from 10m to 18m and reducing minimum front building setback to 1m will allow for growth of walkable, mixed-use development in the west Downtown.

RAPID TRANSIT PARKING REDUCTIONS

Zones M4 and B3 within the City Centre are adjacent to potential RT stop locations. Parking requirements in these zones may be reduced once the RT stop locations are confirmed.

B5B & DCD1

There are no proposed adjustments to areas zoned B5B or DCD1.

c. ARCHITECTURAL DESIGN GUIDELINES

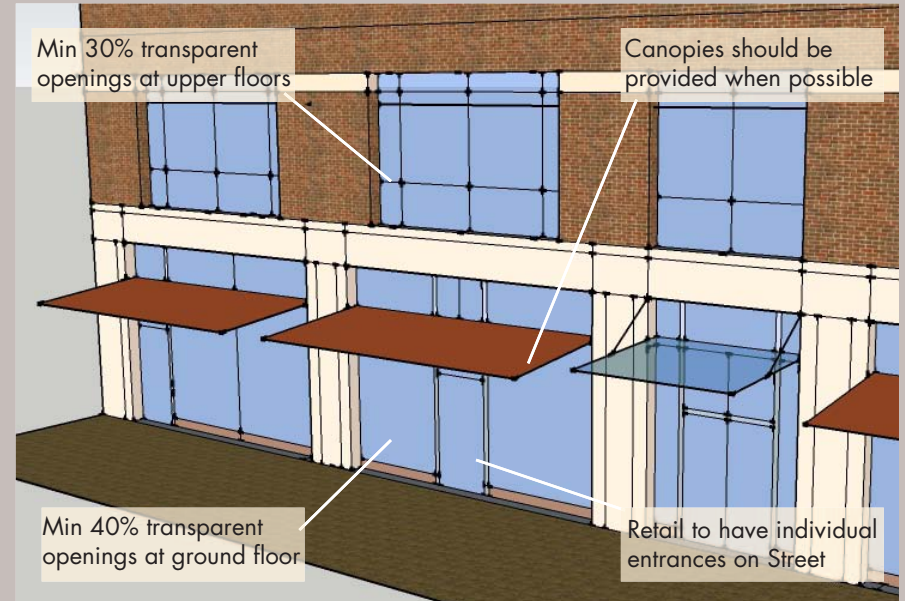
Guidelines for architectural design establish general rules for the façade while allowing flexibility for the private development community. The guidelines allow for a large variety of materials and architectural styles. Variety of architecture is important in order to display the diversity of the City. Extensive regulation of stylistic qualities in a city centre can discourage development. The areas covered by the design guidelines are the divisions of the façade into base, middle, and top; requirements for minimum amounts of transparent openings; limited restrictions on materials. This section also includes examples of high-quality urban residential design. Further detailed architectural regulations on a city-wide basis are not recommended, although more detailed regulations may be appropriate pertaining to specific sites within the City.

FAÇADE OPENINGS:

To further encourage walkable streets, windowless walls are not permitted to face front property lines or side streets. The guidelines require minimal percentage amounts of transparent openings on ground floors and upper levels. The ground floor front façade shall include a minimum of 40% of its surface area as transparent openings in all areas of the B6 and B3 Zones. The overall front façade of all floors shall have at minimum 30% of the surface area as transparent openings at all locations within the B6 and B3 Zones.

GROUND LEVEL FRONT ENTRANCES

Ground floor entrances should face the street when possible. Individual stores should have individual entrances to the street. Canopies and awnings should be encouraged to deflect cold winds during the winter months and protect portions of the sidewalk from snow.



IV.C.4 Architectural Design Guidelines



IV.C.5-6 Colourful facades in Copenhagen and Stockholm

MATERIALS & COLOUR

Proposed architectural design guidelines do not require extensive limitations on materials or colours for the City Center. High-quality architectural design can be accomplished with a wide variety of materials including masonry, metals, glass, and composites. Limiting the range of accepted materials will not insure high-quality architecture. Certain materials associated with low-cost construction, such as vinyl siding and standard grades of cement block, are discouraged on facades that face a public right-of-way. Colour has been used in many northern cities to animate the urban environment and compensate for the short daylight hours in the winter seasons. In the Warehouse District, which consists mostly of all brick buildings, new structures should have brick on at least 30% of their exterior.

DIVISIONS OF THE FACADE

Proposed architectural design guidelines encourage buildings to have changes of architectural expression of the façade to create a distinct base, middle, and top. This strategy is encouraged for several reasons. The most successful city skylines are characterized by the tops of their buildings. Some of the greatest walking streets are characterized by the quality of design of the ground floor facades. Examples of how buildings can have distinct base, middle, and top portions of their facades are illustrated for a variety of conditions. The examples include a distinct type of expression at the ground floor of a building, the use of a slightly different expression such as a change of materials or window proportion for the body or middle of the building, and then articulation that distinguishes the top. On low buildings of two to four stories, the base can be the lower portion of the ground floor and the top may be a cornice. On a taller building, the base may be an entire floor or two, and the top may be an entire floor or more.



Figures IV.C.7-9:
Three parts to the facade:
Base, Middle, Top

EXAMPLES OF URBAN RESIDENTIAL DESIGN

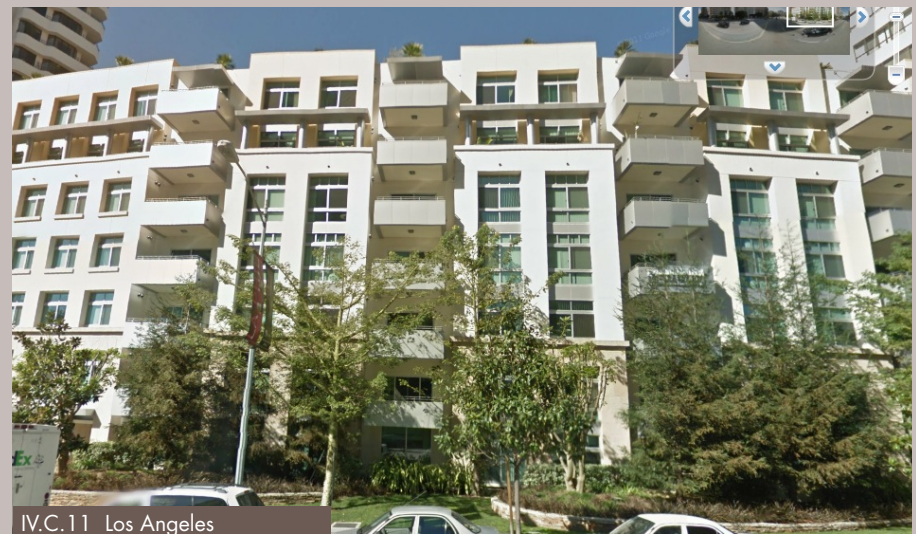
Both mixed-use and residential building types should be considered as components of the neighbourhoods. Detailed architectural design standards that ensure high-quality architecture of these buildings often prove too limiting to allow for the wide variety of housing types that are needed. The following are examples of residential and mixed-use building types that support the overall neighbourhood framework. They are individual, of many styles, accommodate a diverse set of family types and income levels, and yet all provide high-quality public fronts and streetscape. They are accommodated in all portions of the Plan according to the design guideline chart.

APARTMENT BUILDINGS & CONDOMINIUMS

Apartment buildings can vary in size from four dwellings to several hundred. These buildings should have some level of modulation including bay windows, balconies, and varied rooflines to reflect the residential scale of their purpose. Parking is encouraged in the rear, below grade, or in a structured garage behind the building. Their setback requirements vary depending on the neighbourhood in which they are located but generally are shallow.

TOWN HOUSES

Town houses are highly efficient building types that allow families a sizable home within the City. They often have large windows and stoops on the front and shallow front gardens. The town houses should have parking access from the rear and not on the front. These may be most appropriate in areas of City Park and Riversdale.



C.2 RESIDENTIAL INCENTIVES

KICK-START PROGRAM

The overall Plan is designed to use market forces to build new residential uses within the City Centre area; however, it may be necessary to provide added incentive to initiate residential construction in areas that are not widely recognized as residential. One method to do this is to provide a subsidy to developers for each dwelling sold during a proposed three-year period. When the residential market becomes established, the subsidies are no longer needed to attract continued residential growth. One example is the City of Edmonton which provided a subsidy of \$4,500 for each dwelling sold. The program led to an increase of 1,000 new residential units over three years. The additional tax revenue generated by the new residents paid for the cost of the original subsidy.

DOWNTOWN COMMUNITY ASSOCIATION

The City may establish a Downtown community association in order to recognize its new and emerging neighbourhoods. The association will allow residents to have a forum to support residential needs and provide community-based programming. The association may support or advocate for community services, maintenance of residential areas, and other residential concerns.

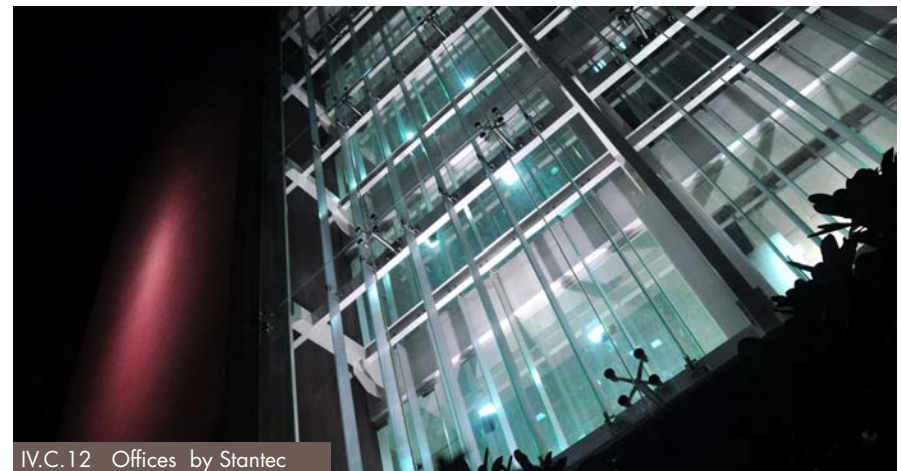
GROCERY STORE

Residents require convenient access to groceries. There are currently no large grocery stores within the Downtown, because large and moderate size grocery stores require a substantially greater number of residents in their immediate service area in order to operate than currently exist within the Downtown. In order to attract a grocery store to the Downtown and to make the City Centre more appealing to prospective residents in the near-term, the City will likely need to develop specific policy measures to promote this type of use. In the long-term, market demand from the increased residential population should allow a larger grocery store to be self-sustaining. The North Downtown Plan will identify potential store locations that can serve residents as well as commuters. These locations may be in the vicinity of 25th Street and Idylwyld Drive.

C.3 OFFICE INCENTIVES

The Plan provides several incentives to encourage growth of office uses. More structured parking facilities to serve local businesses will be constructed as a result of the parking strategies; discussed in detail in Chapter III.C.4. Long-term transit improvements will also serve business. The higher quality living environment of the City Centre and greater variety of activities, which are discussed throughout this document, will encourage the growth of a highly skilled residential population and work force and help with employee retention. Businesses will have a variety of venues in which to meet and conduct business.

Further fiscal incentives include a tax abatement for Downtown office development. The tax abatement would apply to vacant space within a new office building. This will provide relief to landlords who pay tax on vacant space. The abatement for vacant space will reduce the risk to developers who build office space. The abatement will have a duration of two to five years or until the building is at 100% occupancy. The abatement will be reviewed annually. Abatement will only apply for new office development on an existing surface parking lot. A tax abatement may also be included for structured parking.



C.4 SUSTAINABLE BUILDING DESIGN

Saskatoon Speaks calls for improved sustainable design through several strategies. They include reduced energy, water, and materials consumption. The majority of energy use, water use, and carbon emissions are by buildings. Policies to encourage the inclusion of sustainable building practices by private development have been undertaken by several cities. They involve a combination of subsidies to encourage construction of sustainable practices and mandatory requirements through modified building codes.

MODIFICATIONS TO THE BUILDING BYLAW

The National Building Code regulates construction standards for buildings. Several cities adopt local building code amendments that allow national regulations to be customized to local needs. Building Bylaw 7306 is Saskatoon's local building code modification. The Building Bylaw may be explored as a means of incorporating higher thermal, lighting, green energy, energy efficiency, water, and stormwater treatment standards into private development. However, revisions should be carefully considered with regard to construction cost. New regulations that require costly construction can discourage private development within the City.

LOCAL GOVERNMENT FACILITIES

The Plan recommends that the City create standards for sustainable building practices for their own facilities. As an example, New York City created its own green building standards for all new school construction and municipal office construction. These standards include a broad range of technical requirements that are nearly equivalent to LEED (Leadership in Energy and Environmental Design) Silver rating. Such standards may include adoption of minimum percentage of energy sourced from green energy sources either through purchase of Renewable Energy Credits (REC's) or through installation of green energy systems.



IV.C.13 Saskatoon Riverfront

ENVIRONMENTAL PROTECTION

Environmental protection of the City's natural systems is central to its long-term resiliency. The South Saskatchewan River is the primary natural feature of the City. The river is supported by tributaries, natural underground water drainage systems, and the ecology along its banks. The Meewasin Valley Authority has a mandate to protect this system. Sustainable stormwater management practices described in the infrastructure section of this document, the use of native plant species along the banks, and limiting practices that contribute to erosion of the shoreline will protect this natural system. The City should also promote use of resilient plantings that reduce dependence on irrigation.

C.5 HERITAGE & CULTURE

The area of the City of Saskatoon has been occupied for 8,000 years. The street grid that emerged in the settlement of 1882, the buildings that lined the street, and the pedestrian scale that emerged are still important qualities in Saskatoon today. The City Centre has most of the area's heritage assets and should be a cultural heritage core. The character of the City Centre has changed over recent decades as older buildings have been demolished to create surface parking lots. This trend could continue if further protection of existing heritage buildings is not established. In the City, 30 sites have been designated as Municipal Heritage Sites, five sites are National Historic Sites, and two are listed as Federal Heritage Railway Stations Protection Act sites. An additional 34 sites fall under the City's holding bylaw which prohibits demolition. The City's Strategic Plan 2012-2022 calls for creative methods to showcase the City's built, natural, and cultural heritage. Tax credits and subsidies are available to support the cost of historic preservation from federal, provincial, municipal, and community programs. The City of Saskatoon produced a Heritage Policy and Program Review Report in August 2012 that discusses several methods to increase protection. The City Centre Plan recommends the following:

HISTORIC REGISTER

Expand the number of assets listed on Saskatoon's Register of Heritage Buildings.

MODIFICATIONS TO THE BUILDING BYLAW

The Plan recommends Building Bylaw 7306, Saskatoon's local building code overlay of The National Building Code, be modified. The Building Bylaw should be explored for amendments to provide accommodation for adaptive reuse of heritage assets.



AREAS OF HERITAGE INTEREST

Designate areas that have groupings of heritage asset as “Areas of Heritage Interest”. Potential areas include Spadina Crescent from the University Bridge to 21st Street, 21st Street, 2nd Avenue between 20th and 24th streets, portions of 3rd Avenue, and the Warehouse District.

INCREASED FUNDING

Provide more funding incentives for protection and restoration of heritage assets.

ADAPTIVE REUSE AS SUSTAINABLE DESIGN PRACTICE

Reuse of existing buildings and materials is recognized by LEED (Leadership in Energy and Environmental Design) as a highly sustainable building practice. The City should review financial obstacles and investment obstacles to adaptive reuse of buildings.

SASKATOON AS A CENTRE OF CULTURE

The City of Saskatoon’s Culture Plan of 2011 and Strategic Plan cite the many cultural assets already present in the area. The goal of the plans is to establish the City Centre as the central hub for arts and culture in the region. There are several smaller hubs for arts and culture within the City Centre. The area around River Landing already has establishments that are expanding. The Plan offers the opportunity to expand the area directly adjacent to TCU Place for additional cultural venues.

OPPORTUNITIES IN PUBLIC INFRASTRUCTURE

Public infrastructure including streetscape improvements should be reviewed for opportunities to incorporate local craftsmanship and expressions of local culture.

ART IN THE CITY

The Plan envisions further support for art both in public spaces as well as for art incorporated into private development. Venues for affordable art studios should also be accommodated.

PUBLIC ART WALK

An Art Walk is envisioned to celebrate the area’s cultural heritage. The walk will include a plan with suggested walkable routes throughout the City Centre. The walk will link together prominent sites for public artwork, private art venues, institutions, and heritage assets. The walk could display a range of local cultural issues as well as the City’s aspirations for the future. This plan will support tourism of the area as well as link together various art hubs of the City. The artwork along the walk would anchor significant places, and the walk would link varied parts of the City.



IV.C.16 Sculpture

C.6 STRUCTURED PARKING

The development of new structured parking fulfills a near-term parking need and allows the City Centre to grow. Zoning incentives to construct structured parking as well as restrictions on the growth of surface parking lots are included Chapter 4.C.1.b. However, financial strategies are also required to cover the cost of structured parking. This section discusses the need for parking, the cost of structured parking, and outlines methods to financially support structured parking in the City Centre.

NEED

The parking demand might be quantified by people's willingness to pay for parking and to walk from a distant parking space. Most parking in the Downtown is paid parking, including at the Midtown Plaza surface lots. While there are no official statistics on the matter, interviews with several employers report some difficulty in hiring new workers due to the lack of places to park. Some employees in the downtown core reportedly walk from lots located several blocks west of Idylwyld Drive to the Downtown.

SURFACE PARKING

The current conditions of the City Centre allow surface parking lots to operate at a profit. Given the current need for spaces, conversion of surface parking lots to new development will require that the surface parking be replaced by structured parking.

COST OF PARKING STRUCTURES

Preliminary cost estimates of constructing a new above-grade parking structure in the City of Saskatoon are roughly estimated at \$45,000 per space. In many parts of North America, precast parking structures cost \$25,000 per space. There appear to be a variety of circumstances that cause higher construction costs in Saskatoon. In general, below-grade parking spaces cost more than above-grade parking structures.

PARKING, TRANSIT AND THE CITY'S GROWTH

In order to increase the amount of development within Saskatoon's City Centre, it will be necessary to redevelop several of the existing surface parking areas. In the near term, the loss of surface parking spaces will not likely be made up by an equal number of people switching to transit. Also in the near term, elimination of surface parking spaces in Saskatoon's City Centre may lead to businesses choosing to locate in suburban areas where parking is ample. As a result, a portion of the surface parking should be replaced with structured parking in order to allow a greater density of development within the City Centre.

The ability of market demand to support the cost of high density infrastructure such as structured parking varies from city to city. The City Centre of Saskatoon is in a transitional period in which the cost of high density infrastructure may not automatically be supported by market demand alone. The near-term demand for parking may need to be filled by efficient, high-density parking structures that are initially supported in partnership with the public sector. In the long-term as density increases, structured parking may be constructed entirely by market demand.

The benefits of constructing structured parking are:

- To allow existing surface parking lots to be redeveloped as mixed-use development
- To support existing businesses and attract future businesses by providing appropriate amounts of parking
- To direct the growth of the City Centre in format that is conducive to walkable streets
- To increase the amount of development that is within easy access of transit stops.

STRUCTURED PARKING (CONT)

The ultimate goal of structured parking is to create a city that is more conducive to mixed-use development, to walking, and to transit use. Transit ridership is dependent upon having many uses within a close walking distance to a transit stop. Structured parking allows surface parking lots to be transformed and filled with mixed-use development, and therefore places more uses within range of City Centre transit stops. By moving parking from surface lots to structured formats that are removed from view, streets will become lined with more active types of development and be more walkable.

The rate of increase in the need for parking spaces should reduce over time as the City becomes more walkable, as more residents move into the Downtown and walk to work, and as transit service increases. While it will take time for a great number of people to switch to transit, planning for efficient transit systems within the City Centre and along suburban transit corridors should occur in the near-term. Conveying greater numbers of people from the suburbs into the Downtown should focus on increasing transit service and not on major increases in roadway capacity for individual automobiles. To reduce congestion and parking demand, city-wide planning efforts should encourage walkable neighborhoods in the suburbs along Rapid Transit Routes so that a greater number of people can easily use transit. This recommendation is also included in Saskatoon's Integrated Growth Plan.

In summary, the development of structured parking may fulfill a near-term parking need and will allow the City Centre to grow. Well-designed transit and transit-oriented planning will serve the City as the density increases.

PARKING STUDY

The City's last comprehensive review of parking in the Downtown was completed in 2004. 60% of the persons interviewed during the 2004 study ranked parking as good or average in Downtown Saskatoon. Persons interviewed indicated an interest in the construction of parkades. The economic conditions of the City Centre were different in 2004 and much in the City Centre has changed since then. The public visioning exercise of Saskatoon Speaks, which commented extensively on the prevalence of surface parking lots, had not yet been conducted. The City Centre Plan recommends the City commission an overall Parking Strategy Plan. The elements of the plan should include the following:

- 1) Review of best practices in city-wide parking management and planning.
- 2) Assessment of demand and demand-based parking rates.
- 3) Assessment of near-term need for the City of Saskatoon to provide supplemental high-density parking structures.
 - a. Assess the potential economic benefit to the City of providing structured parking. The economic benefit will assess the additional revenue potential for existing businesses and the transformation of surface parking lots in the vicinity into new development and employment.



- b. Acknowledge reduced ratios of parking demand in the long term due to an increase of mixed-use development and increased use of transit.
 - c. Acknowledge the reduced cost to the City of suburban road construction through the growth of compact, walkable mixed-use areas.
- 4) Devise strategies for the City to associate with new private parking structures that are dedicated to private development projects. The association would be for the purpose of constructing supplemental public structured parking. The strategy will investigate financing methods and public/private partnerships to encourage construction of privately-owned parking structures with surplus parking for public use. It will also investigate opportunities for shared parking.
 - 5) Encourage use of shared parking strategies in which private parking commercial structures that are primarily used during business hours of weekdays can be accessible for public use on weekends and afterhours. Encourage accommodations for bike parking.
 - 6) Identify one or two potential parking structure sites in the Central Business District and develop a financial model for implementing them either through a City funded program, joint venture, or municipally facilitated private investment.
 - 7) Encourage development of one parking structure with public access within each of the 5 minute walking distance neighbourhoods.

PARKING STRUCTURE FACADES

Parking structures should have architectural treatments when facing public streets in order to resemble buildings. Examples of architectural treatments include metal screens and architectural cladding of the structure. Parking structures should have retail uses on portions of ground floor that face the street.



IV.C.18 Garage Austin, TX

Parking structures with screened facades facing street.



IV.C.19 Garage Atlanta, GA

Parking structures are hidden behind liner buildings when facing front property line. Parking structure facing street is clad with architectural features.

V. IMPLEMENTATION



IMPLEMENTATION

The overall Plan is envisioned to be implemented in phases. The phases include near-term projects completed in 1-5 years, mid-term projects completed in 5-10 years, and long-term projects completed in 15 years.

Street conversions may be implemented in small phases. Improvements can be started as low impact installations paralleling the New York City's streets improvement program. These included improvement of pedestrian areas and cross walk zones with painted ground surfaces and plant installations. These can be installed quickly at lower cost. Over time, as funds are available and as the improvements are tested for use, the improvements can be constructed into more formalized designs. Examples of these installations are included Chapter IV.B.8.

NEAR TERM PROJECTS 1-5 YEARS

1. Implement improvements to 21st Street including crosswalks at 1st Ave, the length of 21st street and across Spadina Crescent
2. Implement seasonal parking area conversions
3. Implement seasonal alley conversions
4. Develop a green network, rain garden master plan
5. Implement initial phase of linear park at 21 Street and Spadina Crescent
6. City Hall Square Design Considerations: complete design drawings for improved landscape at City Hall Square area.
7. Implement improvements to 23rd Street including initial phase of linear park at 23rd Street and Spadina Crescent. Complete design plans for new entry to Meewasin Trail
8. Complete design drawings for 1st Ave and Idylwyld Drive.
9. Detailed bike lane plan to be completed in accordance with information provided by CCP
10. Completion of IGP and establishment of first phase of RT Line as a Bus Only lane
11. Design & construction of bike lanes and bridge access ramps
12. The Parking Strategy Plan to be commissioned and completed
13. Construction of new parking structure in CBD
14. Expansion of Heritage Register and identification of Heritage Districts
15. Review of Building Bylaw for heritage needs and sustainable design needs
16. Identify catalyst project on 20th Street in Riverdale
17. Review Zoning Bylaw for inclusion of information provided by CCP

MID-TERM PROJECTS 5-10 YEARS

1. Installation initial phase street improvements at 19th, 20th Streets, Western portion of 23rd, 26th Streets, portions of 3rd Ave and 4th Ave, Spadina Crescent. See pages 29-58
2. Reconstruction of 1st Ave
3. Reconstruction of Idylwyld Drive
4. Full Implementation of College Drive, Broadway, and 20th Street improvements
5. Implementation of City Centre wide Public Art Walk
6. Installation of rain gardens where appropriate
7. Conversion of street lights to LED and task-oriented design where appropriate
8. Implementation of public/private parking structure funding program
9. Recruit grocery store operator to Downtown and/or North Downtown area

LONG-TERM PROJECTS 5-15 YEARS

1. Construction of mixed-use development in area between Idylwyld Drive and 1st Ave.
2. Final Construction of street improvements at 19th, 20th Streets, Western portion of 23rd, 26th Streets, portions of 3rd Ave and 4th Ave, Spadina Crescent
3. Implementation of City Hall Square and Civic Plaza
4. Bridge Construction Projects
5. Installation of final phase of all identified pedestrian priority streets

GLOSSARY

Adaptive Reuse: using a building for an activity other than what it was designed for, often as a strategy for historic preservation.

Amenities: Social and economic facilities and services that increase comfort in a community. These include recreational and health care facilities, shops, restaurants, supermarkets, transit, public spaces, recreational opportunities, entertainment venues, and daycare centres, among others.

Demographic: A term used to describe the population of a place or territory. It refers to figures, images, and data pertaining to the characteristics and composition of the population. This may include age, gender, ethnicity, religion and other socio-economic status information.

Dedicated Bike Lane: Demarcated lanes marked with side strips, bike lane signage and icons, and often continuously coloured surface paint so that they are clearly not for use by motorized vehicles. Dedicated bike lanes are often placed directly adjacent to sidewalk curbs with a protective buffer area adjacent to the parallel parking lane. Examples of similar systems include Copenhagen and New York City.

District Heating: System for distributing heat generated in a centralized location for multiple residential and/or commercial heating requirements such as space heating and water heating. The source of energy may be derived from traditional methods, co-generation, and clean energy sources.

Green Spaces: Undeveloped land preserved in a natural state or land developed for outdoor recreation uses (for example, parks, woodlands, conservation areas or waterfronts), depending on the land's characteristics.

Grey Water: Wastewater that has been used in the home, including dish, shower, sink and laundry water, and excluding water from toilets (referred to as black water).

Infrastructure: Municipally-owned facilities such as water and sewer systems and treatment facilities, roads, sidewalks, bridges, civic buildings, land, street lights, transit buses, etc. Infrastructure may also include privately-owned utility facilities and equipment that provide power, gas, telephone, and cable television to the municipality.

Light Rail Transit (LRT): An electric railway system that provides fast and efficient transit service. A form of rapid transit.

Mixed-use: Existing or proposed development comprised of more than one complementary land use, either in the same building, in separate buildings in close proximity, or in a district. The mix of land uses may include residential, commercial, industrial, or institutional uses.

Multi-modal Transportation: Mobility systems that account for various means of transportation such as public transit, walking, biking, and personal vehicles. This includes planning for the connections and synergies among various modes that play a role in the overall transportation system.

Neighbourhood: A neighbourhood is a place where people live, but also includes a mix of uses. They allow for diversity in housing types, culture, income, and uses. A neighbourhood has a series of consistent physical design characteristics and an identified centre such as a public space or building. They have a limited size of a 5-minute walking distance radius (400m) from the centre to the edges.

Pedestrian Priority Street: A pedestrian priority street is not a street that eliminates cars or trucks, but one that provides balance between pedestrians and vehicles. These streets have walkable design features, encourage pedestrian-oriented economic development, place making, and enhanced neighbourhood identity while accommodating vehicles.

Rapid Transit: A mass transportation system that has a high capacity and frequency, and is often physically separated or provides advantages over other modes of traffic in order to increase efficiency.

Redevelopment: New construction or creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites.

Sustainability: The World Commission on the Environment and Development (1987) defines sustainability as "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs."

Sustainable Development: A pattern of resource use that aims to meet human needs while preserving the environment so that these needs can be met not only in the present, but also for generations to come.

Shared Parking: These are parking facilities that are shared by different users that do not have the same demand periods. These reduce the overall amount of parking spaces required in an area.

Step Back: The condition of a building façade when its upper floors are placed further away from the property line than the lower floors.

Transit-oriented development (TOD): High density and mixed-use residential and commercial areas at transit nodes and along transit corridors designed to maximize access to public transportation. TOD will often incorporate features to encourage transit ridership.

Urban Design: Application of architectural and planning principles to the design of buildings and spaces with the interest of the public and the community in mind. Concern is given to building form, style and materials, views and vistas, open space and streetscapes to create a setting that is functional, aesthetically pleasing and respects and contributes to the urban setting and context in which the design is being placed.

Urban Thoroughfare: A Street that allows pedestrian activity along its edges while also allowing significant volumes of traffic. Examples of thoroughfares include Boulevards in Paris which are lined with shops, have clearly demarcated crossing points, and yet also have several moving lanes of traffic, accommodate trucks, and high volumes of cars.

Winter City: Winter city is a concept for communities in northern latitudes that encourage transportation systems, buildings, and recreation projects to be designed and developed for all four seasons, with particular attention to how they perform during winter.

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Drawing Indicating Proposed Land Acquisition



Proposed Land Acquisition - Vacant Residential Lot
114 Brookmore Crescent in Briarwood: 5,651.23 square feet



COMMUNICATIONS TO COUNCIL

MEETING OF CITY COUNCIL – MONDAY, DECEMBER 16, 2013

A. REQUESTS TO SPEAK TO COUNCIL

1) James Ford, dated November 26

Requesting permission to address City Council with respect to naming neighbourhoods.
(File No. CK. 4000-1)

RECOMMENDATION: that James Ford be heard.

2) Ilsa Arnesan, dated December 3

Requesting permission for representatives from St. Mary Wellness and Education Centre to address City Council with respect to safety on the 300 block of Avenue N South. (File No. CK. 6150-1)

RECOMMENDATION: that Kent Neffe, Aaliyah Moccasin, Jean Kakum and Cher Plante be heard.

3) Ilsa Arnesan, dated December 3

Requesting permission to address City Council with respect to safety on the 300 block of Avenue N South. (File No. CK. 6150-1)

RECOMMENDATION: that Ilsa Arneson be heard.

B. ITEMS WHICH REQUIRE THE DIRECTION OF CITY COUNCIL

1) Jo-Ann Coleman Pidskalny, and Shaun Dick, Saskatoon Housing Initiatives Partnership, dated November 21

Requesting city land be parceled out for the specified purpose of developing affordable, supportive or transitional housing which is targeted to low-income citizens.
(File No. CK. 750-4)

RECOMMENDATION: that the direction of Council issue.

2) Bob Forward, President, Saskatchewan British Car Club, dated November 21

Requesting that the 400 Block of 21st Street East be temporarily closed from 6:00 a.m. to 6:00 p.m. on July 20, 2014, for the 14th Annual Brits by the Bus car show.
(File No. CK. 205-1)

RECOMMENDATION: that the request for the 400 Block of 21st Street East to be temporarily closed from 6:00 a.m. to 6:00 p.m. on July 20, 2014, for the 14th Annual Brits by the Bus car show be approved subject to any administrative conditions.

3) Kevin Tobin, Saskatchewan Jazz Festival, dated November 27

Requesting an extension to the time where amplified sound can be heard, under the Noise Bylaw, to 11:00 p.m. nightly, for the Sasktel Saskatchewan Jazz Festival being held on June 20 to 29, 2014. (File No. CK. 185-9)

RECOMMENDATION: that the request for an extension to the time where amplified sound can be heard, under the Noise Bylaw, to 11:00 p.m. nightly, for the Sasktel Saskatchewan Jazz Festival being held on June 20 to 29, 2014 be granted.

4) David Williams, dated November 28

Commenting on bridge funding. (File Nos. CK. 6050-10 and 6050-8)

RECOMMENDATION: that the information be received.

Items Which Require the Direction of City Council
Monday, December 16, 2013
Page 2

5) Joey Lorser, dated December 4

Suggesting a gasoline tax. (File No. CK. 6315-1)

RECOMMENDATION: that the information be received.

6) Brigitte Buehler, dated December 5

Commenting on civic issues. (File No. CK. 1920-1)

RECOMMENDATION: that the information be received.

7) Prayer

Letters regarding prayer were received from the following: (File No. CK. 100-10)

Ileen Boechler, dated November 26
Aaron McKean, dated November 27
Doreen McLellan, dated November 27
Daniel Hagen, dated November 28
Jack & Loretta Matiko, dated November 30
Doris Toews, dated December 2
Bonita Trip, dated December 7

RECOMMENDATION: that the information be received.

C. ITEMS WHICH HAVE BEEN REFERRED FOR APPROPRIATE ACTION

1) Craig Allan, dated November 27

Commenting on recreation. (File No. CK. 5500-1) **(Referred to the Administration for further handling and to respond to the writer.)**

2) Darryl Rice, dated November 27

Commenting on transit information on the City's website. (File No. CK. 7300-1) **(Referred to the Administration for further handling and to respond to the writer.)**

3) Timothy Leis, dated November 29

Commenting on poverty. (File No. CK. 150-1) **(Referred to the Administration for any appropriate action.)**

4) Tim Fehr, dated December 3

Commenting on the public rink at Achs Park. (File No. CK. 185-15) **(Referred to the Administration to respond to the writer.)**

5) Calvin Clements, dated December 3

Commenting on pension benefits. (File No. CK. 1700-1) **(Referred to the Administration to respond to the writer.)**

6) Bryon Hall, dated December 4

Commenting on cycling in Saskatoon. (File No. CK. 5300-5-5) **(Referred to the Administration to respond to the writer.)**

7) Harvey Peever, dated December 6

Expressing the need for heated bus shelters. (File No. CK. 7311-1) **(Referred to the Administration for further handling and to respond to the writer.)**

Items Which Have Been Referred for Appropriate Action
Monday, December 16, 2013
Page 2

8) Jan Paproski, dated December 9

Suggesting recycling pickup be weekly. (File No. CK. 7830-5) **(Referred to the Administration to respond to the writer.)**

9) Therese Lloyd, dated December 10

Commenting on trees removed. (File No. CK. 4139-4) **(Referred to the Administration for further handling and to respond to the writer.)**

RECOMMENDATION: that the information be received.

D. PROCLAMATIONS

1) Vicki Nelson, Executive Director, Saskatchewan Council for International Cooperation, dated November 27

Requesting City Council proclaim February 2 to 8, 2014 as International Development Week. (File No. CK. 205-5)

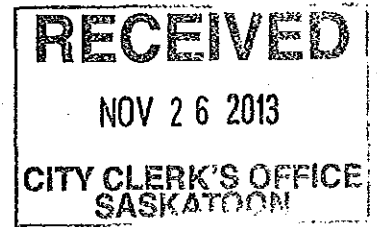
2) Claude Dauphin, President, Federation of Urban Municipalities dated December 6

Requesting City Council proclaim July 18, 2014 as Nelson Mandela Day, and on this day, citizens are encouraged to devote 67 minutes of their time to helping others, in recognition of the 67 years Mr. Mandela dedicated to public service. (File No. CK. 155-2)

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

4000-1 AI)

From: CityCouncilWebForm
Sent: Tuesday, November 26, 2013 4:45 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

James W. G. Ford
222 Shea Cr
Saskatoon, Saskatchewan
S7L 5M3

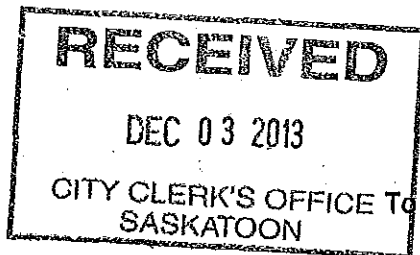
EMAIL ADDRESS:

james.ford@sasktel.net

COMMENTS:

I would like to make a presentation to Council at the meeting on December 9th regarding the naming of new neighborhoods. I would also like to know if it's possible to visit chambers on a date before the meeting to do a sound check for my presentation.

A2)



Tuesday December 3, 2013

I am writing this letter with requests to speak at the city council meeting on Monday Dec. 16, 2013. This letter will detail the names from two different groups wishing to address council on the date mentioned above.

On behalf of the student body at St. Mary Wellness and Education Centre, the following students would like to address council with concerns of the lack of pedestrian lights and safety on the 300 block of Avenue N South. Kent Neffe, Aaliyah Moccasin and Jean Kakum. As well, a representative from the School Community Council would also like to share in the allotted 5 minutes. Her name is Cher Plante.

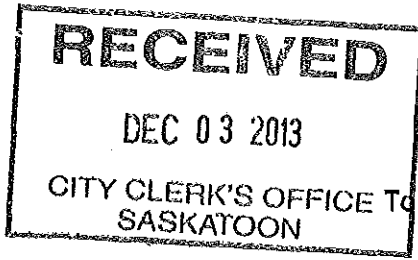
On behalf of the Pleasant Hill Community Association, Ilsa Arnesen would also like to speak to council with the same concerns. At this time, a petition from concerned community members will be presented to council to show support for this initiative.

Thank-you for your attention.

Ilsa Arnesen

I can be reached at St. Mary Wellness and Education Centre Mon-Fri. 9 a.m. – 3:30 p.m.

A3)



Tuesday December 3, 2013

I am writing this letter with requests to speak at the city council meeting on Monday Dec. 16, 2013. This letter will detail the names from two different groups wishing to address council on the date mentioned above.

On behalf of the student body at St. Mary Wellness and Education Centre, the following students would like to address council with concerns of the lack of pedestrian lights and safety on the 300 block of Avenue N South. Kent Neffe, Aaliyah Moccasin and Jean Kakum. As well, a representative from the School Community Council would also like to share in the allotted 5 minutes. Her name is Cher Plante.

On behalf of the Pleasant Hill Community Association, Ilsa Arnesen would also like to speak to council with the same concerns. At this time, a petition from concerned community members will be presented to council to show support for this initiative.

Thank-you for your attention.

Ilsa Arnesen

I can be reached at St. Mary Wellness and Education Centre Mon-Fri. 9 a.m. – 3:30 p.m.

750-4
BI

RECEIVED
NOV 27 2013
CITY CLERK'S OFFICE
SASKATOON

November 21, 2013

Mayor Don Atchison and City Council
City of Saskatoon
C/O Office of the City Clerk
2nd Floor, City Hall
222 3rd Ave. North
Saskatoon, SK S7K 0J5

To His Worship the Mayor and Members of the City Council of Saskatoon

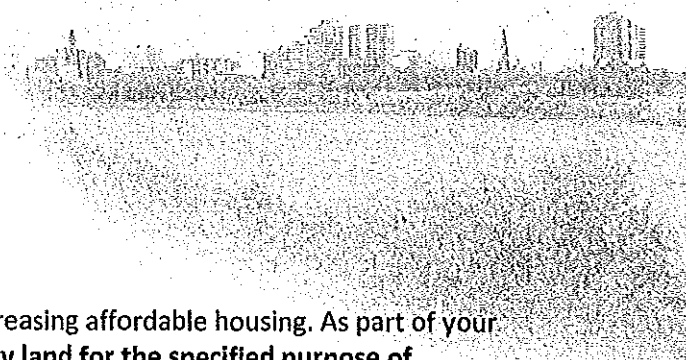
A lack of truly affordable, rental housing and land to develop new rental housing are pressing issues in our city. In community discussions on homelessness, food insecurity, health outcomes or reducing the number of children in the care of the Ministry of Social Services, the conversation always circles back to housing insecurity, unsafe or overcrowded conditions and housing costs that exceed 30% of gross income. When families and individuals are homeless, or cannot afford the housing they have, they are in a constant state of stress and vulnerability.

The Saskatoon Community Advisory Board on Homelessness (CAB) has been operating for over ten years, recommending projects for approval of federal government funding to reduce and prevent homelessness. Our focus locally has been to fund capital projects to increase the number of units available for supportive, transitional and emergency housing. Unfortunately, many of our projects are delayed or at-risk because of the lack of affordable land in Saskatoon.

Parallel to our projects, non-profits, Aboriginal organizations and socially-minded developers have been successful in the past with redeveloping older rental properties or empty lots in order to create rental options for lower-income citizens in Saskatoon. The results of these efforts are encouraging. However, that capacity to expand the lower-income rental stock is severely threatened by the current real estate market prices for land and existing buildings. Furthermore, the development of new units is preferable to redevelopment of existing apartments, as that can potentially displace residents of older buildings.

As the CAB, we would like to draw attention to the issue of affordable land availability as a huge barrier to low-income and supportive rental housing development. We feel that the City of Saskatoon can and must do more to support these essential initiatives. The impact of a dwindling affordable land base is that many projects are simply not feasible or sustainable.





We know that the City of Saskatoon is very committed to increasing affordable housing. As part of your dedication, we request that you commit to parcelling out city land for the specified purpose of developing affordable, supportive or transitional housing which is targeted to low-income citizens. This policy should apply to new development through the Land Branch and to existing surplus city land (infill) through Community Services. Support from the city to remediate or rezone commercial areas, or setting aside infill land are important options.

We invite a representative from City Council to a meeting of the Saskatoon Community Advisory Board on Homelessness to discuss this issue and the possibility for partnership with the City of Saskatoon to alleviate this problem. Our goal is to ensure that we can prevent homelessness, housing insecurity and poverty-related affects by creating more housing options for more citizens.

Sincerely,

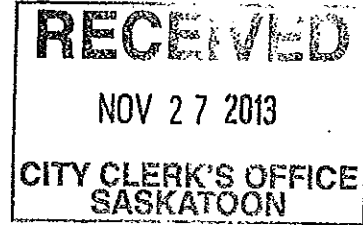
Jo-Ann Coleman Pidskalny
Chair
Saskatoon Community Advisory Board on Homelessness

Shaun Dyck
Executive Director
Saskatoon Housing Initiatives Partnership
Homelessness Partnering Strategy Community Entity



Saskatchewan British Car Club
162 Kellins Crescent
Saskatoon SK S7N 2X6

205-1
B2)



November 21, 2013

His Worship the Mayor and Members of City Council:

The Saskatchewan British Car Club is planning to hold the 14th annual *Brits by the Bus* car show and shine on July 20, 2014.

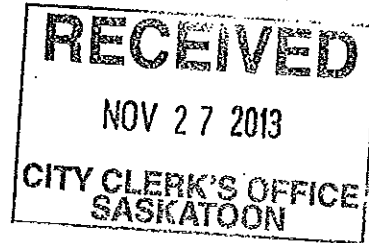
Please accept this letter as our written request for City Council to close the 400 block of 21st Street East from 6 a.m. to 6 p.m. July 20, 2014.

Thank you in advance,

Bob Forward
President
Saskatchewan British Car Club



185-9
B3)



November 27, 2013

City Council
c/o City Clerks Office
2nd Floor, City Hall
222 3rd Avenue North
Saskatoon, Sask. S7K 0J5

Dear City Council:

On behalf of the SaskTel Saskatchewan Jazz Festival, we respectfully request that the hours of the Noise Bylaw for Park Events be extended for the dates of the 2014 SaskTel Saskatchewan Jazz Festival – Friday, June 20th through Sunday, June 29th, 2014. We respectfully request the hours be extended until 11:00 pm each day to allow for Festival operations. These extended hours would accommodate our Bessborough Gardens Mainstage which typically close down between 10:00pm and 11:00pm, and PotashCorp Freestage concerts which typically close down by 10:30pm.

The SaskTel Saskatchewan Jazz Festival is the largest festival in Saskatoon with an estimated audience of 85,000 and economic impact of \$7+ million dollars annually.

If you have any questions, please don't hesitate to contact me at 306.653.8350 or kevin@saskjazz.com.

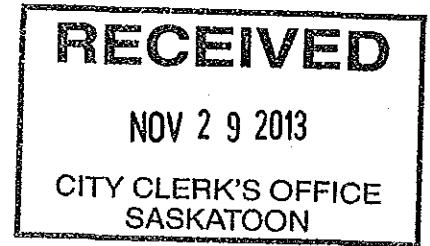
Sincerely,

A handwritten signature in black ink, appearing to be "Kevin Tobin".

Kevin Tobin
Festival Manager
Saskatchewan Jazz Festival

6050-10
B4)
x 6050-8

From: CityCouncilWebForm
Sent: November 28, 2013 5:12 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

David Williams
335 104th Street
Saskatoon, Saskatchewan
S7N 0C8

EMAIL ADDRESS:

dlwilliams@sasktel.net

COMMENTS:

Dear City Council

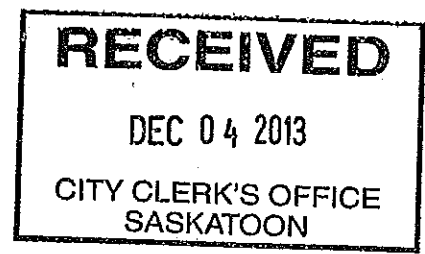
I am writing to you regarding the rejection of funding for the bridge projects. Strategically I believe it is a mistake to bundle the two bridges together. You can see that getting funding from the Province will be difficult. It is their long standing policy not to fund bridges that are not part of the highway system. The Province does not have a surplus of money to throw around on bridges. You can be certain that a second bridge for PA (on the highway system) will get funding long before this bundle of bridges. There is merit to the commutator bridge but the traffic bridge is like an albatross around its neck. To funding agencies it is clear that the traffic bridge's placement is obsolete. There is a bridge one block to the East and one two blocks to the West. The City itself commissioned a study on the future of the bridge. The traffic needs and patterns were carefully studied. The results show that the Traffic bridge is simply not needed in its present location. This report is in the public domain, so you must assume that the funding agencies are aware of this report. How can the City, in good face, ask funding agencies to fund 2/3 of the cost of a bridge it which it has a study stating that it is not needed. There have been arguments in the past in favour of replacing the bridge. One is that there will be major repairs to the University Bridge and the Broadway Bridge and the Traffic Bridge is needed for the this period. I believe that this point is moot as the repairs will be complete before this bridge can be built. Every few cities in the world are rich enough to build a bridge just to use during construction. Second is that Emergency Vehicles could use this bridge. This argument is also dubious. Emergency vehicles have never gone over the bridge. The First Fire Hall is two blocks from the Sid Buckwald Bridge and the fire trucks don't even use that big wide bridge. Third that the population of Downtown will increase 10000 to 15000 so we will need more bridges Downtown. This is also dubious. If more people are living downtown this will take traffic off the bridges at rush hour. If some living Downtown did want to drive over a bridge at rush hour then they would be traveling in the opposite direction, thus not causing traffic crowding. I believe the best course of action is reconsider the bundling of these two bridges and to continue to try and get the commutator bridge funded.

Regards,

David Williams

6315-1) B5)

From: CityCouncilWebForm
Sent: December 04, 2013 3:29 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Joey Lorer
615 Rusholme Road
Saskatoon, Saskatchewan
S7L 0G6

EMAIL ADDRESS:

joey@truthhurts.ca

COMMENTS:

To all Saskatoon councillors,

As you debate very ways to raise revenue to address the growing road maintenance deficit, I'd like you to consider what seems to me the fairest, and most obvious source of that revenue - a gasoline tax. It puts the responsibility for road maintenance on citizens in proportion to their usage. Please give this some thought, and ignore the complaints from taxis, truckers, etc that it will cut into their income. They've been getting a form of subsidy all along.

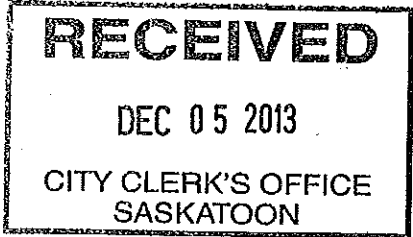
I know a tax at the pumps is not popular. Taxes are like that.

Thank you for your time.

Joey Lorer

1920-1
B6)

From: CityCouncilWebForm
Sent: December 05, 2013 11:37 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Brigitte Buehler
1-717 Victoria Ave
Saskatoon, Saskatchewan
S7N2T5

EMAIL ADDRESS:

bbuehler1955@live.ca

COMMENTS:

Dear City of Saskatoon Council:

With regards to ensuring that the citizens of Saskatoon have transportation safety the most important thing to do as a city is provide that.

Repair and resurface roads on a regular basis.

Repair and maintain bridges regularly.

Sweep the streets in the spring and fall as needed.

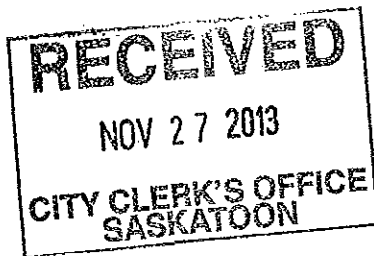
Have snow removed immediately after a snow fall so that the dangerous rutts to not develope.

Clear walkways that are under the charge of the city.

After you do this all properly than do a media blitz about a tax increase. Do that work that needs to be done rather than grab all the media fan fare.

Just do the work!!!

Thank you, Brigitte Buehler



304-525-5th Ave. N
Saskatoon, SK
5th fl. 100-10
Nov. 26/13

Dear Mayor Ritchison & Council,
Congratulations on keeping the
prayer discussion alive. (for now)
I believe people from other countries
mostly regard Canada as Christian.
After all it was founded on Christian
beliefs.

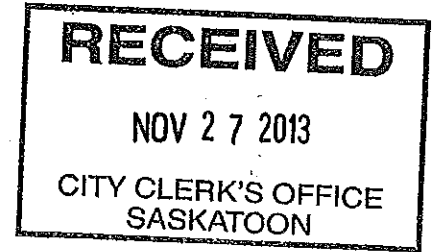
I agree that we have an obligation
to welcome and accept people and
their cultures, including religious
beliefs or none, whatever the case.

I do not though, ^{think} our customs,
religious or otherwise, need be deleted
or discarded.

I know not the secret to
success but I do know
trying to please everyone is a
recipe for failure.

And it is quite deliberate
that I wish you all a Merry
Christmas. Sincerely, Glenn
Buckler

From: CityCouncilWebForm
Sent: November 27, 2013 4:11 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Aaron McKean
714C Victoria Ave.
Saskatoon, Saskatchewan
S7N 0Z2

EMAIL ADDRESS:

mckean.aaron@gmail.com

COMMENTS:

I am a little bothered that the issue and resolution with public praying at certain city events is still being resisted by the city. For the one councillor to say "I don't think we should be making policy based on the complaint of one person in our community," I find this to be quite offensive that he would suggest only one person in Saskatoon has a problem with this issue.

I have spoken with friends and co-workers about this issue and a number of people I have spoken with agree with me that the city is out of place having a prayer before a volunteer dinner like this.

From time to time I like to volunteer with different events in the city and I for sure will be avoiding volunteering with any city related event in the future.

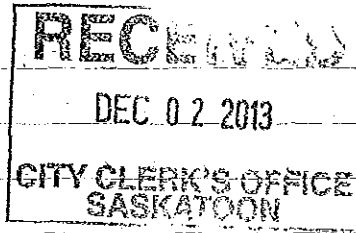
Why can we not leave the praying for people to do for themselves silently or in their homes or church?

Aaron McKean

Nov. 27, 2013.

100-10

Mayor Don Ipperson
and City Council.



Regarding Prayer Policy:

As many people are outraged about this issue. How, and why can we persons cause so many problems to upset our century-old traditions that we and our fore-fathers lived with and accepted in all walks of life.

When Canada became a country, people came here from many different areas of the world, they came to make their home here, and live by the rules of the land. There were many different cultures, everyone accepted and shared their traditions and worked together to make a living in some very difficult times. Christianity was very important, and time went on, churches were built everywhere.

Oh Canada was the anthem sung at every special event, in schools etc. Also God save the King, Queen, a Christ was born. We have Christmas, Good Friday and Easter as our special holidays, which are celebrated across our country. If some one doesn't like events held at what ever place, they don't have to go or attend the function. They can do their thing. I agree with Randy Duxane, who is to tell us what we what not to do! To each his own. Keep our Christian traditions. Merry Christmas are the buses, prayers and anthems as we've always known. Who ever doesn't like it, some do their own thing, and believe what ever they want. That's their choice. Let's be happy.

This is a free country, and let's not
allow some-one to dictate what we
should or should not do.

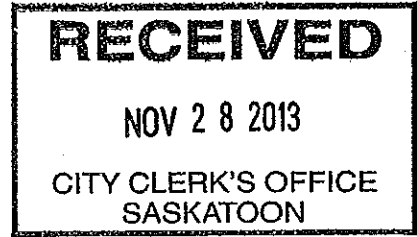
Many of us hope, that the councillors will
support and stand grounds with old traditions
like our Mayor, what I want to have, and
let this individual do his own thing.

May I wish you all
a Blessed Christmas Season.

Yours truly,

Mrs. Doreen McFellon
212 Campion Cr
Saskatoon, S7H 3T9

From: CityCouncilWebForm
Sent: November 28, 2013 3:29 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Daniel Hagen
343 Bornstein Cres.
Saskatoon, Saskatchewan
S7N 3X9

EMAIL ADDRESS:

danaud@shaw.ca

COMMENTS:

In today's Star Phoenix paper I noted with interest that all the "letters to the editor" were written to address the issues brought forward by Mr. Ashu Solo.

Several said that he, the minority, has no right to dictate to us the majority. Others saw these issues as a potential slippery slope where all-inclusiveness would lead to excluding the majority wishes.

I have to say I agree with one writer who said "Mr. Solo represents a very small minority who wish to force their ideas on the majority. This is called bullying."

I believe to its credit city council has not agreed to any changes to its present policies. Please be assured that we, the vast majority, value our Christmas and Easter traditions as well as freedom to pray and/ or greet at public gatherings.

Thank you for supporting us in this.



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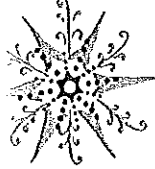


DEC 04 2013

CITY CLERK'S OFFICE
SASKATOON

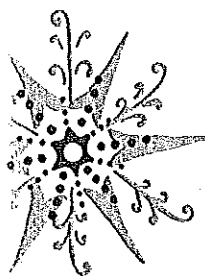
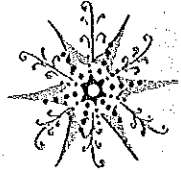
100-10
Nov. 30/13.

To our city's council,

Thank you for the stand you've taken
in regard to the "Merry Christmas" and
"public prayer" at civil events. We have
a great gift in freedom of speech and religion.
It's sad when one individual can "offend"
a great number of people and can only
see that he has been offended.



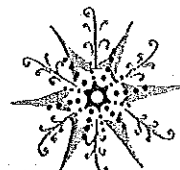
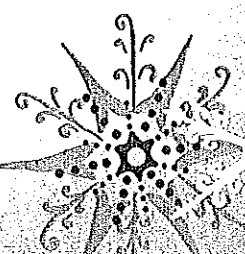


We wish you and your families
a very Merry Christmas and a healthy
and prosperous New Year.

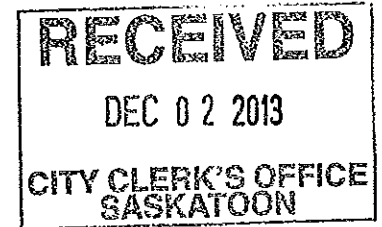


Sincerely,

Jackie Larita Matthes
19 Blackley Place
Saskatoon, SK
S7M 5B1



From: CityCouncilWebForm
Sent: Monday, December 02, 2013 12:23 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: _____

Doris Toews
446 - 423 Pendygrasse Rd.
Saskatoon, Saskatchewan
S7M4Z2

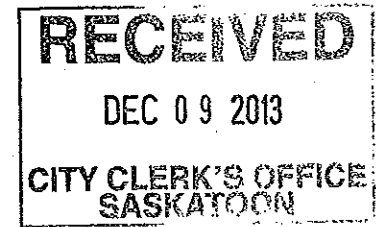
EMAIL ADDRESS:

wldoe@sasktel.net

COMMENTS:

I want to begin by thanking you for staying true to the traditional prayer at civic meetings and not bending to the voices declaring this is mixing religion and politics. Canada is a haven for people who want freedom from oppression by Governments for any reason and mostly freedom of religion and expression. The peoples whether from Iraq, Iran, Syria or any other repressive country do not ask to go to North Korea, Russia or China where praying to the God of creation is very much discouraged. They find the afore mentioned countries as oppressive as the ones they are fleeing. Therefor I say there is something positive about a country, province or city who invoke the God of Heaven before their meetings. The afore mentioned countries us no prayer in their business meetings. Would you choose to live there?

From: CityCouncilWebForm
Sent: December 07, 2013 10:47 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Bonita Trip
118 Douglas Glen Circle SE
Calgary, Alberta
T2Z 3T3

EMAIL ADDRESS:

treasurehunter@shaw.ca

COMMENTS:

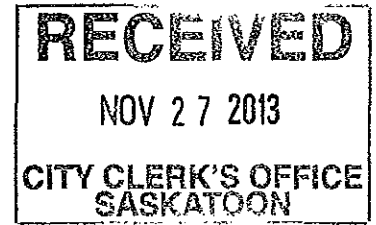
Your Worship, Members of Council:

It's at this time of year that I find myself thinking of Christmas, and as Faith Hill sings so dolefully, "Where Are You Christmas", I want to know what happened to it as well?

As a Canadian I have been raised to respect all nationalities and cultures; however, as a Canadian Christian, I feel robbed, neglected and deprived of MY right to see, speak and hear the words MERRY CHRISTMAS. WHY?!!!

5500-1
cl)

From: CityCouncilWebForm
Sent: Wednesday, November 27, 2013 8:21 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Craig Allan
546 Fisher Crescent
Saskatoon, Saskatchewan
S7L 5E5

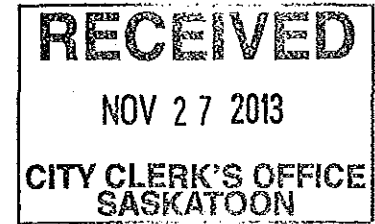
EMAIL ADDRESS:

craig.allan@sasktel.net

COMMENTS:

Once again I see more problems with our city this time with regard to recreation. We want to keep our citizens active. The lack of support this city gives recreation is ridiculous. From Godie Howe Bowl which had no major upgrades for forty years and had to get the private sector to step up to the plate and get things done so we can have a facility that we can be proud of and not thanks to the city of Saskatoon. Now we have the hcokey rink facility problem. It has been over thirty years since the city has built an arena. With an exploding population and recreation an important part of a good lifestyle you would thing this city would be thinking of these things but that has been their problem for decades. There is no palnning into the future. The city should be building more sporting complexes to keep up with our population growth. Maybe we should stop worrying about supporting things like an art gallery which will only serve less than one percent of our population and build facilities that support many people. Here are some of the things we should have in our city by now: Planetarium, I-Max theatre and Children's Museumand more sporting complexes. These will serve thousands of people. Let's get planning and improve our lifestyle. A sad situation is it not. Keep up the poor work.

From: CityCouncilWebForm
Sent: Wednesday, November 27, 2013 8:23 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Darryl Rice
233 Ave E north
saskatoon, Saskatchewan
s7l 1r6

EMAIL ADDRESS:

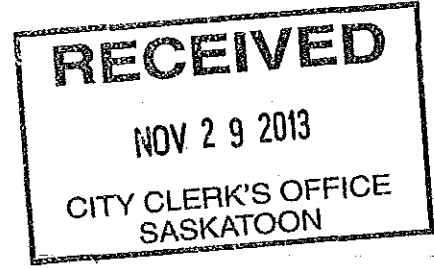
COMMENTS:

Your click and go transit website really needs to be replaced with something that works ALL THE TIME. A piece of advice next time a salesman comes to your doors with a shiny piece of software telling you about all the bells and whistles at a low price...show a little skepticism instead of thinking about how you're being fiscally responsible. See if it works first on your network and not on a model they put in front of you

C3)

150-1

From: CityCouncilWebForm
Sent: November 29, 2013 10:58 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Timothy Leis
142 Auld Crescent
Saskatoon, Saskatchewan
S7H 5W9

EMAIL ADDRESS:

leis.timothy01@gmail.com

COMMENTS:

http://tamarackcommunity.ca/cities_reducing_poverty.html?gclid=CO25ueG6irsCFa9aMgod7i4Atg

Please note the above initiative to reduce poverty which includes a range of Canadian cities in collaboration towards this noteworthy objective.

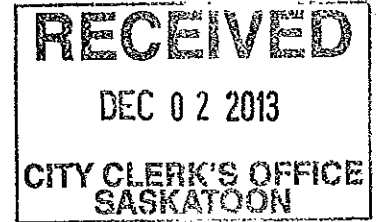
I bring this to your attention in order to encourage you to consider joining the initiative. Perhaps Saskatoon has something important to contribute and to learn with little or no cost.

Best regards,

T. Leis
Saskatoon

185-15
C4)

From: CityCouncilWebForm
Sent: Sunday, December 01, 2013 1:07 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Tim Fehr
122 Adelaide Street East
Saskatoon, Saskatchewan
S7J-0H4

EMAIL ADDRESS:

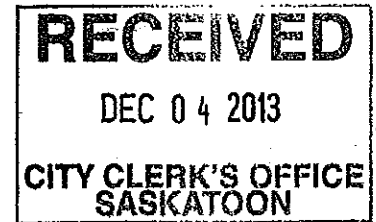
tim.fehr@shaw.ca

COMMENTS:

I am writing again in regards to the public rink in Achs Park. The rink has been in operation for the past few years and up until now people have been respectful for the people who live around the rink. I have now informed the police twice that the lights have been on past midnight and the noise coming from the people who are playing that late at night is quite loud. The yelling and the pucks banging off the boards when is not acceptable. I have emailed Marion Loewen to let her know what is happening in this area. On November 29th I called the police again because of the lights and noise. Does the parks bylaw not apply to this area, or is it free for all? Yesterday night November 30 the lights were off but there people playing on the ice past midnight and they were yelling and banging the puck off the boards. I could hear this clearly while I was trying to sleep. We don't need this kind behavior here. This rink is a privialge not a right. Marion Loewen said this should be resolved through the exhibition association but this is about people breaking the bylaw and being disrespectful. I will be expecting a response within a week and I will be continuing to let the police know what is happening on the rink. Last week my neighbor caught some people trying to beak into his car and we also had police and there dogs chasing someone in our neighborhood. Lets get this resolved please!!!

1700-1
CS)

From: CityCouncilWebForm
Sent: Tuesday, December 03, 2013 5:51 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Calvin Clements
314 Lucyk Cres.
Saskatoon, Saskatchewan
S7W 0E8

EMAIL ADDRESS:

janelcalvinclements@gmail.com

COMMENTS:

Dear Council,

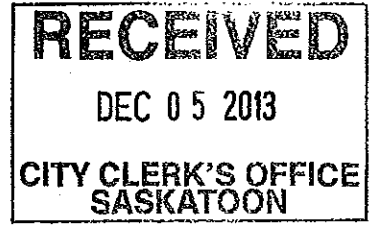
Given the financial pressures to fund new capital projects and retain core services, tax increases have recently been proposed. As you know, long and short term expenditures require strategic review. In the last 10 years, many private and public agencies have moved from a Defined Benefit Pension Plan to a Defined Contribution Pension Plan to reduce escalating current and future costs (pension liabilities). Many cities currently struggle with the funding of pension benefits. For example, in 2011 the City of Montreal's pension plan ate up 13% of its operating budget - even more than the amount devoted to public transit. How is Saskatoon positioned to meet the long term pension liabilities of a defined benefit pension (you are proposing >7% tax increase)? Long term, I do not believe a defined benefit pension plan is sustainable or fair for tax payers. I would support the reduction of pension benefits or a move to a defined contribution plan that is more in line with other public and private plans. Has the provision of employee pension benefits recently been reviewed by council?

Sincerely,

Calvin Clements

5300-5-5
(6)

From: CityCouncilWebForm
Sent: Wednesday, December 04, 2013 8:53 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Bryon Hall
702 Avenue I South
Saskatoon, Saskatchewan
s7m 1y9

EMAIL ADDRESS:

b.hall92@hotmail.com

COMMENTS:

I am writing to plead with you to consider making your city a shining example for urban design. I support Better Bike Lanes the organization dedicated to improving bicycle accommodation in Saskatoon. We are a rapidly growing city that has alot of national attention for its many benefits and unprecedented growth and success. Now is the time to set a standard for how our city should be designed. Designed with everyone in mind, our people, our health, our city, our environment, our planet and most importantly our children. The promotion of bicycles as a primary mode of transportation has untold benefits. These benefits will surpass all hardship and financial burdens required to transition to a bicycle friendly town. It improves your citizens health, which will inevitably decrease the burden on the healthcare system allowing resources and physical assets to last much longer and require less replacement (which from what I hear can be very expensive). This improved health will allow citizens to be more fully engaged in their communities and take part in more activities, revitalizing our neighbourhoods.

Another benefit is decreased infrastructure degradation, a bicycle involves much less wear and tear on a road then a vehicle. In our harsh Canadian climate road maintenance is a massive cost which can be dramatically reduced by small upfront costs to protect dedicated bicycle lanes.

Now because of your position on council I chose to appeal to the financial benefits of such a strategy because taxes and budget allocation are such a massive issue. I think my point has been made and won't take more time to explain the other various benefits which aren't financial tied but I assure they outweigh the financial benefits exponentially and ultimately would reduce our financial costs as a society.

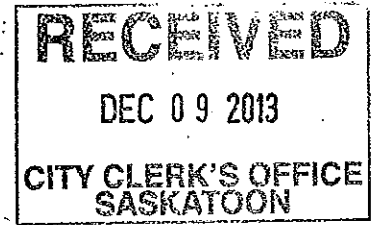
Thank you for your consideration of this so far.

You have a chance to shape the future. Every action no matter how small is a vote for how you want the world to be. Don't waste your vote.

Grow Love.

7311-1
C7

From: CityCouncilWebForm
Sent: December 06, 2013 8:43 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

harvey peeve
apt 102 2905 7th st east
saskatoon, Saskatchewan
s7h 1b1

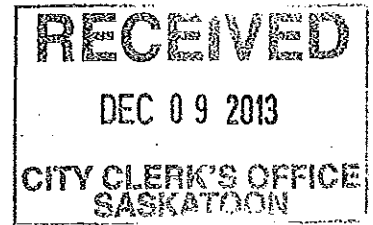
EMAIL ADDRESS:

jnycnuk1@mail.com

COMMENTS:

it is time to address the issue of bus stops in winter. heated shelters are what is needed. there are other cities that have heated shelters. if mass transit is to be encouraged heated shelters must be considered. imaginative ways of paying for the capital costs and energy costs could include fast food or coffee franchises operating inside of the shelter.

From: CityCouncilWebForm
Sent: Monday, December 09, 2013 11:36 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Jan Paproski
1506 Hughes Drive
Saskatoon, Saskatchewan
S7L 7N2

EMAIL ADDRESS:

papred@sasktel.net

COMMENTS:

My family and I feel the recyle program in our respective areas has been very successful. We are finding the recycle bin fills much quicker than the garbage bin. Has there been any thought given to having the garbage picked up every 2 weeks all through the year, but have the blue recycle bins picked up every week.

4139-9 (C9)

From: theresemlloyd@yahoo.com
Sent: December 10, 2013 6:03 PM
To: Web E-mail - City Clerks
Subject: vandalism by city of my back yard

RECEIVED
DEC 11 2013
CITY CLERK'S OFFICE
SASKATOON

Importance: High

City of Saskatoon Website 'Contact Us' Message

To: City Clerk's Office
From: therese lloyd "theresemlloyd@yahoo.com"
Subject: vandalism by city of my back yard

Message: I received a letter from the city talking about "trees" outside my back fence interfering with the lane. This puzzled me as there were no trees, and as there was one small sucker elm that had sprung up I thought that was what they referred to and so UNFORTUNATELY, did not contact the City. I came home from work one day to find that all the Lilac Bushes were razed to the ground. These bushes were directly against my back fence nowhere near the alley. I was sickened and heartbroken to see this act of vandalism perpetrated against me, a property tax payer. These bushes provided privacy for the yard, visual appeal for the yard, prevented wind blown dust, and were home and shelter to many birds. Is this the green initiative of the city? environmental consciousness? And who was sent to decimate these bushes - anyone with judgement or aesthetic sense?? Now my property has decreased value because these bushes which have BEEN THERE SINCE 1950's, hid an old fence which I cannot afford to replace, and gave a green appeal to the backyard. And you are going to increase our taxes after decreasing the value of my property. This totally unnecessary act by the city needs to be made as public as possible on facebook and I need to seek legal counsel. I insist that the replacement bushes of whatever type either to go inside or just outside that back fence are paid for by the city. I cannot even look at the backyard without crying my eyes out. I just cannot believe my innocent trust that it was a "tree" as indicated in the letter not the 'lilac bushes" which were NOT referred to in your letter.

Therese Lloyd

2004 William Ave
Saskatoon S7J 1A3

Canadian Baptists of
Western Canada

Canada World Youth

Canadian Catholic Organization
for Development and Peace

Crossroads International

Canadian Hunger Foundation

Canadian Lutheran World Relief

CHAKAM School of the Bible

Change for Children

CODE

Co-operative Development
Foundation/Canadian
Co-operative Association

Cuso International

HOPE International

Islamic Association of
Saskatchewan

Mennonite Central Committee

Plan International Canada

Presbyterian World
Service and Development

Primate's World Relief and
Development Fund

Save the Children Canada

SIM Canada

The Leprosy Mission
of Canada

The Salvation Army

UNICEF

United Church of Canada

USC Canada

World University Service of
Canada

World Relief Canada

World Renew

Wycliffe Bible Translators



SCIC

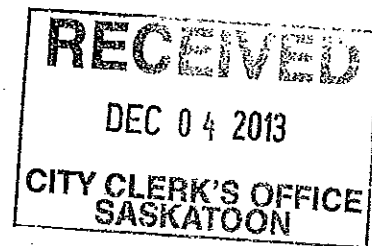
SASKATCHEWAN COUNCIL
FOR INTERNATIONAL COOPERATION

205-5
DI)

2138 McIntyre Street
Regina, SK, S4P 2R7 Canada
P: 306.757.4669 F: 306.757.3226
E: scic@earthbeat.sk.ca
www.earthbeat.sk.ca

November 27, 2013

His Worship Donald Atchison
Mayor, City of Saskatoon
222 - 3rd Ave. N.
Saskatoon, SK S7K 0J5



Greetings, Mayor Atchison:

As you know, there is a strong, diverse and generous international community in Saskatoon. During the celebration of **International Development Week** this coming February, 2014, the Saskatchewan Council for International Cooperation (SCIC), in partnership with the Department of Foreign Affairs, Trade and Development (DFATD, formerly CIDA), are encouraging Saskatchewan municipalities to join us in recognizing the contributions of Saskatchewan residents towards eradicating global poverty.

As such, we are pleased to once again invite the **City of Saskatoon to formally proclaim February 2nd – 8th as International Development Week**. By way of a context, the City of Saskatoon made an official proclamation of International Development Week this past year, as well as in 2010. We hope to build upon that partnership with you and your council in order to continue to highlight how global poverty issues connect to our own lives, and to share stories of Saskatchewan people making a difference in the world.

In order to ensure the greatest impact of your proclamation, we would additionally like to discuss **organizing a proclamation ceremony or having a representative of the City formally present the proclamation at one of our events during the week of February 2nd – 8th**. Please let us know if this would be possible, and if so, what dates might work best. For your convenience, we have included a proclamation template that you may use. Early confirmation of your intent to proclaim will ensure that SCIC can identify opportunities to highlight your efforts in promotional materials throughout the province.

By making a proclamation, you will not only be raising awareness about the critical importance of global poverty alleviation, but you will also be demonstrating solidarity with developing countries, and inspiring the people of Saskatoon to take action.

I sincerely hope that you will join us during International Development Week, 2014, in recognizing these efforts, and to help celebrate the dynamic and growing international development community in Saskatoon. In the meantime, please don't hesitate to contact me should you have any questions or require further information.

Sincerely,



Vicki Nelson
Executive Director
Saskatchewan Council for International Cooperation



International
Development Week

February 2 - 8, 2014 • www.international.gc.ca/idw

SCIC helps Saskatchewan people act on their desire to make the world a better place by educating people about global issues like poverty, health and human rights, and encouraging individuals to take action. Through SCIC and the provincial Matching Grants in Aid Program, valuable organizations are receiving much needed funding from the generous people of Saskatchewan to tackle these issues.

**International Development Week
February 2 to 8, 2014**

WHEREAS Canadians significantly help to improve the quality of life in various communities around the world, by their involvement as international development stakeholders, volunteers, and supporters;

WHEREAS, during the first full week of February each year, the Government of Canada celebrates Canada's contribution to international development and its commitment to poverty reduction, and the Saskatchewan Council for International Cooperation (SCIC) connects Saskatchewan residents and municipalities to these celebrations;

WHEREAS, in cooperation with the Department of Foreign Affairs, Trade and Development (DFATD, formerly CIDA), the Federation of Canadian Municipalities (FCM) has mobilized the expertise of Canadian municipalities since 1987 to support local governance, democratic practices, and the provision of essential services in more than 20 developing countries;

THEREFORE, as mayor of the City of Saskatoon, I hereby proclaim that the week of February 2 to 8, 2014, shall be "International Development Week". I invite all citizens to become informed about international development, to participate in and organize local events, and to demonstrate their solidarity with developing countries by learning how they can make a difference as global citizens.

Mayor

Date

**International Development Week
February 2 to 8, 2014**



**International
Development Week**

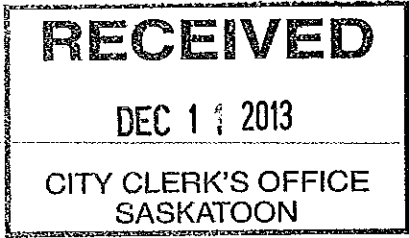
February 2-8, 2014 • www.international.gc.ca/idw

D2)
155-2

Richard Brown

Chief Communications Officer
Office of the Mayor
City of Saskatoon

222 3rd Avenue North
Saskatoon SK S7J 0K5
Phone: (306) 975-3202



From: Purich, Carol (Mayor's Office)
Sent: December 11, 2013 9:09 AM
To: Brown, Richard (Mayor's Office)
Subject: FW: Honouring Nelson Mandela's life and legacy

From: FCM Communiqué [<mailto:communiqu@fcm.ca>]
Sent: December 06, 2013 3:21 PM
To: Purich, Carol (Mayor's Office)
Subject: Honouring Nelson Mandela's life and legacy

[Voir la version française.](#) | [View email in your browser.](#)



FCM Special Edition

December 6, 2013

Honouring Nelson Mandela's life and legacy

FCM shares the sorrow felt by South Africa and the world as we mourn the loss of former president and anti-apartheid leader Nelson Mandela.

Mr. Mandela was a visionary leader and a model of courage and determination in times of adversity. The world watched in awe and admiration as he fought against remarkable odds for freedom, justice and equality. He led South Africa toward a healthy democracy with full participation by all members of society, notably through the establishment of democratic, accountable, and effective local self-governance. Thanks to his efforts, local government principles were entrenched in the South African constitution. FCM shares these values and will continue its work in various parts of the world to strengthen local governments and the democratic process. As such, we will be reaching out to the South African Local Government Association to convey our sincere condolences and support.

Nelson Mandela will be sorely missed, but his legacy lives on in our hearts and in the spirit of friendship and cooperation he worked so hard to foster. FCM member municipalities from across Canada are honouring this spirit by creating opportunities for citizens to reflect on Nelson Mandela's life of service and the values he embodied. This includes activities for schoolchildren, letters, resolutions to council, books of condolence and community memorials.

We urge member municipalities who have not already done so to celebrate the life and work of this great man by hosting a community memorial in his honour. Members may also wish to pass resolutions recognizing July 18 as Nelson Mandela Day in their community. On this day, citizens are encouraged to devote 67 minutes of their time to helping others, in recognition of the 67 years Mr. Mandela dedicated to public service.

Sincerely,

Claude Dauphin
President

SINCE 1901

DEPUIS 1901



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