



ORDER OF BUSINESS

REGULAR MEETING OF CITY COUNCIL

SEPTEMBER 9, 2013, AT 6:00 P.M.

1. **Approval of Minutes** of regular meeting held on August 14, 2013.

 2. **Public Acknowledgements**

 3. **Hearings**
 - a) **Proposed Official Community Plan Amendment - Land Use Map from "Special Use Area" to "Direct Control District 3" Preston Crossing Regional Commercial Area Phase V East of Preston Avenue North, North of CPR tracks Applicant: University of Saskatchewan Proposed Bylaw No. 9131 (File No. CK. 4351-013-017)**
-

The purpose of this hearing is to consider proposed Bylaw No. 9131.

Attached is a copy of the following material:

- Proposed Bylaw No. 9131;

- Report of the General Manager, Community Services Department dated July 30, 2013, recommending that the proposed amendment to Official Community Plan Bylaw No. 8769, to redesignate the portion of Parcel H, Plan No. 101850825, and

Parcel A1, Plan No. 02SA008290 from “Special Use Area” to “Direct Control District 3”, be approved;

- Letter dated August 28, 2013, from the Committee Assistant, Municipal Planning Commission, advising that the Commission supports the above-noted recommendation of the Community Services Department; and
- Notice which appeared in the local press on August 24 and 25, 2013.

**b) Proposed Zoning Bylaw Amendment
Rezoning from “AG – Agricultural District”
to “DCD3 – Direct Control District 3”
Preston Crossing Regional Commercial Area Phase V
East of Preston Avenue North, North of CPR tracks
Applicant: University of Saskatchewan
Proposed Bylaw No. 9132
(File No. CK. 4351-013-017)**

The purpose of this hearing is to consider proposed Bylaw No. 9132.

Attached is a copy of the following material:

- Proposed Bylaw No. 9132;
- Report of the General Manager, Community Services Department dated July 30, 2013, recommending that the proposal to rezone a portion of Parcel H, Plan No. 101850825, and Parcel A1, Plan No. 02SA008290 from “AG – Agricultural District” to “DCD3 – Direct Control District 3”, be approved (**see attachment 3a**);
- Letter dated August 28, 2013, from the Committee Assistant, Municipal Planning Commission, advising that the Commission supports the above-noted recommendation of the Community Services Department (**see attachment 3a**); and
- Notice which appeared in the local press on August 24 and 25, 2013.

**c) Proposed Zoning Bylaw Text Amendment
Direct Control District 3 – Accessory and Permitted Uses
Preston Crossing Regional Commercial Area Phase V
Applicant: University of Saskatchewan
Proposed Bylaw No. 9130
(File No. CK 4350-013-003)**

The purpose of this hearing is to consider proposed Bylaw No. 9130.

Attached is a copy of the following material:

- Proposed Bylaw No. 9130;
- Report of the General Manager, Community Services Department dated July 30, 2013, recommending that the proposal to amend Section 13.3 – Direct Control District 3 of Zoning Bylaw No. 8770, as outlined in the report, be approved;
- Letter dated August 28, 2013, from the Committee Assistant, Municipal Planning Commission, advising that the Commission supports the above-noted recommendation of the Community Services Department; and
- Notice which appeared in the local press on August 24 and 25, 2013.

**d) Proposed Neighbourhood Concept Plan Amendment
Meadows Boulevard and Eaton Crescent/Lane
Rosewood Neighbourhood
Applicant: Stantec Consulting Ltd. on behalf of Arbutus Park Properties
(File No. CK. 4351-013-016)**

The purpose of this hearing is to consider an amendment to the Rosewood Neighbourhood Concept Plan.

Attached is a copy of the following material:

- Report of the General Manager, Community Services Department dated August 6, 2013, recommending that the proposed amendment to the Rosewood Neighbourhood Concept Plan, be approved;

- Letter dated August 28, 2013, from the Committee Assistant, Municipal Planning Commission, advising that the Commission supports the above-noted recommendation of the Community Services Department; and
- Notice which appeared in the local press on August 24 and 25, 2013.

e) **Proposed Zoning Bylaw Amendment
Rezoning from “R1A – One-Unit Residential District”
to “R1B – Small Lot One-Unit Residential District”
Meadows Boulevard and Eaton Crescent/Lane
Rosewood Neighbourhood
Applicant: Stantec Consulting Ltd. on behalf of Arbutus Park Properties
Proposed Bylaw No. 9133
(File No. CK. 4351-013-016)**

The purpose of this hearing is to consider proposed Bylaw No. 9133.

Attached is a copy of the following material:

- Proposed Bylaw No. 9133;
- Report of the General Manager, Community Services Department dated August 6, 2013, recommending that the proposed amendment to Zoning Bylaw No. 8770 to rezone the properties identified in the attached Location Map, from R1A – One-Unit Residential District to R1B – Small Lot On-Unit Residential District, be approved (**see attachment 3d**);
- Letter dated August 28, 2013, from the Committee Assistant, Municipal Planning Commission, advising that the Commission supports the above-noted recommendation of the Community Services Department (**see attachment 3d**); and
- Notice which appeared in the local press on August 24 and 25, 2013.

4. Matters Requiring Public Notice

5. Unfinished Business

6. Reports of Administration and Committees:

- a) Report No. 6-2013 of the Municipal Planning Commission;
- b) Administrative Report No. 14-2013;
- c) Legislative Report No. 11-2013;
- d) Report No. 14-2013 of the Planning and Operations Committee;
- e) Report No. 14-2013 of the Administration and Finance Committee;
- f) Report No. 4-2013 of the Naming Advisory Committee; and
- g) Report No. 17-2013 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. 9130 - The Zoning Amendment Bylaw, 2013 (No. 23)

Bylaw No. 9131 - The Official Community Plan Amendment Bylaw, 2013 (No. 9)

Bylaw No. 9132 - The Zoning Amendment Bylaw, 2013 (No. 24)

Bylaw No. 9133 - The Zoning Amendment Bylaw, 2013 (No. 25)

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

BYLAW NO. 9131

The Official Community Plan Amendment Bylaw, 2013 (No. 9)

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as *The Official Community Plan Amendment Bylaw, 2013 (No. 9)*.


Purpose

2. The purpose of this Bylaw is to amend the Official Community Plan to change the Land Use Designation on the Land Use Map of the lands described in the Bylaw from Special Use to Direct Control District 3 ("DCD3").

Official Community Plan Amended

3. The Official Community Plan, annexed as Schedule "A" to Bylaw No. 8769 and forming part of the Bylaw, is amended in the manner set forth in this Bylaw.

Land Use Map Amended

4. The Land Use Map, which forms part of the Official Community Plan, is amended by changing the land use designation of the lands described in this Section and shown as  on Appendix "A" to this Bylaw from Special Use Area to DCD3:

- (a) Surface Parcel No. 120786138
Reference Land Description:

Blk/Par A1, Plan 02SA08290
As described on Certificate of Title
02SA08290E; and

- (b) Portion of Surface Parcel No. 153813416
Reference Land Description: Blk/Par H, Plan 101850825 Extension 0.

Coming into Force

5. This Bylaw shall come into force upon receiving the approval of the Minister of Government Relations.

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

Mayor

City Clerk

TO: Secretary, Municipal Planning Commission
FROM: General Manager, Community Services Department
DATE: July 30, 2013
SUBJECT: Preston Crossing Regional Commercial Area Phase V – Proposed Official Community Plan Land Use Map Amendment from “Special Use Area” to “Direct Control District 3” and Proposed Rezoning from “AG – Agricultural District” to DCD3 – Direct Control District 3” – Westerly Portion Parcel H, Plan No. 101850825, and Parcel A1, Plan No. 02SA008290
FILE NO.: PL 4350 – Z7/13

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

- 1) that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to the Official Community Plan Bylaw No. 8769, to redesignate the portion of Parcel H, Plan No. 101850825, and Parcel A1, Plan No. 02SA008290 from “Special Use Area” to “Direct Control District 3” be approved; and
- 2) that at the time of the public hearing, City Council consider the Administration's recommendation that the proposal to rezone a portion of Parcel H, Plan No. 101850825, and Parcel A1, Plan No. 02SA008290 from “AG – Agricultural District” to “DCD3 – Direct Control District 3” be approved.

TOPIC AND PURPOSE

An application has been submitted by the University of Saskatchewan (U of S) proposing the Preston Crossing Regional Commercial Area (Preston Crossing) be expanded to incorporate additional land areas at the southerly portion of the site. The amendments would provide for development of Phase V of Preston Crossing (see Attachment 2).

Text amendments to Direct Control District 3 (DCD3) are also proposed to accommodate the forms of development being requested, and are detailed in a separate report.

REPORT HIGHLIGHTS

1. Phase V of Preston Crossing will allow for full build out of this site.
2. Market assessment studies indicate that Saskatoon is currently underserved by regional retail development, and this demand will continue to grow.

STRATEGIC GOAL

Under the Strategic Goal of Economic Diversity and Prosperity, this proposal supports the long-term strategy of creating a business friendly environment where the economy is diverse and builds on our city and region's competitive strengths.

BACKGROUND

On October 16, 2000, City Council passed The Development Plan Amendment Bylaw, 2000 (No. 10) Bylaw No. 7972 to create the DCD3 Development Guidelines for Preston Crossing, to accommodate large format retail stores and accessory uses. Originally configured as a three-phase development, an additional Phase IV was approved in 2011. Cabela's, as well as multi-tenant Commercial Retail Units (CRU's) with retail and restaurant uses, were developed in this phase.

REPORT

Proposed Phase V Development

A proposal has been submitted for Phase V development of Preston Crossing which will require map as well as text amendments to accommodate proposed developments for this Phase (see Attachment 3).

Currently, Phases I to IV of Preston Crossing comprise an area of 23.08 hectares (57.03 acres). It is proposed that an additional 3.71 hectares (9.17 acres) be designated and zoned to DCD3, to accommodate a portion of the Phase V development, at the south westerly corner of the site. The balance of lands proposed for Phase V development, comprising approximately 1.63 hectares (4.04 acres), are located in the south easterly corner of the site and are already designated and zoned as DCD3. In total, Phase V will comprise 5.35 hectares (13.21 acres) which if approved, would result in a total site area of 28.42 hectares (70.24 acres) for Preston Crossing.

Inclusion of these additional areas will allow the last parcels of land situated within the area bounded by Preston Avenue, the Circle Drive off ramp, Circle Drive, and the railway tracks, and owned by the U of S, to be developed as part of the Preston Crossing site.

A preliminary Concept Plan Map (see Attachment 4) provides an overview of the potential development of this site, to be confirmed and finalized based on market demand.

Official Community Plan Bylaw No. 8769

Section 6.2 of the Official Community Plan (OCP) Bylaw No. 8769 establishes the policy framework providing for the location and development of large format retail store within regional commercial areas. As detailed in the previous Zoning Bylaw No. 8770 Text

Amendments report, the proposed Phase V of Preston Crossing conforms to the policies for regional commercial areas.

Retail Market Demand Study

The proposal to increase the size and variety of offerings within Preston Crossing is supported by a retail market demand assessment conducted by Harvard Developments, which indicates that Saskatoon is presently underserved by retail, as detailed in the previous Zoning Bylaw No. 8770 Text Amendments report.

Compatibility with Adjacent Land Uses

No land use conflicts are envisaged as a result of the proposed map amendments. All lands are owned by the U of S and contained within an area bounded by Preston Avenue, railway tracks, and Circle Drive right-of-ways.

Concept Plan Approval

Should the proposed amendments to the Land Use Map and Zoning Map be approved, approval will be requested in a subsequent report that will provide a preliminary conceptual overview of the proposed development.

Comments by Others

In addition to review by the Planning and Development Branch, the proposal was circulated to the Transit Services Branch and the Infrastructure Services Department. In general, there were no significant concerns expressed.

Conclusion

The proposal for the Phase V development of Preston Crossing will complete the full development of the site, and fill a market demand for commercial uses that would support the activity and services typical of a regional shopping centre.

OPTIONS TO THE RECOMMENDATION

City Council could deny this application, which would restrict any further development of Preston Crossing. This option is not recommended by the Administration as the proposed DCD3 amendments address a need for additional regional retail space, and support the goals outlined in the Strategic Plan and Integrated Growth Strategy.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There are no financial implications.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Lands in proximity to this development fall under the ownership of the U of S, and as a result no public consultation has been undertaken.

COMMUNICATIONS PLAN

Further to the required public notice, which will include an advertisement in The StarPhoenix and poster boards placed on the affected property, the Ward Councillor and adjacent Community Associations will be notified in writing of the proposed development.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

Should the required map and text amendments be approved, City Council will also be asked to approve a preliminary concept plan for the Phase V development. A report recommending concept plan amendments will be brought forward at the appropriate time.

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)

All developments located on the U of S lands are subject to CPTED evaluation conducted by the U of S.

PUBLIC NOTICE


Once this application has been considered by the Municipal Planning Commission, it will be advertised in accordance with Public Notice Policy No. C01-021, and a date for a public hearing will be set. A notice will be placed in The StarPhoenix two weeks prior to the public hearing.

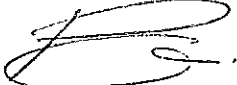
ATTACHMENTS

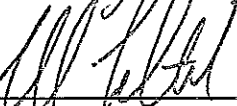
1. Fact Summary Sheet
2. Location Map

- 3. Site Plan
- 4. Preliminary Concept Plan

Written by: Jo-Anne Richter, Senior Planner

Reviewed by: 
for Alan Wallace, Manager
Planning and Development Branch

Approved by: 
Randy Grauer, General Manager
Community Services Department
Dated: August 8, 2013

Approved by: 
Murray Totland, City Manager
Dated: Dec 9/13

FACT SUMMARY SHEET

A. Location Facts

1.	Municipal Address	1714 Preston Crossing
2.	Legal Description	Westerly Portion Parcel H, Plan No. 101850825 and Parcel A1, Plan No. 02SA08290
3.	Neighbourhood	University of Saskatchewan Management Area
4.	Ward	1

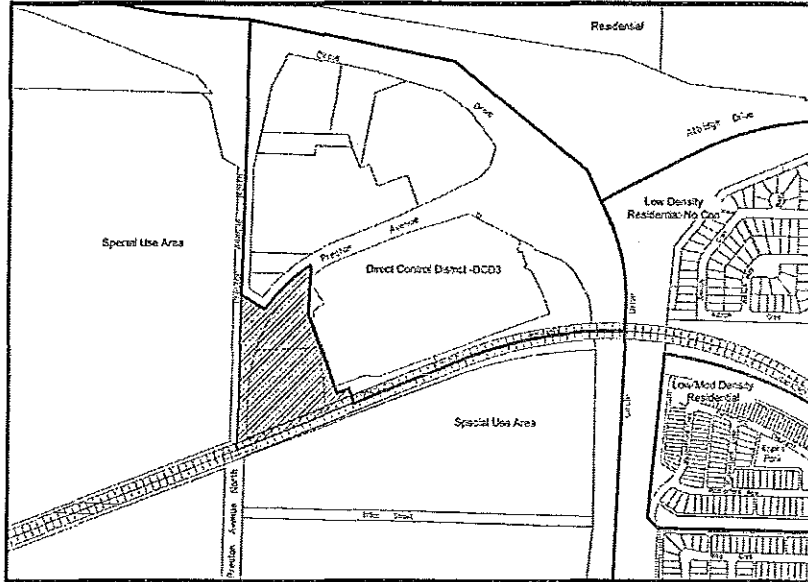
B. Site Characteristics

1.	Existing Use of Property	Vacant
2.	Proposed Use of Property	Retail – Regional Commercial Area
3.	Adjacent Land Uses and Zoning	
	North	Circle Drive
	South	University - AG
	East	Circle Drive
	West	University - AG
4.	No. of Existing Off-Street Parking Spaces	NA
5.	No. of Off-Street Parking Spaces Required	NA
6.	No. of Off-Street Parking Spaces Provided	NA
7.	Site Frontage	NA
8.	Site Area	5.35 hectares(Phase V) 28.42 hectares (Preston Crossing including Phase V)
9.	Street Classification	Circle Drive East – Expressway Preston Ave N. – Major Arterial Controlled Access


C. Official Community Plan Policy


1.	Existing Official Community Plan Designation	Special Use Area
2.	Proposed Official Community Plan Designation	Direct Control District 3
3.	Existing Zoning District	AG
4.	Proposed Zoning District	DCD3

Location Plan
Proposed Bylaw Map Amendments

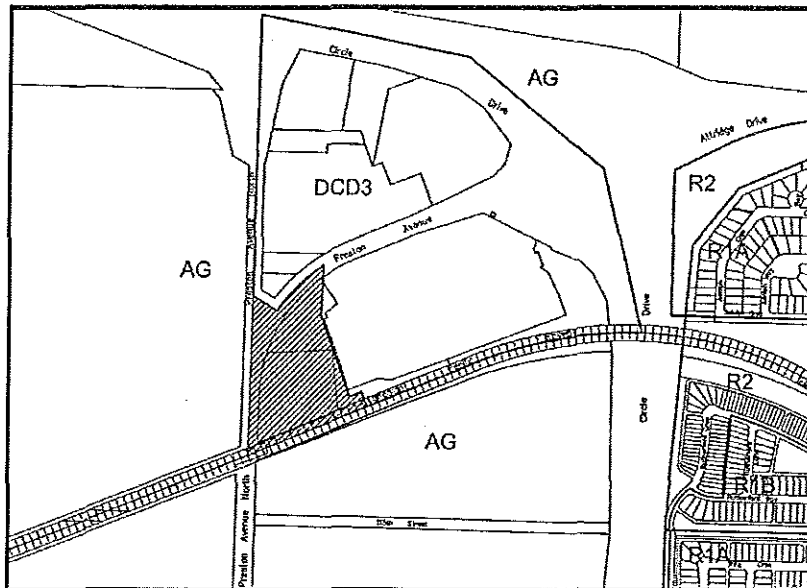



**PROPOSED AMENDMENT TO THE
OFFICIAL COMMUNITY PLAN**
UNIVERSITY OF SASKATCHEWAN MANAGEMENT AREA


 From Special Use to Direct Control District

 **City of Saskatoon**
Planning & Development Branch

File No. OCP95-2013



PROPOSED REZONING
From AG to DCD3 


 **City of Saskatoon**
Planning & Development Branch


File No. RZ07-2013


DCD3 INFORMATION


LOCATION	ACRES	HECTARES	
PHASE I	- Parcel F	8.43	3.41
	- Parcel C	7.19	2.91
	- Parcel D	6.15	2.49
		21.77	8.81
PHASE II	- Parcel G	2.75	1.11
	- Parcel J	12.04	4.87
		14.79	5.98
PHASE III	- Parcel N	10.42	4.22
PHASE IV	- Parcel P	3.03	1.23
	- Parcel RR	1.56	0.63
	- Parcel QQ	4.56	1.85
	- Parcel SS	0.90	0.36
		10.05	4.07
SUB TOTAL PHASES I - IV		57.03	23.03
PHASE V	- Parcel H	4.08	1.65
	- Parcel A1	6.09	2.06
	- Parcel E	4.04	1.63
		13.21	5.35
TOTAL ALL PHASES		70.24	28.42


LEGEND


EXISTING DCD3 BOUNDARY 


PROPOSED DCD3 BOUNDARY 

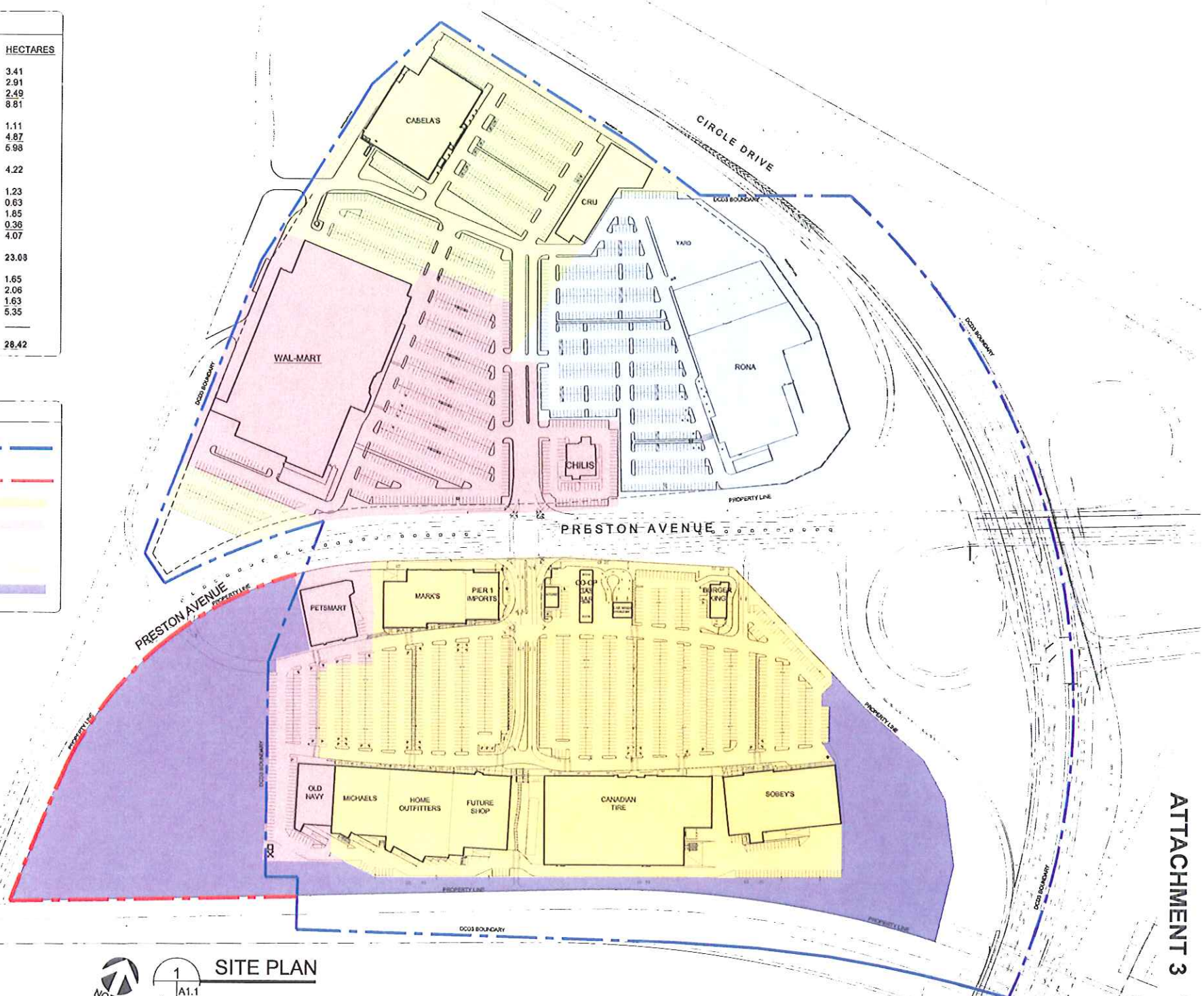
PHASE I 

PHASE II 

PHASE III 

PHASE IV 

PHASE V 





HARVARD
Developments Inc.
A HILL COMPANY



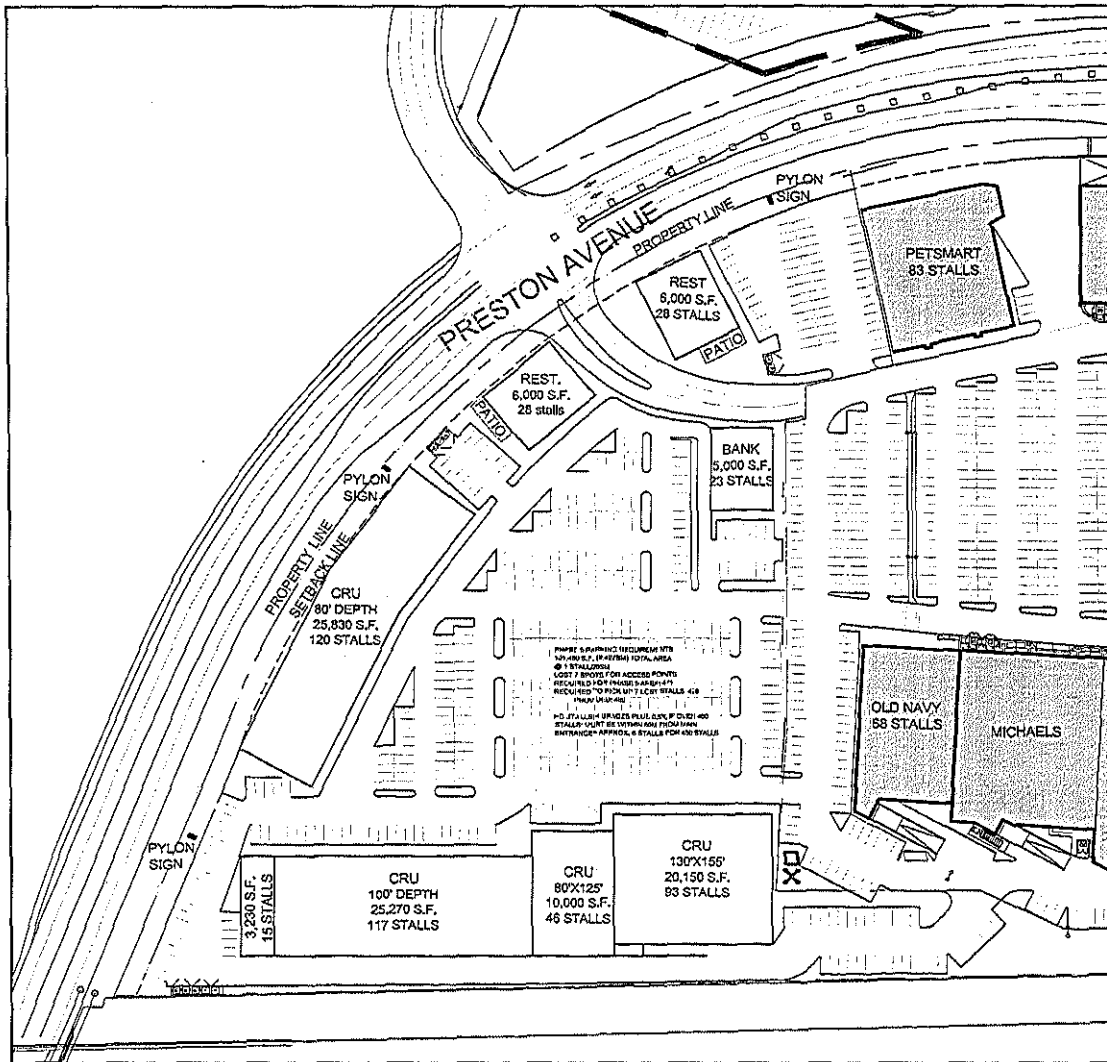
3A

1000 South St. 300-175 3rd Ave. South
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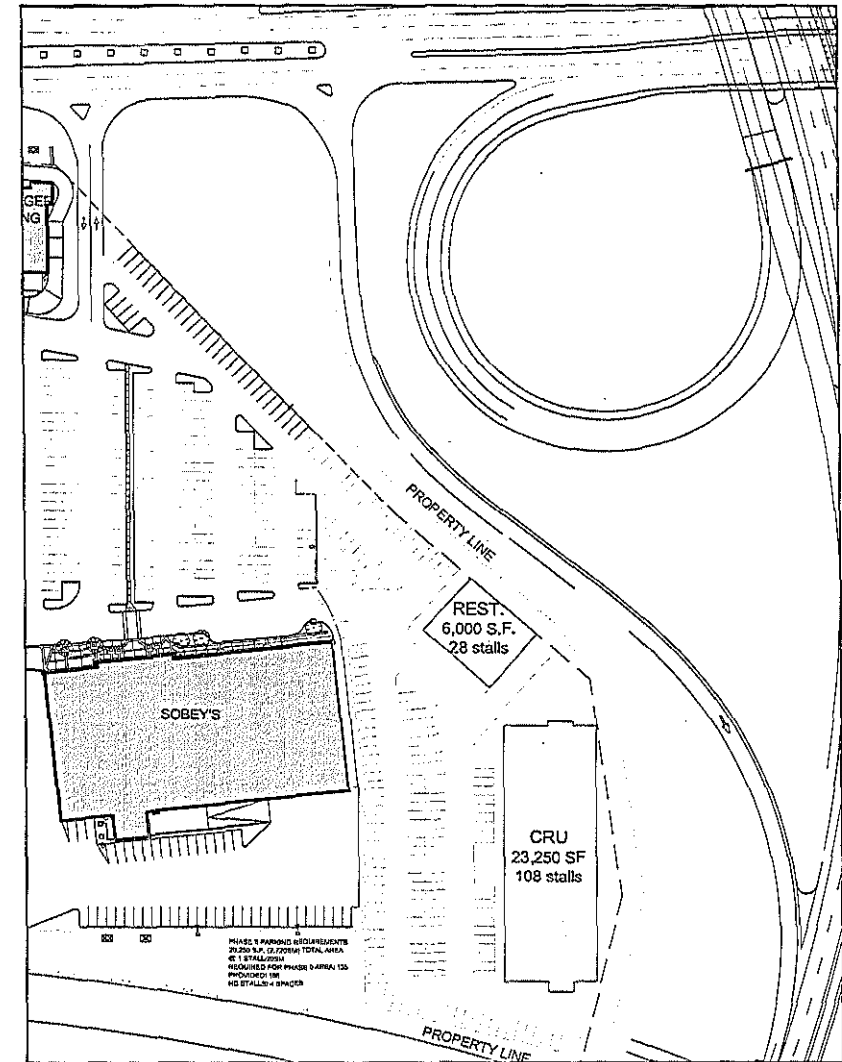


SITE PLAN

1
A1.1



PHASE 5 - WEST



PHASE 5 - EAST



June 28, 2013
 FILE NO. 12-49



PRESTON CROSS
 PHASE FIVE



City of
Saskatoon
Office of the City Clerk

222 - 3rd Avenue North
Saskatoon, SK S7K 0J5

ph 306•975•3240
fx 306•975•2784

August 28, 2013

City Clerk

Dear City Clerk:

**Re: Municipal Planning Commission Report for Public Hearing
Preston Crossing Regional Commercial Area Phase V
Proposed Official Community Plan Land Use Map Amendment from
"Special Use Area" to "Direct Control District 3" and
Proposed Rezoning from "AG – Agricultural District" to
DCD3 – "Direct Control District 3"
Applicant: University of Saskatchewan
Files: CK. 4351-013-017, 4125-11 and PL. 4350-Z7/13)**

The following is a report of the Municipal Planning Commission with respect to the above-noted matter:

"The Municipal Planning Commission, at its meeting held on August 20, 2013, considered the attached report of the Community Services Department, dated July 30, 2013, with respect to an application from the University of Saskatchewan proposing that the Preston Crossing Regional Commercial Area be expanded to incorporate additional land areas at the southerly portion of the site to provide for development of Phase V of Preston Crossing.

Your Commission received two additional reports from the General Manager, Community Services Department, regarding the Preston Crossing Regional Commercial Area Phase V, one requesting an amendment to Section 13.3 - Direct Control District 3 of Zoning Bylaw 8770, to allow more flexibility in terms of the size and range of the accessory and permitted uses accommodated within the zoning district; and the other to approve the preliminary concept plan for proposed Phase V of the regional commercial area. The Commission reviewed all three reports with the Administration and the University of Saskatchewan (the Applicant), and then voted on each separately.

The University of Saskatchewan provided a history of the Preston Crossing regional commercial development and explained that, in 1999, when the development was first presented to the City of Saskatoon, the University requested that the full area be rezoned. Due to concerns regarding the affect the new commercial area may have on the downtown, the Broadway area and 8th Street, as well as the malls in the city, only a portion of the development was initially approved.

The University also pointed out the benefits the commercial area has brought to the City and the University, including scholarships, taxes and the retail businesses that may not have located in the city had the development not occurred, and indicated that the University has paid full development levies and has provided 12 acres to the City, at no cost, for the Attridge Drive/Preston Crossing Interchange.

The Commission received clarification, as outlined below, from the Administration and the Applicant on issues regarding traffic; bike lanes; storm water management; the impact if there is a slowdown in growth; the impact to other business in the city, in particular community malls due to smaller size of the new retail businesses that will be allowed in the area; transit access; and accommodation for active transportation, such as walkways and corridors between buildings, to provide for pedestrian and child-friendly access:

- Hotels are not included in the DCD3 amendments as they do not fit into the regulations of the regional development.
- Money-in-lieu of municipal reserves is collected to provide for park space in the area. Because park space is not required in the Preston Crossing Regional Commercial Area, the funds will be redirected to another area of the city where park space improvements are needed.
- This is a full tax-paying development based on the type of development occurring on the site.
- The majority of concerns with respect to traffic deal with the main access into the area. Although busy, this intersection operates at an acceptable level. The traffic impact study indicated that, if adjustments to the timing of turning arrows were made, this could improve traffic in and out. However, Infrastructure Services has advised that they will always prioritize east-west traffic in the area. Further review of the design of the turning bays at the intersection is required, and recommendations have been made for improved internal traffic flow within the site to provide for better access in and out. Changes to the turning bays and signage would be the responsibility of the developer and the Administration will have further discussions with the University of Saskatchewan on this issue.
- The bike corridor will be maintained and is currently being worked on.
- Storm Water Management within the site has not been looked at.
- Debate and concerns regarding regional commercial areas affecting other businesses in the city have settled down. Growth in retail spending has outgrown expectations. The City will remain cognizant of the affect that this type of development will have on other businesses in the city.
- Large businesses, such as Wal-Mart, will not fit into the area proposed for development under Phase V. The smaller businesses that will be allowed will be accessory businesses, such as banks and restaurants, which have been allowed in other regional developments in the city.

- Typically, Transit will not go into a regional commercial site. The City tries to encourage developers to accommodate corridors for pedestrians within their site to make it easy to walk to transit stops nearby.
- The University of Saskatchewan's design guidelines specify pedestrian requirements to ensure there are sidewalks between buildings and to transit stops.

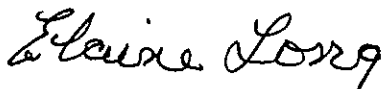
Following consideration of the matter, the Commission supports approval of the following recommendation of the Community Services Department:

'that a report be submitted to City Council at the time of the public hearing recommending:

- 1) that the proposed amendment to the Official Community Plan Bylaw 8769, to re-designate the portion of Parcel H, Plan 101850825, and Parcel A1, Plan 02SA008290 from "Special Use Area" to "Direct Control District 3" be approved; and
- 2) that the proposal to rezone a portion of Parcel H, Plan 101850825, and Parcel A1, Plan 02SA008290 from "AG – Agricultural District" to "DCD3 – Direct Control District 3" be approved."

The Commission respectfully requests that the above report be considered by City Council at the time of the public hearing of this matter.

Yours truly,



Elaine Long, Committee Assistant
Municipal Planning Commission

EL:sj

Attachment

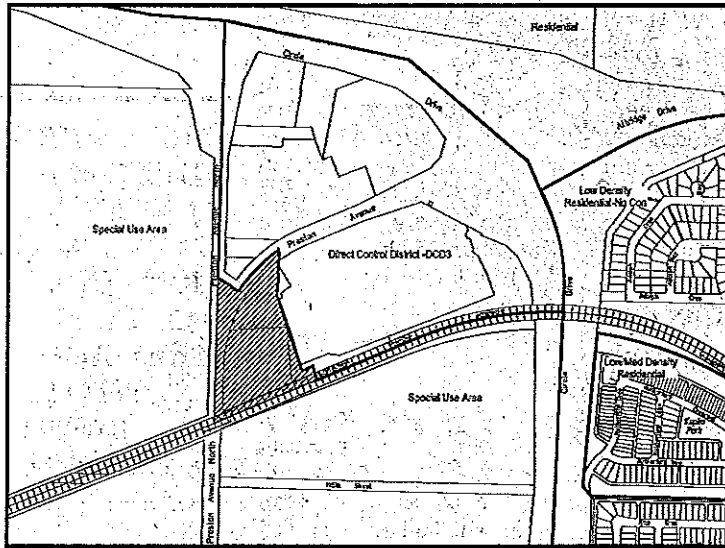
**OFFICIAL COMMUNITY PLAN NOTICE
PRESTON CROSSING REGIONAL COMMERCIAL AREA**

**PROPOSED AMENDMENT TO THE OFFICIAL COMMUNITY PLAN – LAND USE
MAP – BYLAW NO. 9131**

Saskatoon City Council will consider an amendment to the Official Community Plan, Bylaw No. 8769. By way of Bylaw No. 9131, The Official Community Plan Amendment Bylaw, 2013 (No. 9), the property highlighted in the map below will be redesignated from a Special Use Area to Direct Control District 3 land use within the Official Community Plan Land Use Map.

LEGAL DESCRIPTION – Portion Parcel H, Plan 101850825, and Parcel A1, Plan 02SA008290

CIVIC ADDRESS – East of Preston Avenue North, north of CPR tracks



**PROPOSED AMENDMENT TO THE
OFFICIAL COMMUNITY PLAN**

UNIVERSITY OF SASKATCHEWAN MANAGEMENT AREA



From Special Use to Direct Control District

File No. OCP-2013



REASON FOR THE AMENDMENT – The proposed amendment to the Land Use Map will expand the Preston Crossing Regional Commercial Area to incorporate additional land areas at the southerly portion of the site. The amendments will provide for development of a Phase V of Preston Crossing that will comprise 5.28 ha, resulting in a total site area of the Preston Crossing Regional Commercial Area being 28.42 ha (70.24 acres).

INFORMATION – Questions regarding the proposed amendment or requests to view the proposed amending Bylaw and the City of Saskatoon Official Community Plan and Land Use Map may be directed to the following without charge:
Community Services Department, Planning and Development Branch
Phone: 306-975-2645 (Jo-Anne Richter)

PUBLIC HEARING – City Council will hear all submissions on the proposed amendment, and all persons who are present at the City Council meeting and wish to speak on **Monday, September 9, 2013, at 6:00 p.m.** in City Council Chamber, City Hall, Saskatoon, Saskatchewan.

All written submissions for City Council's consideration must be forwarded to:
His Worship the Mayor and Members of City Council
c/o City Clerk's Office, City Hall
222 Third Avenue North, Saskatoon SK S7K 0J5

All submissions received by the City Clerk by **10:00 a.m.** on **Monday, September 9, 2013**, will be forwarded to City Council.

BYLAW NO. 9132

The Zoning Amendment Bylaw, 2013 (No. 24)

The Council of The City of Saskatoon enacts:

Short Title

- 1. This Bylaw may be cited as *The Zoning Amendment Bylaw, 2013 (No. 24)*.

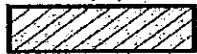
Purpose

- 2. The purpose of this Bylaw is to amend the Zoning Bylaw to rezone the lands described in the Bylaw from an AG District to a Direct Control District 3 ("DCD3").

Zoning Bylaw Amended

- 3. Zoning Bylaw No. 8770 is amended in the manner set forth in this Bylaw.

Zoning Map Amended

- 4. The Zoning Map, which forms part of Bylaw No. 8770, is amended to rezone the land described in this Section and shown as  on Appendix "A" to this Bylaw from an AG District to a DCD3:

- (a) Surface Parcel No. 120786138
Reference Land Description: Blk/Par A1, Plan 02SA08290
As described on Certificate of Title 02SA08290E; and

- (b) Portion of Surface Parcel No. 153813416
Reference Land Description: Blk/Par H, Plan 101850825 Extension 0.

Coming into Force

- 5. This Bylaw shall come into force upon the approval of Bylaw No. 9131, *The Official Community Plan Amendment Bylaw, 2013 (No. 9)* by the Minister of Government Relations.

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

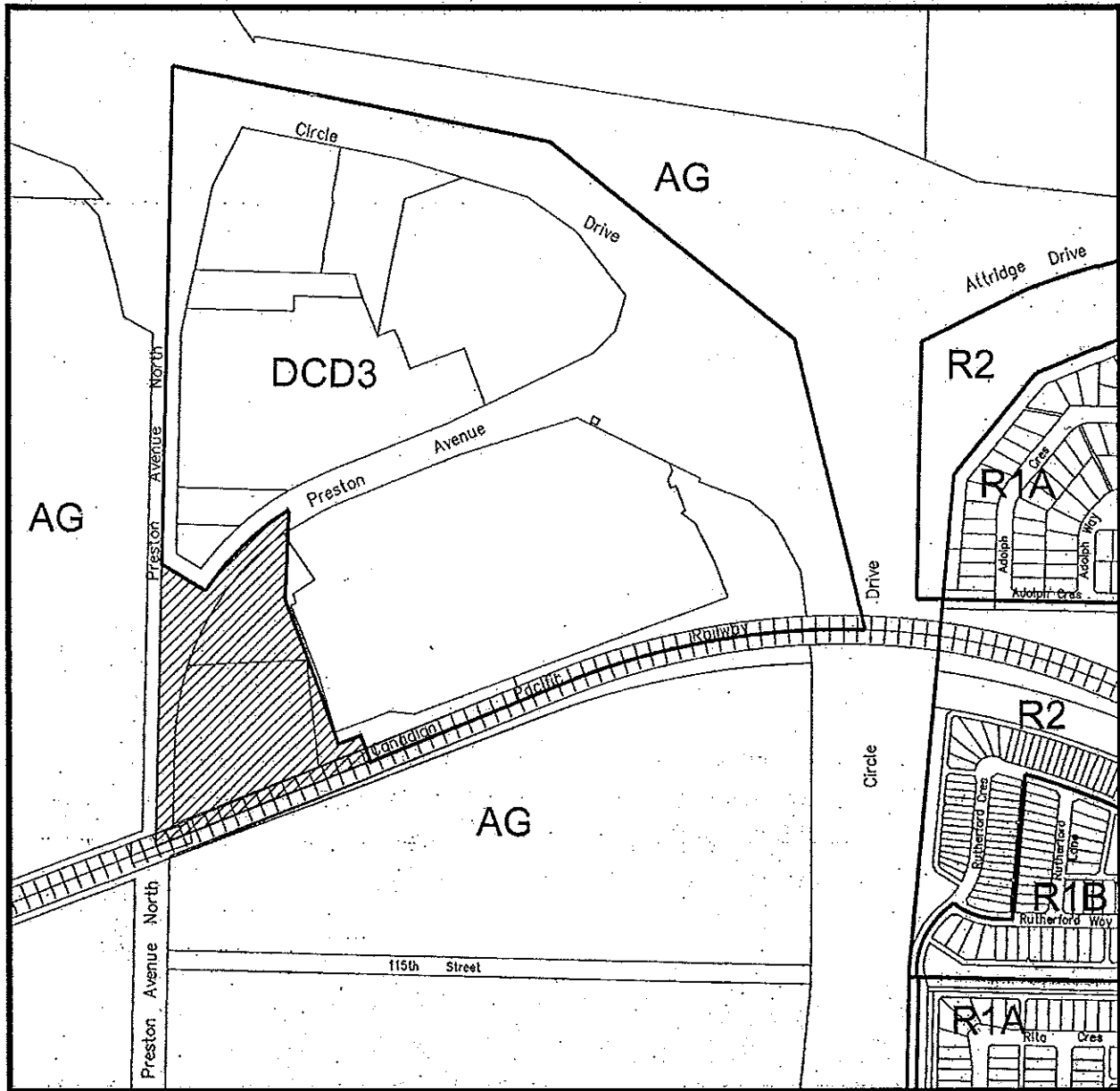
Read a second time this _____ day of _____, 2013.

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

Mayor

City Clerk

Appendix "A"



REZONING

From AG to DCD3



City of
Saskatoon

Planning & Development Branch

ZONING NOTICE

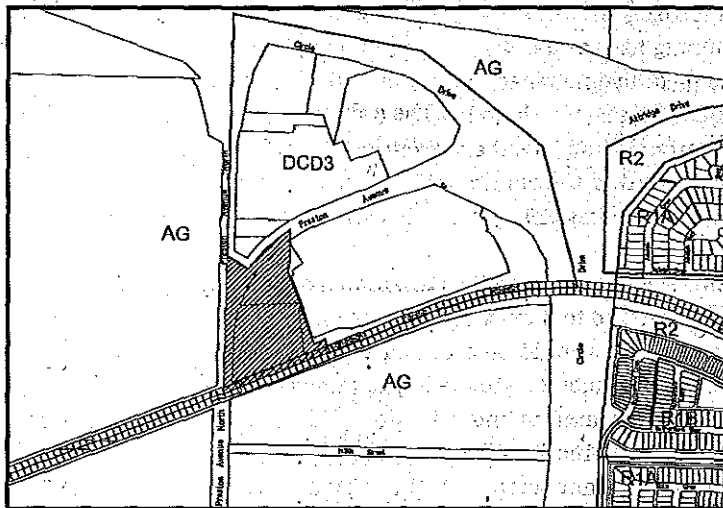
PRESTON CROSSING REGIONAL COMMERCIAL AREA

PROPOSED ZONING BYLAW AMENDMENT – BYLAW NO. 9132

Saskatoon City Council will consider an amendment to the City's Zoning Bylaw (No. 8770). By way of Bylaw No. 9132, the Zoning Amendment Bylaw 2013 (No. 24), the properties in the Preston Crossing Regional Commercial Area, as shown in the map below, will be rezoned from AG – Agricultural District to DCD3 – Direct Control District 3.

LEGAL DESCRIPTION – Portion Parcel H, Plan 101850825, and Parcel A1, Plan 02SA008290

CIVIC ADDRESS – East of Preston Avenue North, north of CPR tracks



PROPOSED REZONING

From AG to DCD3



File No. RZ07-2013

**City of
Saskatoon**
Planning & Development Branch

REASON FOR THE AMENDMENT – The proposed rezoning of the properties to DCD3 will provide for Phase V of the Preston Crossing Regional Commercial Area. Development of Phase V may include commercial rental units, restaurants and other permitted accessory uses. In total, Phase V will comprise 5.28 ha, resulting in the total site area of the Preston Crossing Regional Commercial Area be 28.42 ha (70.24 acres).

INFORMATION – Questions regarding the proposed amendment or requests to view the proposed amending Bylaw, the City of Saskatoon Zoning Bylaw and Zoning Map may be directed to the following without charge:
Community Services Department, Planning and Development Branch
Phone: 306-975-2645 (Jo-Anne Richter)

PUBLIC HEARING – City Council will hear all submissions on the proposed amendment, and all persons who are present at the City Council meeting and wish to speak on **Monday, September 9, 2013 at 6:00 p.m. in City Council Chamber, City Hall, Saskatoon, Saskatchewan.**

All written submissions for City Council's consideration must be forwarded to:
His Worship the Mayor and Members of City Council
c/o City Clerk's Office, City Hall
222 Third Avenue North, Saskatoon SK S7K 0J5

All submissions received by the City Clerk by **10:00 a.m. on Monday, September 9, 2013** will be forwarded to City Council.

BYLAW NO. 9130**The Zoning Amendment Bylaw, 2013 (No. 23)**

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as *The Zoning Amendment Bylaw, 2013 (No. 23)*.

Purpose

2. The purpose of this Bylaw is to amend the regulations in the Zoning Bylaw governing Direct Control District 3 to allow more flexibility in the range and size of uses in the District.

Zoning Bylaw Amended

3. Zoning Bylaw No. 8770 is amended in the manner set forth in this Bylaw.

Clause 13.3.6(a) Amended

4. Clause 13.3.6(a) is amended by adding the following:
"viii) enclosed storage areas for the use of tenants of the site."

Clause 13.3.6(d) Amended

5. Clause 13.3.6(d) is amended by striking out "two" and substituting "five".

Clause 13.3.6.1(b) Amended

6. Clause 13.3.6.1(b) is amended by striking out "2790 m²" and substituting "18,580 m²".

Clause 13.3.6.1(c) Repealed

7. Clause 13.3.6.1(c) is repealed.

Clauses 13.3.6.2(b), (c) and (d) Repealed

8. Clauses 13.3.6.2(b), (c) and (d) are repealed.

Subsection 13.3.9 Repealed

9. Subsection 13.3.9 is repealed.

Clause 13.3.10(a) Amended

10. Clause 13.3.10(a) is amended:

(a) by striking out "four" and substituting "five"; and

(b) by adding:

- Phase 5 = Site 5."

Clause 13.3.10(c) Amended

11. Clause 13.3.10(c) is amended by striking out "23.31" and substituting "30".

Coming into Force

12. 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

TO: Secretary, Municipal Planning Commission
FROM: General Manager, Community Services Department
DATE: July 30, 2013
SUBJECT: Preston Crossing Regional Commercial Area Phase V – Zoning Bylaw No. 8770 Text Amendment – Direct Control District 3
FILE NO.: PL 4350 – Z7/13

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

- 1) that at the time of the public hearing, City Council consider the Administration's recommendation that the proposal to amend Section 13.3 – Direct Control District 3 of Zoning Bylaw No. 8770, as outlined in the report, be approved.

TOPIC AND PURPOSE

An application has been submitted by the University of Saskatchewan (U of S) to amend Section 13.3 – Direct Control District 3 (DCD3) of Zoning Bylaw No. 8770 to allow more flexibility in terms of the size and range of the accessory and permitted uses accommodated within this zoning district. The amendments would provide for development of a proposed Phase V of Preston Crossing Regional Commercial Area (Preston Crossing) (see Attachment 2).

Map amendments to the Official Community Plan (OCP) Bylaw No. 8769 and Zoning Bylaw No. 8770 are also proposed to incorporate additional lands into the DCD3 District and are detailed in a separate report.

REPORT HIGHLIGHTS

1. Phase V of Preston Crossing will allow for full build out of this site.
2. Market assessment studies indicate that Saskatoon is currently underserved by regional retail development and this demand continues to grow.
3. Proposed DCD3 text amendments will accommodate a wider mix of developments that will support the concept of a regional shopping centre.

STRATEGIC GOAL

Under the Strategic Goal of Economic Diversity and Prosperity, this proposal supports the long-term strategy of creating a business friendly environment where the economy is diverse and builds on our city and region's competitive strengths.

BACKGROUND

On October 16, 2000, City Council passed The Development Plan Amendment Bylaw, 2000 (No. 10) Bylaw No. 7972 to create the DCD3 Development Guidelines for Preston Crossing.

The main objective of the DCD3 is to accommodate large format retail stores and accessory uses. In 2001 City Council approved, in principle, the initial three-phase concept plan for Preston Crossing, with a fourth phase approved in 2011 (see Attachment 3).

Text amendments to the DCD3 were approved in conjunction with the Phase IV development proposal in 2011. Those amendments provided for modifications in keeping with the policies of the Regional Commercial development outlined in the OCP Bylaw No. 8769, and in recognition of the increased retail demand in Saskatoon and region since the Preston Crossing development was first initiated. The text amendments provided for a wider range of uses within the DCD3 which included:

- establishing a category for "Accessory Uses – Group 3" to allow retail and service uses of less than 930 square metres; and
- amending the requirement that anchor stores comprise at least 62.5 percent of developable area to 50 percent.

Phases I to IV at Preston Crossing are complete, with the following developments now in place:

Phase I	South of Preston Avenue North	<ul style="list-style-type: none"> • one large format anchor store (Canadian Tire) • seven associate large format stores (Sobeys, Future Shop, Home Outfitters, Michaels, Mark's Work Warehouse, former Shopper's Drug Mart, Pier One Imports) • one restaurant (Burger King) • one gas bar (Co-op)
Phase II	North and South of Preston Avenue North	<ul style="list-style-type: none"> • one large format anchor store (Wal-Mart) • two associate large format stores (Pet Smart, Old Navy) • one restaurant (Chili's Grill and Bar)
Phase III	North of Preston Avenue North	<ul style="list-style-type: none"> • one large format anchor store (Rona)
Phase IV	Northwest corner of Preston Crossing	<ul style="list-style-type: none"> • one associate large format store (Cabela's) • accessory commercial retail units (less than 930 square metres in size: Gap, Banana Republic, Shoe Warehouse, Chatters Salon, Osh Kosh, River City Sports) • one restaurant (Cora's) • 3,074 square metre expansion of Wal-Mart

REPORT

An application has been received for a proposed Phase V development at Preston Crossing. This proposal will require text amendments to the DCD3 regulations to facilitate development.

Subject to obtaining approval for text amendments outlined in this report, amendments to the OCP Bylaw No. 8769 Land Use Map and Zoning Bylaw No. 8770 Map will be required to alter the boundary of the DCD3. Approval for a concept plan amendment to allow development of Phase V is also required.

The map amendments and concept plan amendment are detailed in separate reports.

Official Community Plan Bylaw No. 8769

Section 6.2 of OCP Bylaw No. 8769 establishes the policy framework providing for the location and development of large format retail stores within Regional Commercial Areas. The proposed Phase V of Preston Crossing conforms to the policies for Regional Commercial Areas. Section 6.2 is provided as an excerpt in Attachment 5.

Retail Market Demand Study

The proposal to increase the size and variety of offerings within the Preston Crossing development is supported by a retail market demand assessment conducted by Harvard Developments, which indicates that Saskatoon is presently underserved by retail (see Attachment 6). Based on a population growth rate of 1.8 percent, the projected future demand for retail space will exceed 3 million square feet in the next 15 years, of which about 31 percent (1 million square feet) is for regional shopping centre formats. It is further noted in the study that with a current retail vacancy rate of less than 2 percent and an estimated 600,000 square foot undersupply of retail space, Saskatoon may not be able to accommodate the national and international retailers seeking to expand or establish their presence in the city.

Other recent commercial assessments support this perspective, including the 2013 market overview information released by the commercial real estate industry, and a commercial and industrial development study completed by MXD Development Strategists in 2011. These reports are briefly summarized in Attachment 6.

It is the opinion of the Administration that there would be no significant impacts to the viability of the Downtown, or other commercial areas, based on the market information which indicates that Saskatoon is currently underserved with retail space. The proposed text amendments to the DCD3 will maintain a regional focus for Preston Crossing, but allow more flexibility in the range and size of uses on the site.

Proposed Zoning Bylaw No. 8770 Text Amendments

The following amendments to Section 13.3 of DCD3 District are proposed:

1. Amend Section 13.3.6 "Accessory Uses – Group 2" as follows:
 - a) Add "vii) enclosed storage areas for the use of tenants of the site" (currently this use is not accommodated); and

- b) Change "d) increase the number of financial institutions permitted to five (5)" (currently only two financial institutions are permitted per site).

Rationale: Provision for enclosed storage space for the use of tenants of the site, will help to ensure required parking spaces are not used for the purpose of storage, and to facilitate the appearance of the site.

Provision for additional financial institutions will increase the variety of these types of uses which may be provided on this site.

2. Amend Section 13.3.6.1 "Accessory Uses – Group 3 – Freestanding" as follows:
- a) Change "b) The Total combined gross floor area of all Accessory Uses – Group 3 – Freestanding shall not exceed 18,580 square metres (200,000 square feet)." Currently the maximum combined gross floor area is 2,790 square metres (30,000 square feet); and
- b) Delete Section 13.3.6.1 (c)
This clause sets a restriction on the number of retail stores established as Accessory Uses - Group 3 – Freestanding; currently, no more than nine retail stores having a gross floor area of less than 930 square metres are allowed, of which five may have a gross floor area less than 186 square metres.

Rationale: The removal of restrictions on the size and number of retail uses under 930 square metres (10,000 square feet) permitted onsite will allow for the development of retail space that meets market demands of national tenants which require smaller retail spaces, but serve a regional market.

3. Amend Section 13.3.6.2 "Accessory Uses – Group 4 – Restaurants" as follows:
- a) Delete Section 13.3.6.2 (b), (c), and (d)
Currently, these sections:
- limit restaurants to no more than six in the DCD3, of which no more than three can be freestanding;
 - restrict the size of individual restaurants to a maximum of 557 square metres; and
 - restrict the total combined gross floor area of restaurants in the DCD3 to 1,860 square metres.

Rationale: Modifications to increase the size of the restaurants will meet the demand of restaurant chains that have specific space requirements.

4. Delete Section 13.3.9 "Anchor Requirement" as follows:
- a) Currently this section specifies that anchor stores must comprise at least 50 percent of the developable floor area of the DCD3 when fully developed.

Rationale: The elimination of the anchor requirement ratio (currently established at 50 percent of the total developable floor area) will allow additional accessory uses to

be developed as the cumulative size of these units would no longer be a factor. Preston Crossing is now fully developed with three large format anchor stores, and no additional stores of this size (in excess of 9,300 square metres) can be accommodated on this site. The large format anchor stores at Preston Crossing are established under long-term leases and will remain in place.

5. Amend Section 13.3.10 Site Size, Subdivision and Phasing as follows:
 - a) Change "a" to provide for development to occur in five phases; and
 - b) Change "c" to increase the total area that can be developed in the DCD3 from 23.31 net hectares to 30 net hectares."

Rationale: These changes are required to reflect the size and development phasing of Preston Crossing with the additional Phase V development.

Comments by Others

In addition to review by the Planning and Development Branch, the proposal was circulated to the Infrastructure Services Department and Utility Services Department, Transit Branch. The comments provided by other branches are contained in Attachment 7.

Infrastructure Services has indicated that more detailed information is required to identify the measures that will be implemented to mitigate traffic impacts before final approval is given. This includes detail regarding lengthening the left turn lanes on Preston Avenue, and sidewalk construction at the west access to connect to the multi-use pedestrian path on the west side of Preston Avenue. Required improvements will be address through the Servicing Agreement.

Conclusion

It is the opinion of the Community Services Department that the proposed text amendments to the DCD3 are consistent with the policies contained within the OCP Bylaw No. 8769. The proposed text amendments will allow full development of the site, making use of remaining available land areas to accommodate additional regional retail, institutional, and restaurant uses that will support the concept of a regional shopping centre.

The application submitted by the University also included a proposed text amendment to allow for a hotel/motel use on this site. This cannot be supported by the Community Services Department, as this use is not consistent with the provisions of Section 6.2 of the OCP Bylaw No. 8769.

With a strong economy, increasing local and regional population, and growing retail demand, more flexibility in the mix of uses that may be offered within a regional shopping format is appropriate.

OPTIONS TO THE RECOMMENDATION

City Council could deny this application, which would restrict any further development of the Preston Crossing site. This option is not recommended by the Administration as the proposed DCD3 amendments address a need for additional regional retail space, and support the goals outlined in Strategic Plan and Integrated Growth Strategy.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There are no financial implications.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Lands in proximity to this development fall under the ownership of the U of S, and as a result no public consultation has been undertaken.

COMMUNICATIONS PLAN

Further to the required public notice, which will include an advertisement in The StarPhoenix and poster boards placed on the affected property, the Ward Councillor and adjacent Community Associations will be notified in writing of the proposed development.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

Contingent upon approval of the text amendments, required map amendments to OCP Bylaw No. 8769 and Zoning Bylaw No. 8770, and approval of the concept plan is required. A report recommending concept plan amendments will be brought forward for City Council's consideration upon approval of the above noted OCP Bylaw No. 8769 and Zoning Bylaw No. 8770 amendments.

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)

All developments located on U of S lands are subject to CPTED evaluation conducted by the U of S.

PUBLIC NOTICE

Once this application has been considered by the Municipal Planning Commission, it will be advertised in accordance with Public Notice Policy No. C01-021, and a date for a public hearing will be set. A notice will be placed in The StarPhoenix two weeks in advance of the public hearing.

ATTACHMENTS

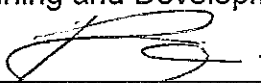
1. Fact Summary Sheet
2. Location Plan
3. Site Plan
4. Preliminary Concept Plan
5. Official Community Plan – Policy Framework for Regional Commercial Areas
6. Retail Market Demand Assessment
7. Comments from Other Branches

Written by: Jo-Anne Richter, Senior Planner


Reviewed by:

for 
 Alan Wallace, Manager
 Planning and Development Branch

Approved by:


 Randy Grauer, General Manager
 Community Services Department
 Dated: August 8, 2013

Approved by:

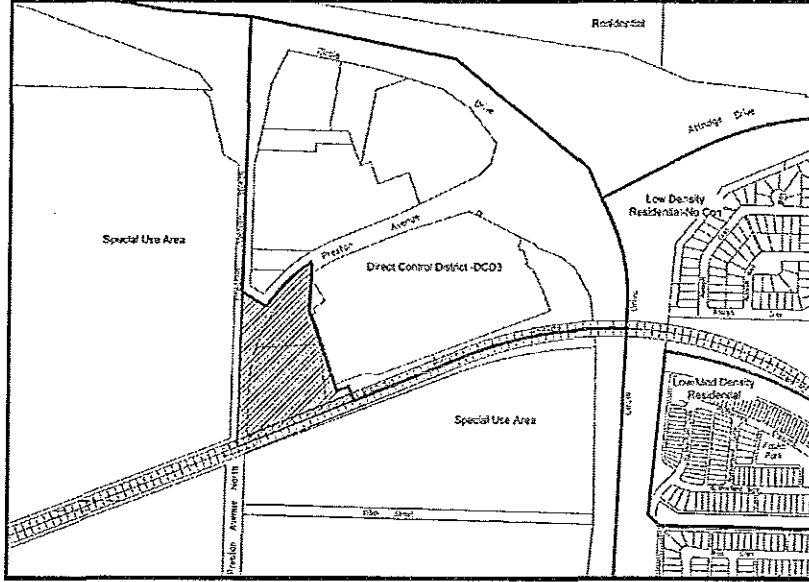

 Murray Totland, City Manager
 Dated: Aug 12/13

FACT SUMMARY SHEET


A. Location Facts	
1. Municipal Address	1714 Preston Crossing
2. Legal Description	Westerly Portion of Parcel H, Plan No. 101850825 and Parcel A1, Plan No. 02SA08290
3. Neighbourhood	University of Saskatchewan Management Area
4. Ward	1
B. Site Characteristics	
1. Existing Use of Property	Vacant
2. Proposed Use of Property	Retail – Regional Commercial Area
3. Adjacent Land Uses and Zoning	
North	Circle Drive
South	University - AG
East	Circle Drive
West	University - AG
4. No. of Existing Off-Street Parking Spaces	N/A
5. No. of Off-Street Parking Spaces Required	N/A
6. No. of Off-Street Parking Spaces Provided	N/A
7. Site Frontage	N/A
8. Site Area	5.35 hectares (Phase V) 28.42 hectare (Preston Crossing including Phase V)
9. Street Classification	Circle Drive East – Expressway Preston Avenue North – Major Arterial Controlled Access
C. Official Community Plan Policy	
1. Existing Official Community Plan Designation	Special Use Area
2. Proposed Official Community Plan Designation	Direct Control District 3
3. Existing Zoning District	AG
4. Proposed Zoning District	DCD3

Location Plan

Proposed Map Amendments

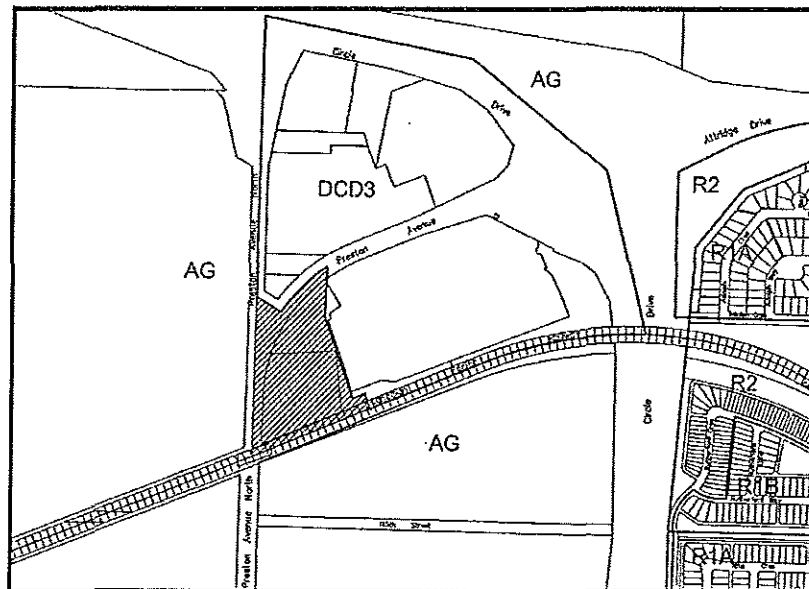



PROPOSED AMENDMENT TO THE
OFFICIAL COMMUNITY PLAN
UNIVERSITY OF SASKATCHEWAN MANAGEMENT AREA

 From Special Use to Direct Control District

City of
Saskatoon
Planning & Development Branch

File No. DC205-2013



PROPOSED REZONING
From AG to DCD3 


City of
Saskatoon
Planning & Development Branch


File No. R207-2013


DCD3 INFORMATION


LOCATION	ACRES	HECTARES	
PHASE I	- Parcel F	8.43	3.41
	- Parcel C	7.19	2.91
	- Parcel D	6.15	2.49
		21.77	8.81
PHASE II	- Parcel G	2.75	1.11
	- Parcel J	12.04	4.87
		14.79	5.98
PHASE III	- Parcel N	10.42	4.22
PHASE IV	- Parcel P	3.03	1.23
	- Parcel RR	1.56	0.63
	- Parcel QQ	4.56	1.85
	- Parcel SS	0.90	0.36
		10.05	4.07
SUB TOTAL PHASES I - IV		57.03	23.03
PHASE V	- Parcel H	4.08	1.65
	- Parcel A1	6.09	2.06
	- Parcel E	4.04	1.63
		13.21	5.35
TOTAL ALL PHASES		70.24	28.42


LEGEND


EXISTING DCD3 BOUNDARY 


PROPOSED DCD3 BOUNDARY 

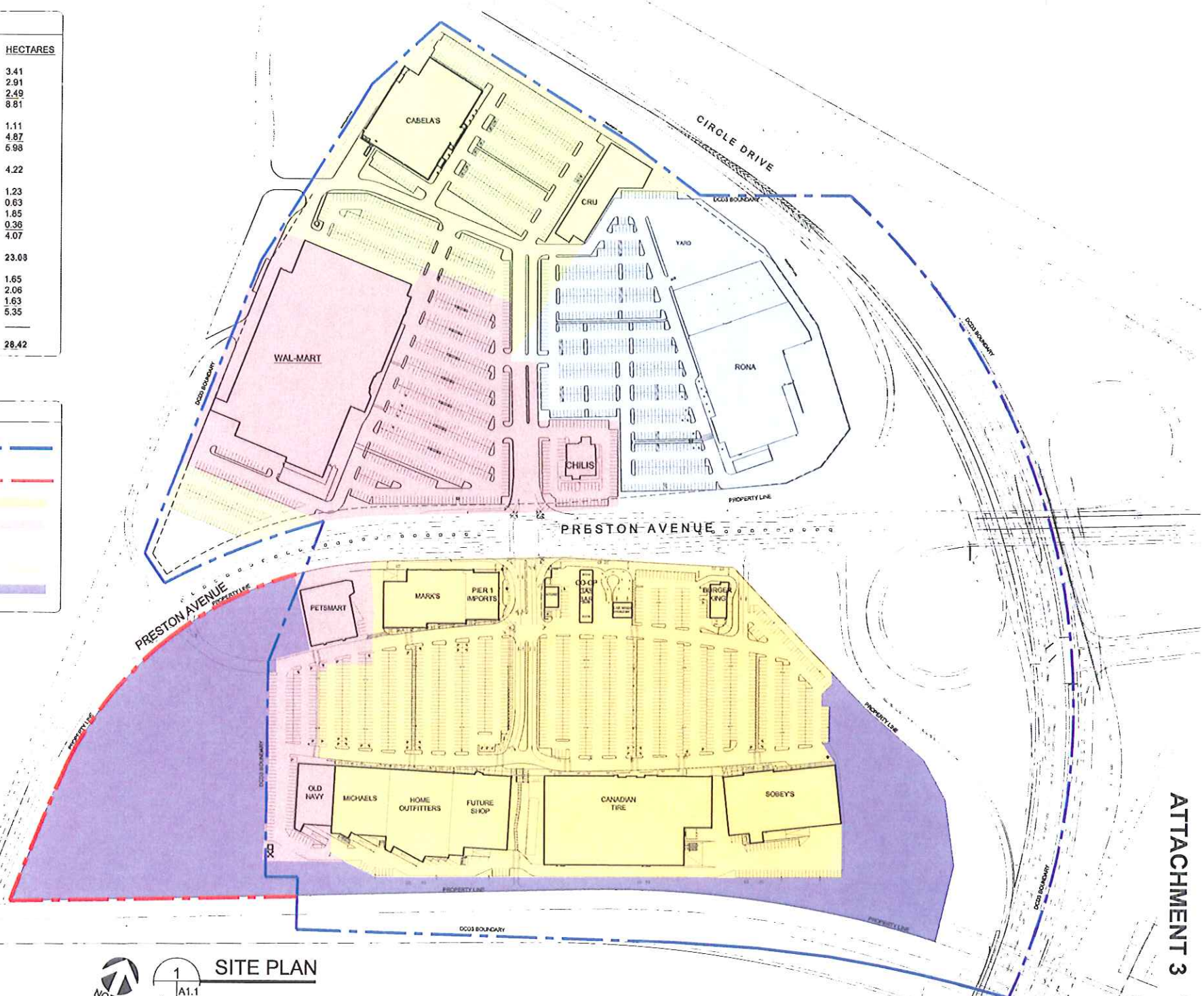
PHASE I 

PHASE II 

PHASE III 

PHASE IV 

PHASE V 






HARVARD
Developments Inc.
A HILL COMPANY

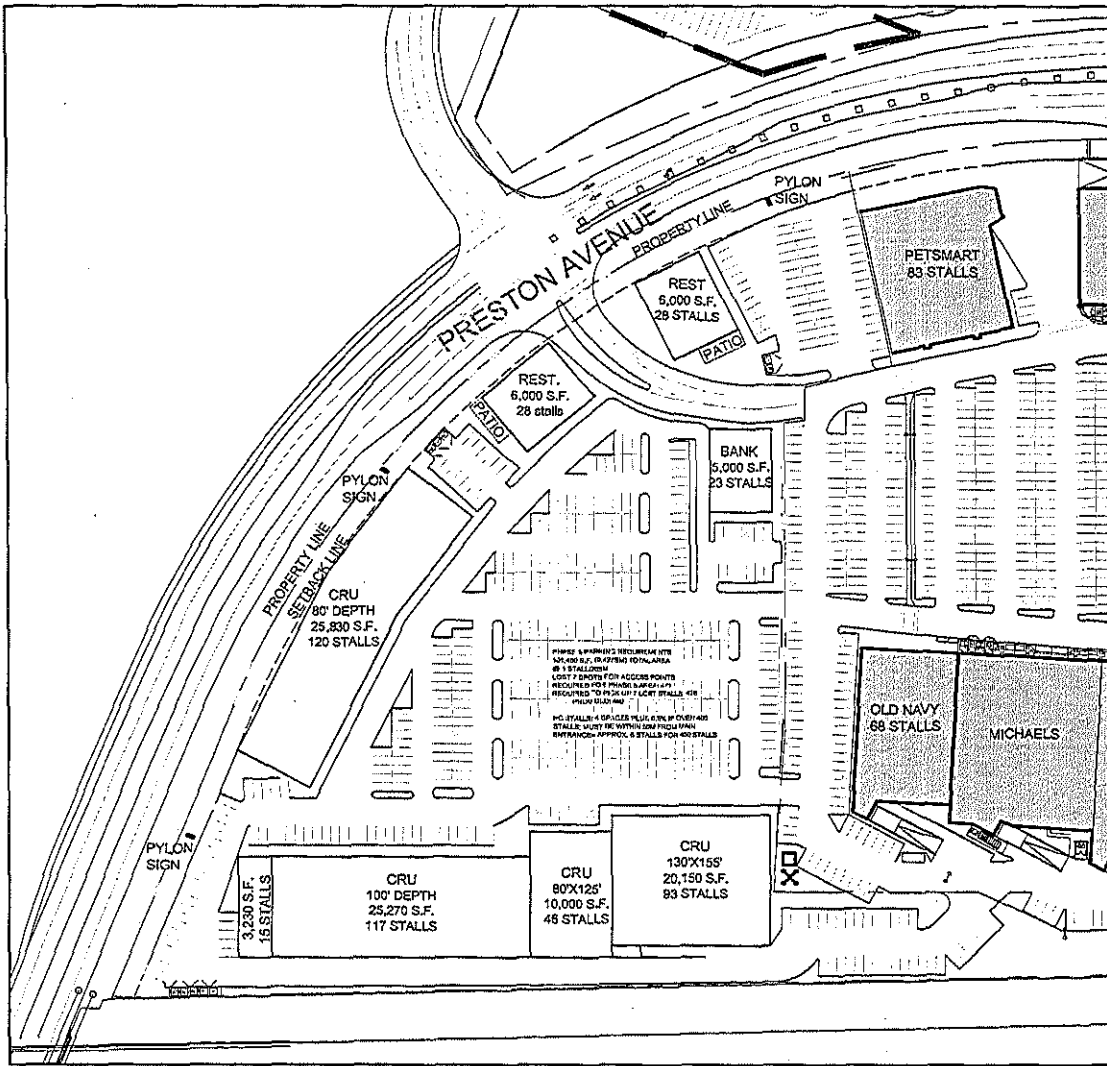


3A

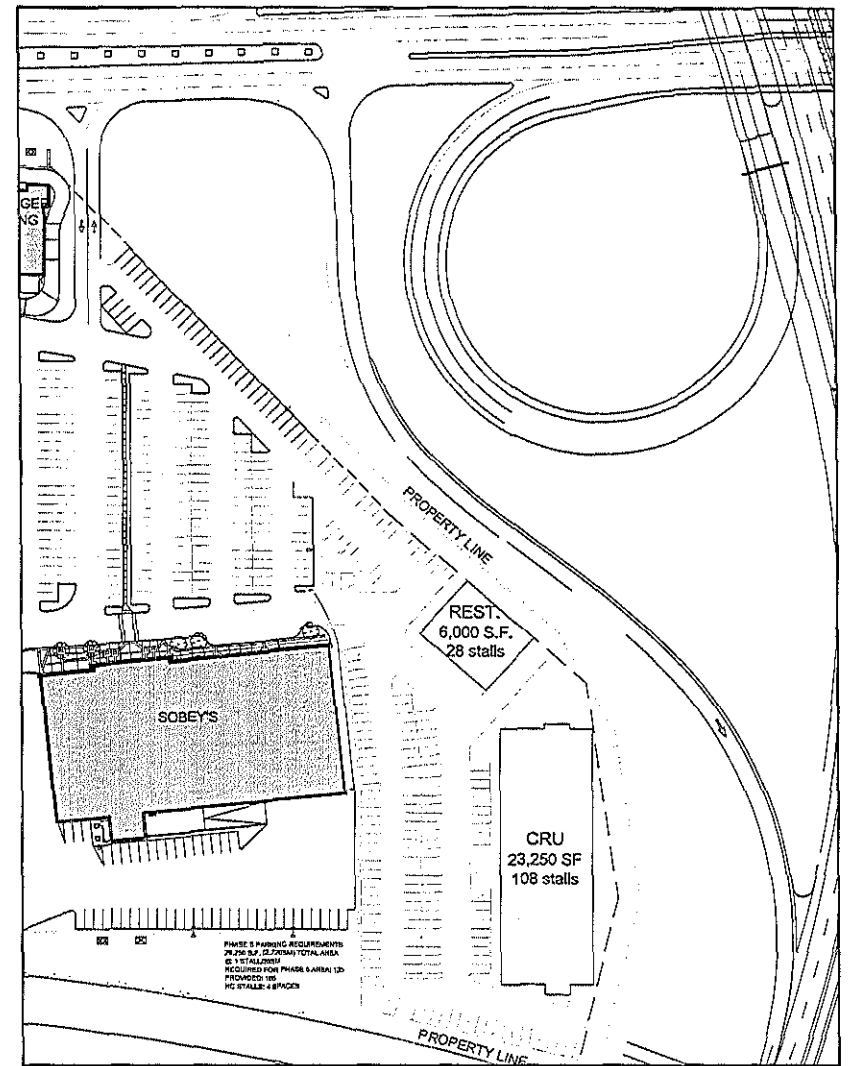
1000 South St. 300-175 3rd Ave. South
100 South Street 1000 South Street
100-100 100-100 100-100
100-100 100-100 100-100

SITE PLAN



PHASE 5 - WEST



PHASE 5 - EAST



June 28, 2013
 FILE NO. 12-49



PRESTON CROSSII
 PHASE FIVE

Official Community Plan – Policy Framework for Regional Commercial Areas

Section 6.2 of the Official Community Plan Bylaw No. 8769 provides the policy framework for Regional Commercial Areas:

- 6.2.1 a) Regional commercial areas provide space for large format or “big box” retail stores which serve a city-wide and regional market population. The land area allocated for Regional Commercial use shall be determined by:
- i) the needs of the city of Saskatoon and surrounding regional population;
 - ii) the supply and demand for retail and commercial space on a city-wide basis; and
 - iii) the potential effect on the viability of the Downtown and other established commercial areas.
- 6.2.1 b) The site area, location, and distribution of Regional Commercial Areas shall be regulated by the following principles:
- i) Regional Commercial Areas shall be located on or adjacent to the provincial highway system;
 - ii) The number of such areas permitted shall be related to the need for the particular mix of services and to the potential influence or effect upon the function of the Downtown and other established commercial areas; and
 - ii) Compatibility with surrounding uses of land.
- 6.2.1 c) Each regional Commercial Area shall be individually designed for local conditions. Individual project design, land use, phasing, and related servicing will be regulated through a Direct Control District (DCD).

DCD's are designed pursuant to Section 63 of *The Planning and Development Act, 2007*. No use of development of land or buildings is permitted except as directly regulated and controlled by the council of the City of Saskatoon in accordance with Section 63 to Section 68 of *The Planning and Development Act, 2007*, and the guidelines set out in the Zoning Bylaw.

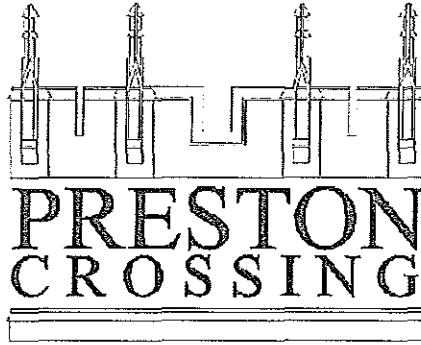
Retail Market Demand Assessment

A retail market demand assessment, prepared by Harvard Developments, was submitted with the Preston Crossing Phase V development proposal that supports the rationale for the expansion of the Preston Crossing development to meet the unresolved demand for additional regional retail development.

A copy of the retail demand overview provided by Harvard Developments is included in this attachment.

Other recent commercial and population assessments indicate an unmet demand for retail market space including:

- Population projections published by the City of Saskatoon in March 2013, suggest a growth rate of 2 percent or higher is likely for the city over the next 20 years, which further supports the need for additional retail opportunities in the city.
- Recent market overview information released in 2013 by the commercial real estate industry suggests there is continuing interest from national retailers in the Saskatoon market, and the retail market is expected to remain strong. Vacancy rates for retail locations are at 3 percent in Saskatoon, and it is suggested that land availability for commercial development is a key inhibiting factor in attraction additional commercial development.
- A commercial and industrial development study, completed by MXD Development Strategists in 2011, recommends that consideration be given to removing the DCD designation from the Preston Crossing (DCD3), Stonegate (DCD5), and Blairmore (DCD6) sites. This study notes that while these direct control districts were appropriate at the time that they were put in place, the retail market in Saskatoon has matured and continues to show significant strength and demand to allow for fewer restrictions on "Regional Retail" developments.



April 2, 2013

Saskatoon is a growth leader in Canada.

Strong income and population growth in Saskatoon is resulting in long term increases in retail sales that are significantly outpacing national retail sales numbers.

Per the City of Saskatoon 2011 Commercial & Industrial Development Report, Saskatoon presently has 10 million square feet of retail space or only 43 square feet of retail space per capita. Utilizing a reasonable and feasible annual forecasted population growth rate of 1.8%, Saskatoon's future demand for retail space will exceed 13 million square feet in the next fifteen years. Additionally, as table 3 demonstrates, the greatest market driven demand is for Regional Shopping Centre formats such as Preston Crossing representing 31% or just over 1 million square feet of the total forecasted demand for retail space.

With a 2012 vacancy rate of under 2% and a current 600,000 plus square foot under supply of retail space, Saskatoon is presently not able to properly accommodate the wave of expanding national and US based retailers coming to Western Canada. Per table 3a.), at Saskatoon's predictable forecasted growth rate retail demand will exceed 1.6 million square feet in five short years and 2.4 million square feet in ten creating an acute under supply and unbalanced, unhealthy market.

Saskatoon needs immediate new retail development in order to keep pace with and properly service present and future population growth!

The 100% pre-lease and subsequent strong sales exhibited by retailers recently opened in Phase 4 of Preston Crossing is evidence of this projects performance as a regional drawing Shopping Centre. In fact, Preston Crossing is one of the few Shopping Centre's in the Province of Saskatchewan capable of attracting and accommodating new to market national/international branded retailers in those retailers desired formats.

Saskatoon is a healthy and vibrant city. At Preston Crossing there is currently over 100,000 square feet of better quality retailers interested in expanding into Phase 5 of the project. Much of this interest is from retailers not presently represented in Saskatoon, or if presently represented, are retailers with multiple brand concepts wishing to expand their presence in Saskatchewan.

Phase 5 of Preston Crossing will assist in putting Saskatoon on the "International Retail Map" by offering consumers more choices as well as helping maintain Saskatoon's regional servicing status and reducing out shopping to neighboring Cities and Provinces.

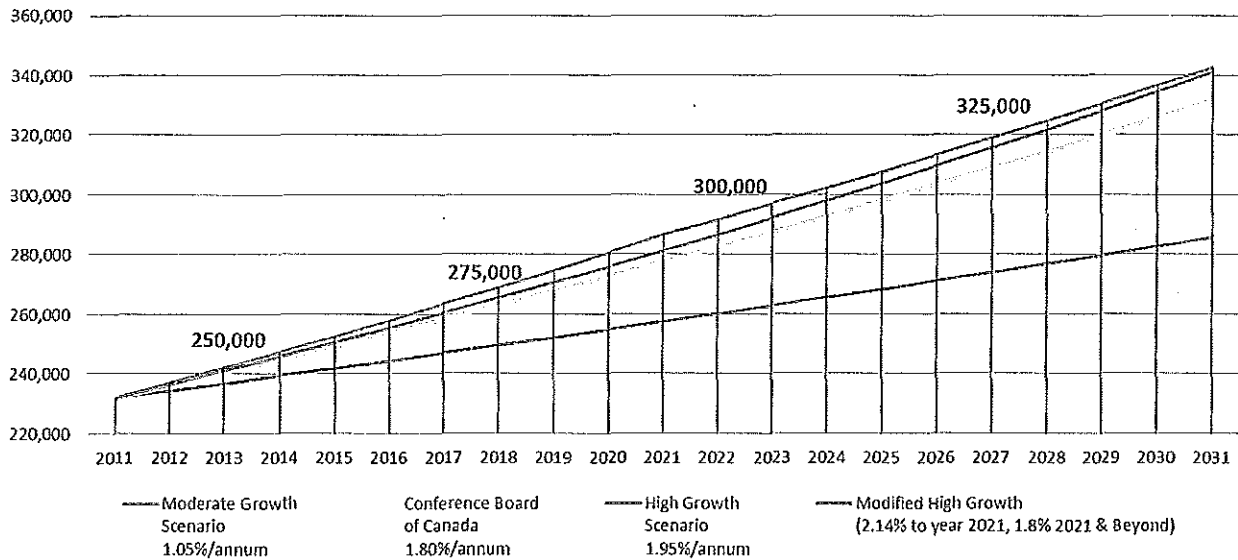
In conclusion, previous population and growth forecasts for the city of Saskatoon underestimated growth resulting in a current under supply of retail space and lost tax base. The forecasted population growth of 1.8% outlined in table 1 is realistic and achievable based on the stable and sustainable economy and employment levels of Saskatoon highlighted in tables 4 & 5.

Strong population growth and a healthy economy is creating long term demand for not only new retail development but new Hotel development as well.

The robust Saskatoon economy, as documented in The City of Saskatoon 2011 Commercial & Industrial Development Report and highlighted in Table 2, also states there is market driven demand for 889 new hotel rooms in the next 15 years.

Harvard and The University of Saskatchewan would like to assist in meeting this demand by including a hotel component in Phase 5 of Preston Crossing.

1. City of Saskatoon Population Growth Forecast



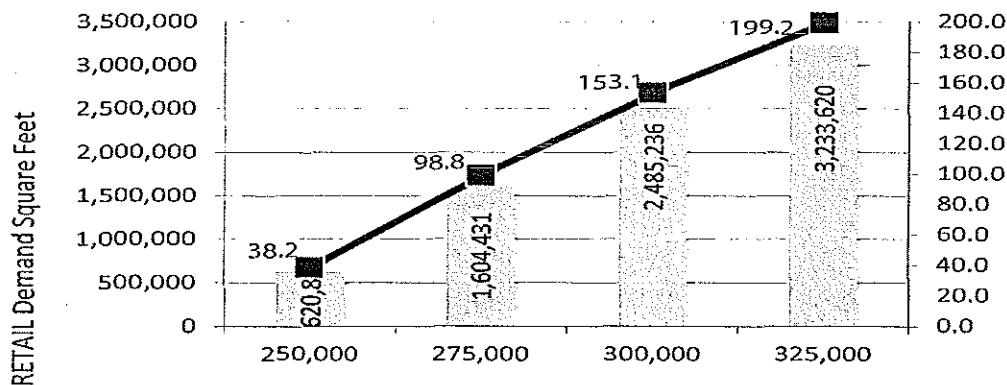
2. Current Supply and Future Demand Summary

	Current Supply (Y/E 2010 estimate)	Market-Driven Forecast for New Floor Space at Population of 325,000	TOTAL Floor Space at Population of 325,000	% Share of Floor Space
RETAIL	10,084,154 sf	3,233,620 sf	13,317,774 sf	31.4%
OFFICE	4,815,152 sf	1,998,691 sf	6,813,843 sf	16.1%
INDUSTRIAL	15,230,907 sf	7,063,218 sf	22,294,125 sf	52.5%
	30,130,213 sf	12,295,529 sf	42,425,742 sf	100.0%
HOTEL	3,393 rooms	889 rooms	4,282 rooms	n/a

3. Projected Cumulative New Demand in Floor Space and Land Area in City of Saskatoon

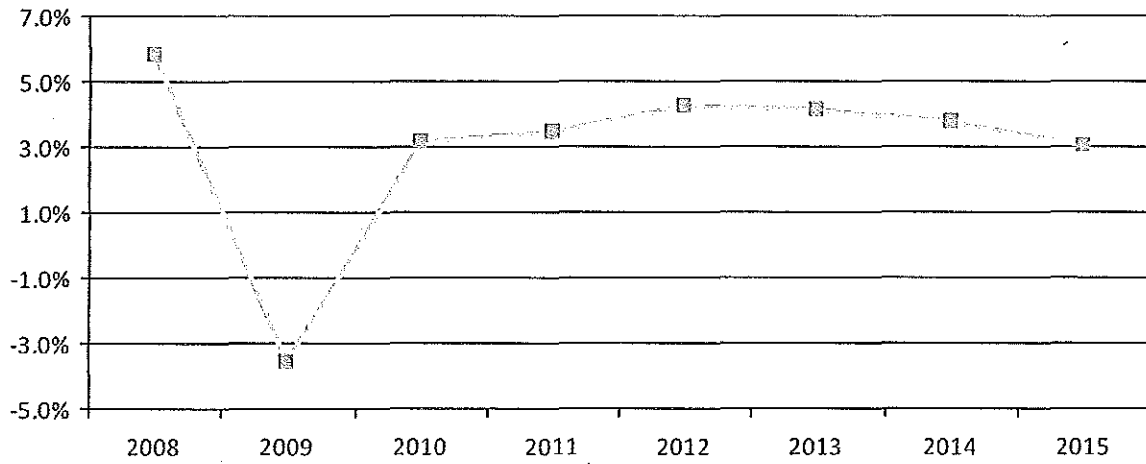
ALL SDA's by Development Type	Demand Area (sq ft)	Acres (sq ft/acre)
Retail		
Neighborhood Retail	220,000	12.6
District	600,000	34.4
District (College Quarter)	90,000	2.8
Arterial	505,000	33.1
Special Area	0	0.0
Suburban Centre	390,000	25.6
Regional	1,025,000	78.4
Downtown	400,000	12.2
Total	3,230,000	199.2
Office		
Suburban Business Park	1,230,000	56.5
Downtown	770,000	11.8
Total	2,000,000	68.3
Industrial		
Light Industrial	4,210,000	241.6
Heavy Industrial	2,850,000	261.7
Environmental Industrial Park	0	0.0
Total	7,060,000	503.3
Hotel		
	540,000	11.3
Total ALL SDA's Summary	12,830,000	782.1

3a.) Cumulative New Retail Demand @ 5 year increments - Saskatoon

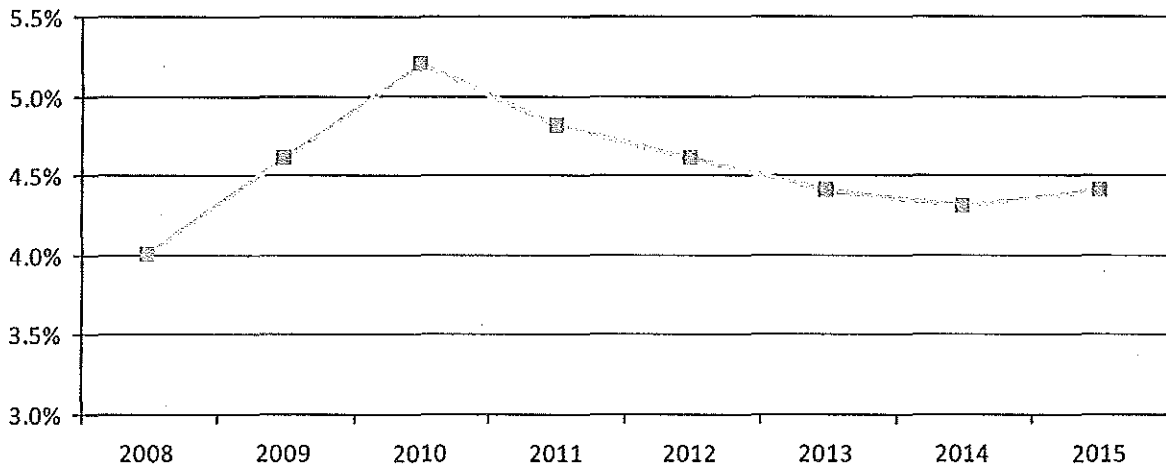


Source: MXD Development Strategies, City of Saskatoon 2011, Commercial and Industrial Development Report

4. Saskatoon Real GDP Growth

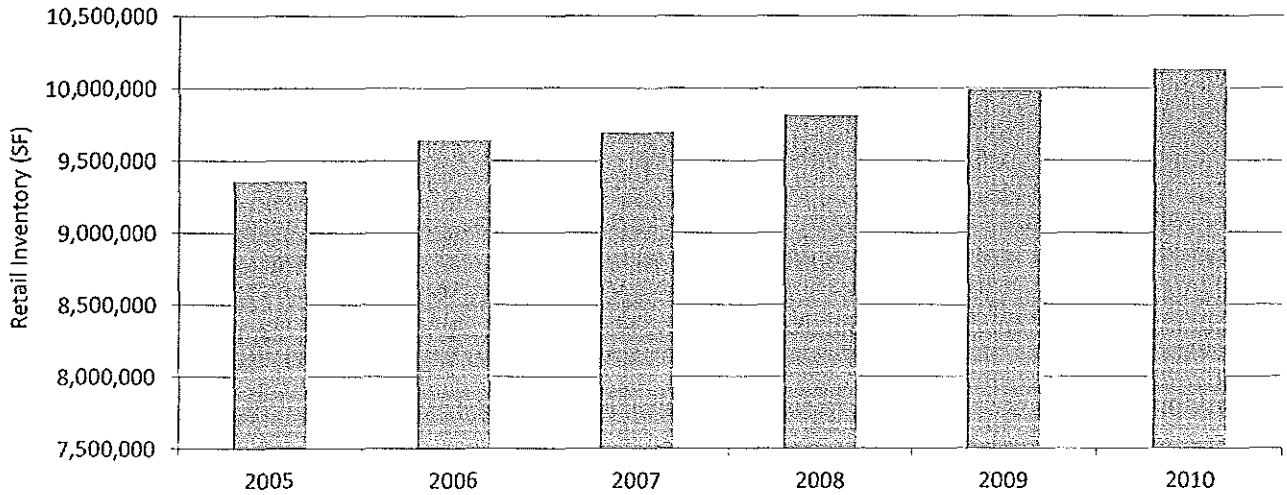


5. Saskatoon Unemployment Rate

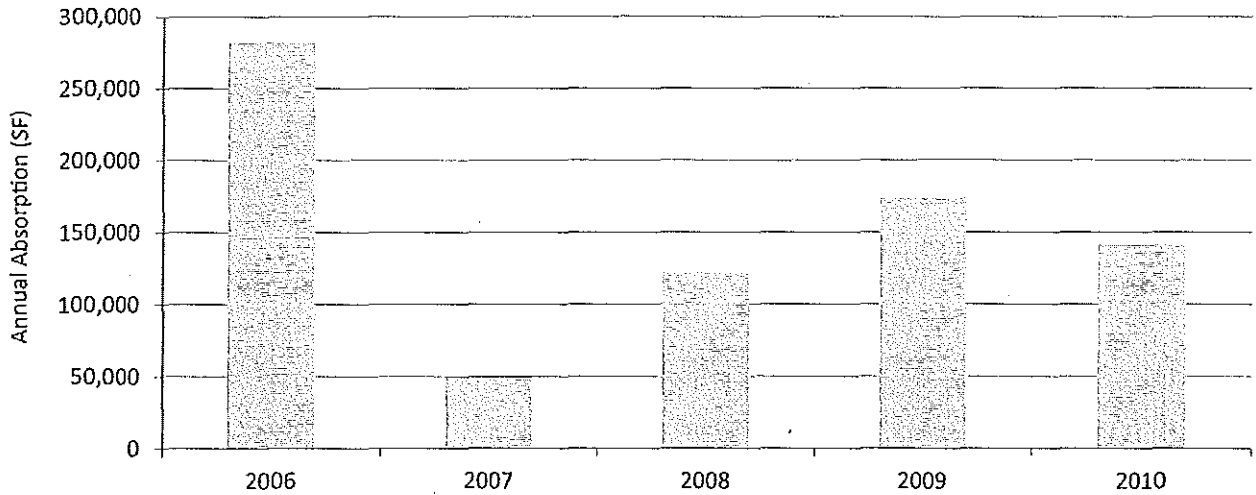


Source: MXD Development Strategies, City of Saskatoon 2011, Commercial and Industrial Development Report

6. Saskatoon Retail Inventory 2005-2010

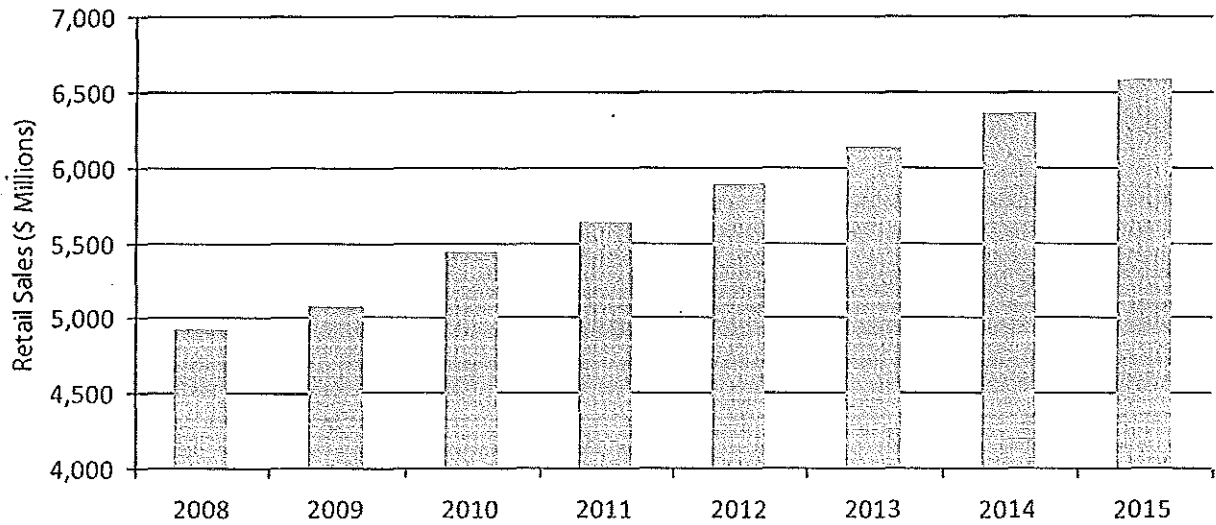


7. Saskatoon Annual Retail Absorption 2006-2010



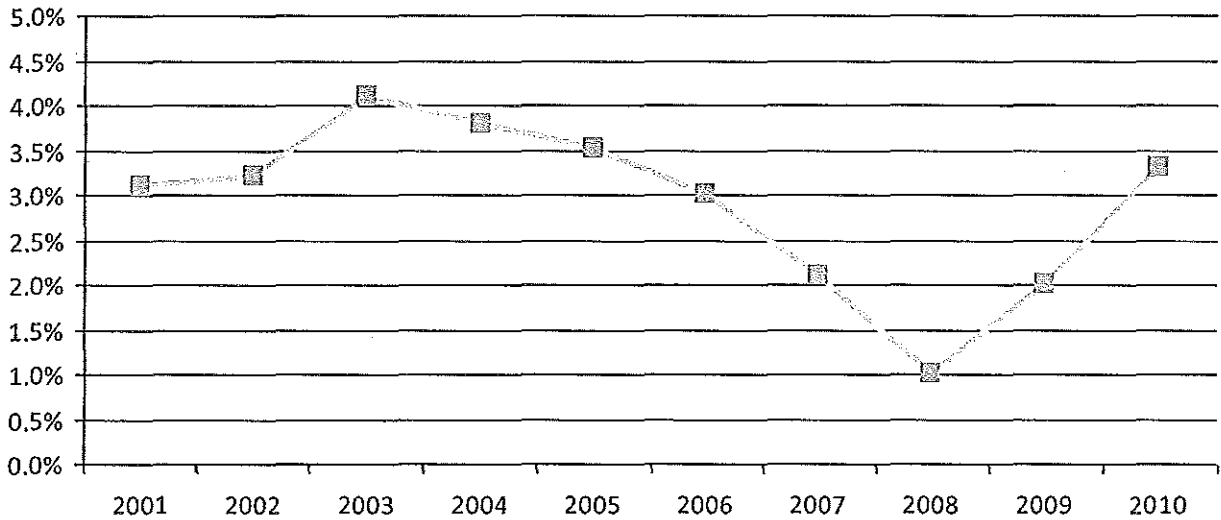
Source: MXD Development Strategies, City of Saskatoon 2011, Commercial and Industrial Development Report

8. Saskatoon Retail Sales- Current & Forecast



9. Saskatoon Retail Vacancy 2001-2011

(2013 Saskatoon Forecasted Retail Vacant Rate = 1.97%)



Source: MXD Development Strategies, City of Saskatoon 2011, Commercial and Industrial Development Report

10. SASKATOON SHOPPING MALL/POWER CENTRE'S COMBINED IS LESS THAN NATIONAL AVERAGE

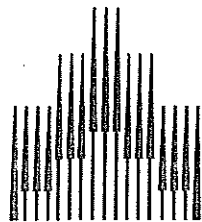
CMA	2011 Shopping Mall GLA	2011 Power Centre GLA	2011 Shopping Mall GLA Per Capita	2011 Power Centre GLA Per Capita	2011 Total GLA Per Capita
Victoria	3,383,220 sf	1,325,160 sf	9.45	3.70	13.15
Vancouver	24,828,690 sf	8,003,670 sf	10.38	3.35	13.73
Montreal	39,799,040 sf	16,806,050 sf	10.31	4.35	14.66
Winnipeg	8,249,560 sf	3,450,400 sf	10.95	4.58	15.53
Ottawa-Gatineau	13,965,730 sf	8,280,530 sf	11.46	6.79	18.25
Saskatoon	3,058,920 sf	1,817,670 sf	11.53	6.85	18.38
Toronto	100,286,750 sf	26,444,300 sf	17.47	6.61	22.08
Calgary	19,263,660 sf	11,333,400 sf	15.50	9.12	24.62
Halifax	7,521,250 sf	3,257,720 sf	18.65	8.08	26.73
Edmonton	21,464,210 sf	11,378,590 sf	18.25	9.67	27.92
Total - Above CMAs	241,821,030 sf	92,097,490 sf	13.87	5.28	19.18

Sources:

The Retail Report Canada, Fall 2011 Edition, Colliers International Vancouver
Centre for the Study of Commercial Activity

Annual Demographic Estimates: Sub-Provincial Areas 2005 - 2010, Statistics Canada, Cat No. 91-214-x

RETAILER DEMAND CAN BE ACCOMMODATED AT PRESTON CROSSING!!



HARVARD
Developments Inc.
— A HILL COMPANY —



Comments from Other BranchesInfrastructure Services Department

Further to our original memo dated March 11, 2013, the Infrastructure Services Department has the following revised comments:

- 1) Upon review of the Traffic Impact Study (TIS) received from MMM Group the following are our comments:
 - a) Preston Avenue and Preston Crossing Intersection:
 - i) The City of Saskatoon (City) will not undertake signal modifications to mitigate delay for vehicle traffic existing Preston Crossing. Preston Avenue signal timing will continue to favour east-west coordination along this corridor. As Saskatoon grows, vehicle traffic on Preston Avenue will continue to increase resulting in additional delay incurred by traffic existing Preston Crossing.
 - ii) Full build-out analysis indicates that eastbound and westbound left turn movements will operate at LOS E or LOS F. However, the report did not identify a measure to improve these movements. Further analysis is required to determine the increase in left-turn bay capacity needed to improve forecast operations to LOS D and to identify anticipated costs.
 - b) There will be no new access/egress opportunities on Preston Avenue.
 - c) We encourage that recommended measures for internal intersections and roadways be completed.
 - d) Additionally, a sidewalk should be constructed along the east side of the West Access to connect with the existing pedestrian ramp at the intersection. This would enhance the development's connectivity to the multi-use trail on the west side of Preston Avenue.
 - e) Traffic volumes in the analysis do not represent average days. Counts were conducted during the Easter break when schools were not in session. A comparison for City counts show that weekday volumes for a normal day are higher on Preston Avenue and lower on Preston Crossing accesses.
- 2) The University of Saskatchewan is required to enter into a Servicing Extensions Agreement before development is allowed along Preston Avenue.

- 3) The hotel is conceptual at this stage and detailed engineering is awaiting zoning approval. Once the zoning is approved, the Developer must hire a consulting engineer to provide the following additional information:
- a) sewer load expected to generated (number of rooms plus restaurant, laundry, pool, etc.);
 - b) advise if hotel sewage will flow to the Preston Crossing private lift station;
 - c) what is the lift station capacity if the hotel sewage is flowing through the lift station; and
 - d) anticipated fire flow required for the structure (how tall, how many rooms, what construction materials).

There are a number of constraints in this development area. Receipt of this information is required in order to determine our water and sewer requirements and to determine if further study is warranted.

Utility Services Department – Transit Branch

Saskatoon Transit Services has no easement requirements regarding the above referenced property. At present Saskatoon Transit's closest bus stop is approximately 450 metres from the above referenced property on the north side of Preston Avenue, west of Wal-Mart entrance. Service is at 30 minute intervals Monday to Saturday and at 60 minute intervals after 19:00 Monday to Saturday, early Saturday mornings, Sunday, and statutory holidays.



City of
Saskatoon
Office of the City Clerk

222 - 3rd Avenue North ph 306•975•3240
Saskatoon, SK S7K 0J5 fx 306•975•2784

August 28, 2013

City Clerk

Dear City Clerk:

**Re: Municipal Planning Commission Report for Public Hearing
 Preston Crossing Regional Commercial Area Phase V
 Zoning Bylaw 8770 Text Amendment – Direct Control District 3
 Applicant: University of Saskatchewan
 (Files: CK. 4350-013-003, 4125-11 and PL. 4350-Z7/13)**

The following is a report of the Municipal Planning Commission with respect to the above-noted matter:

"The Municipal Planning Commission, at its meeting held on August 20, 2013, considered the attached report of the Community Services Department, dated July 30, 2013, with respect to an application from the University of Saskatchewan to amend Section 13.3 – Direct Control District 3 of Zoning Bylaw 8770, to allow more flexibility in terms of the size and range of the accessory and permitted uses accommodated within the zoning district. The amendments would provide for development of a proposed Phase V of Preston Crossing Regional Commercial Area.

Your Commission received two additional reports from the General Manager, Community Services Department, regarding the Preston Crossing Regional Commercial Area Phase V, one proposing an expansion of the regional commercial area to incorporate additional land areas at the southerly portion of the site; and the other to approve the preliminary concept plan for proposed Phase V of the regional commercial area. The Commission reviewed all three reports with the Administration and the University of Saskatchewan (the Applicant), and then voted on each separately.

The University of Saskatchewan provided a history of the Preston Crossing regional commercial development and explained that, in 1999, when the development was first presented to the City of Saskatoon, the University requested that the full area be rezoned. Due to concerns regarding the affect the new commercial area may have on the downtown, the Broadway area and 8th Street, as well as the malls in the city, only a portion of the development was initially approved.

The University also pointed out the benefits the commercial area has brought to the City and the University, including scholarships, taxes and the retail businesses that may not have located in the city had the development not occurred, and indicated that the University has paid full development levies and has provided 12 acres to the City, at no cost, for the Attridge Drive/Preston Crossing Interchange.

The Commission received clarification, as outlined below, from the Administration and the Applicant on issues regarding traffic; bike lanes; storm water management; the impact if there is a slowdown in growth; the impact to other business in the city, in particular community malls due to smaller size of the new retail businesses that will be allowed in the area; transit access; and accommodation for active transportation, such as walkways and corridors between buildings, to provide for pedestrian and child-friendly access:

- Hotels are not included in the DCD3 amendments as they do not fit into the regulations of the regional development.
- Money-in-lieu of municipal reserves is collected to provide for park space in the area. Because park space is not required in the Preston Crossing Regional Commercial Area, the funds will be redirected to another area of the city where park space improvements are needed.
- This is a full tax-paying development based on the type of development occurring on the site.
- The majority of concerns with respect to traffic deal with the main access into the area. Although busy, this intersection operates at an acceptable level. The traffic impact study indicated that, if adjustments to the timing of turning arrows were made, this could improve traffic in and out. However, Infrastructure Services has advised that they will always prioritize east-west traffic in the area. Further review of the design of the turning bays at the intersection is required, and recommendations have been made for improved internal traffic flow within the site to provide for better access in and out. Changes to the turning bays and signage would be the responsibility of the developer and the Administration will have further discussions with the University of Saskatchewan on this issue.
- The bike corridor will be maintained and is currently being worked on.
- Storm Water Management within the site has not been looked at.
- Debate and concerns regarding regional commercial areas affecting other businesses in the city have settled down. Growth in retail spending has outgrown expectations. The City will remain cognizant of the affect that this type of development will have on other businesses in the city.
- Large businesses, such as Wal-Mart, will not fit into the area proposed for development under Phase V. The smaller businesses that will be allowed will be accessory businesses, such as banks and restaurants, which have been allowed in other regional developments in the city.

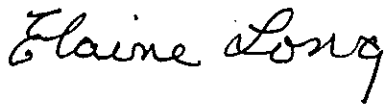
- Typically, Transit will not go into a regional commercial site. The City tries to encourage developers to accommodate corridors for pedestrians within their site to make it easy to walk to transit stops nearby.
- The University of Saskatchewan's design guidelines specify pedestrian requirements to ensure there are sidewalks between buildings and to transit stops.

Following consideration of the matter, the Commission supports approval of the following recommendation of the Community Services Department:

'that a report be submitted to City Council at the time of the public hearing recommending that the proposal to amend Section 13.3 – Direct Control District 3 of Zoning Bylaw 8770, as outlined in the report of the General Manager, Community Services Department, dated July 30, 2013, be approved.'

The Commission respectfully requests that the above report be considered by City Council at the time of the public hearing of this matter.

Yours truly,



Elaine Long, Committee Assistant
Municipal Planning Commission

EL:sj

Attachment

ZONING NOTICE
PRESTON CROSSING REGIONAL COMMERCIAL AREA

PROPOSED ZONING BYLAW TEXT AMENDMENT - BYLAW NO. 9130

Saskatoon City Council will consider an amendment to the City's Zoning Bylaw (No.8770). By way of Bylaw No. 9130, The Zoning Bylaw Amendment Bylaw, 2013 (No. 23) will amend Section 13.3 - Direct Control District 3 (DCD3) of the Zoning Bylaw.

The main objective of the DCD3 is to accommodate large format retail stores and accessory uses for the Preston Crossing Regional Commercial Area. The proposed text amendments to the DCD3 are summarized as follows:

- Add enclosed storage areas for use by tenants of the site.
- Increase the number of financial institutions permitted to five. Currently only two financial institutions are permitted.
- Increase the maximum total combined gross floor area of all accessory uses (freestanding) to 18,580 square metres. Currently the maximum total combined gross floor area of all accessory uses is 2,790 square metres.
- Increase gross floor area of accessory uses - Group 3 (freestanding) to 18,580 square metres from 2,790 square metres.
- Remove requirement for no more than nine retail stores having a gross floor area of less than 930 square metres, of which five may have a gross floor area less than 186 square metres.
- Remove restrictions on the number of restaurants; the size of individual restaurants; and, the total combined gross floor area of restaurants.
- Remove requirement for the anchor stores to comprise at least 50 percent of the developable floor area of DCD3.
- Increase site area of DCD3 from 23.31 net hectares to 30 net hectares and provide for a fifth phase of development.

REASON FOR THE AMENDMENT - The proposed text amendments will allow more flexibility in terms of the size and range of the permitted and accessory uses within the DCD3, to accommodate development on the remaining land available in the Preston Crossing Regional Commercial Area. The amendments will provide for development of a proposed Phase V of the Preston Crossing Regional Commercial Area.

INFORMATION - Questions regarding the proposed amendment or requests to view the proposed amending Bylaw, the City of Saskatoon Zoning Bylaw and Zoning Map may be directed to the following without charge:
Community Services Department,
Planning and Development Branch
Phone: 306-975-2645 (Jo-Anne Richter)

PUBLIC HEARING - City Council will hear all submissions on the proposed amendment and all persons who are present at the Council meeting and wish to speak on Monday, September 9, 2013 at 6:00 p.m. in Council Chamber, City Hall, Saskatoon, Saskatchewan.

All written submissions for City Council's consideration must be forwarded to:

His Worship the Mayor and Members of City Council
c/o City Clerks Office, City Hall
222 Third Avenue North, Saskatoon, SK S7K 0J5

All submissions received by the City Clerk by 10:00 a.m. on Monday, September 9, 2013 will be forwarded to City Council.

3. d)

TO: Secretary, Municipal Planning Commission
FROM: General Manager, Community Services Department
DATE: August 6, 2013
SUBJECT: Proposed Rosewood Neighborhood Concept Plan Amendment and Proposed Rezoning from R1A to R1B – Meadows Boulevard and Eaton Crescent/Lane – Rosewood Neighbourhood
FILE NO.: PL 4350 – Z9/13

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

- 1) that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to the Rosewood Neighbourhood Concept Plan be approved; and
- 2) that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to Zoning Bylaw No. 8770 to rezone the properties identified in the attached Location Map (see Attachment 2) from R1A – One-Unit Residential District to R1B – Small Lot One-Unit Residential District, be approved.

TOPIC AND PURPOSE

The purpose of this report is to consider the application from Stantec Consulting Ltd. on behalf of Arbutus Park Properties to amend the Rosewood Neighbourhood Concept Plan (Concept Plan) for an area located in The Meadows at Rosewood Phase 1C (see Attachment 4). This amendment is part of the overall Rosewood Phase 1 development.

This application also proposes that an area be rezoned from R1A – One-Unit Residential District to R1B – Small Lot One-Unit Residential District (see Attachment 2).

REPORT HIGHLIGHTS

1. Arbutus Park Properties has identified a market for additional narrow lot homes within the Rosewood neighbourhood and is proposing an amendment to add rear lanes to more blocks and rezone properties to accommodate a higher density of single family residential.
2. This application is consistent with the approved Concept Plan in that the amendment accommodates a variety of housing forms.

STRATEGIC GOAL

This report supports the long-term strategy to encourage a mix of housing types across the city under the Strategic Goal of Quality of Life.

BACKGROUND

During its May 20, 2008 meeting, City Council approved the Concept Plan. This Concept Plan accommodates a wide range of housing options, as well as neighbourhood commercial services for the area.

REPORT

Rosewood Neighbourhood Concept Plan Proposed Amendment

The proposal adds rear lanes to more blocks to accommodate a higher density of single family residential and a decreased front yard setback that allows for dwellings to be placed closer to the street, which enhances the pedestrian environment in this area.

The table in Attachment 5 shows the density changes between the approved Concept Plan and proposed Concept Plan. There is an increase in the number of low density residential dwellings; however, the overall population increase is minimal.

Official Community Plan Bylaw No. 8769

This area is identified as "Residential" on the Official Community Plan – Land Use Map, which remains unchanged through this application.

Comments from Other Branches

No concerns in relation to this proposal were raised. Please refer to Attachment 6 – Comments from Other Branches, for complete comments.

OPTIONS TO THE RECOMMENDATION

City Council could choose to deny this application, which would result in the land being rezoned in accordance with the original Concept Plan (R1A, rather than the proposed R1B).

POLICY IMPLICATIONS

There are no policy implications related to this application.

FINANCIAL IMPLICATIONS

There are no financial implications related to this application.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

A public information meeting was held on May 30, 2013, for the residents and property

owners within the Rosewood neighbourhood. Public notices were distributed to all property owners within a 75 metre radius of the proposed site, with a total of 17 notices mailed out to notify residents of the Public Information Meeting. The Rosewood Community Association was also notified. The Ward Councillor was in attendance at the meeting; however, no residents attended the meeting. No concerns have been received.

COMMUNICATION PLAN

Those who attended the public information meeting will be advised by mail of the date and time of the public hearing, if advertising is approved.

ENVIRONMENTAL IMPLICATIONS

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

PRIVACY IMPACT

This application does not have any privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

Due to the proposed change to the Concept Plan, a CPTED review was conducted. The CPTED Review Committee provided comments and recommendations to the applicant based on the proposed amendments. The applicant has addressed the noted concerns and recommendations.

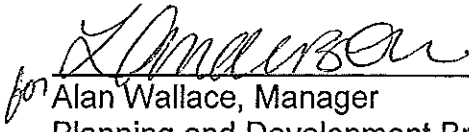
PUBLIC NOTICE

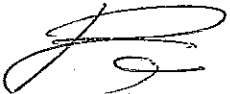
This application will be advertised in accordance with Public Notice Policy No. C01-021, and a date for a public hearing will be set. The Planning and Development Branch will notify the Community Consultant and the Ward Councillor of the public hearing date by letter. A notice will be placed in The StarPhoenix two weeks prior to the public hearing and notice boards will also be placed on the site.

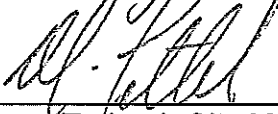
ATTACHMENTS

1. Fact Summary Sheet
2. Location Plan
3. Existing Concept Plan for this Area
4. Proposed Concept Plan for this Area
5. Table – Density Comparison for Existing and Proposed Concept Plan
6. Comments from Other Branches
7. Community Engagement Project Summary

Written by: Melissa Austin, Planner

Reviewed by: 
for Alan Wallace, Manager
Planning and Development Branch

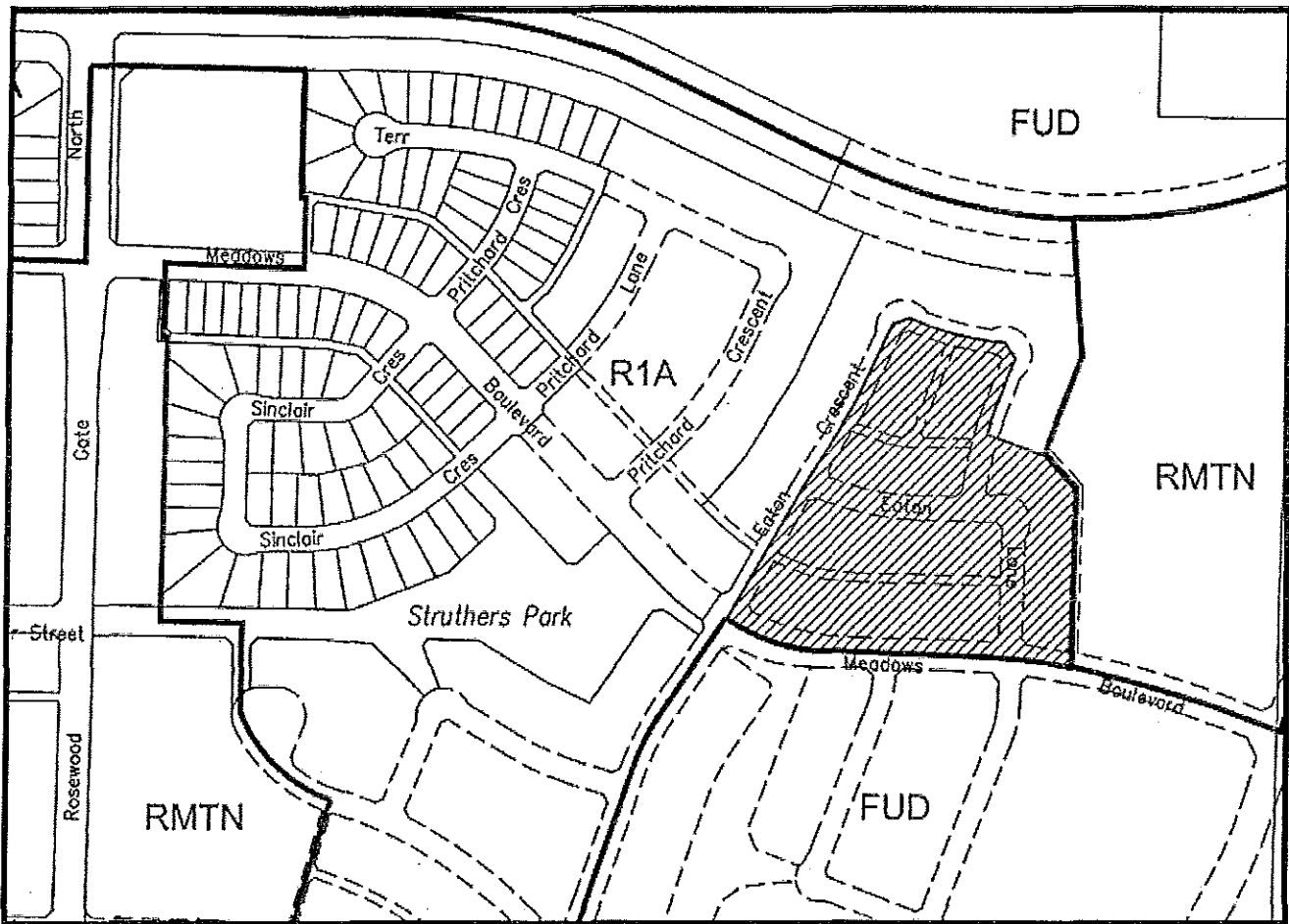
Approved by: 
Randy Grauer, General Manager
Community Services Department
Dated: August 8, 2013

Approved by: 
Murray Totland, City Manager
Dated: 08/12/13

FACT SUMMARY SHEET

FACT SUMMARY SHEET	
A. Location Facts	
1. Municipal Address	Eaton Crescent/Lane Meadows Boulevard
2. Legal Description	Various
3. Neighbourhood	Rosewood
4. Ward	9
B. Site Characteristics	
1. Existing Use of Property	Undeveloped
2. Proposed Use of Property	Small Lot One-Unit Dwelling Residential
3. Adjacent Land Uses and Zoning	
North	FUD
South	FUD
East	RMTN
West	R1A
4. No. Of Existing Off-Street Parking Spaces	N/A
5. No. of Off-Street Parking Spaces Required	N/A
6. No. of Off-Street Parking Spaces Provided	N/A
7. Site Frontage	N/A
8. Site Area	N/A
9. Street Classification	Meadows Boulevard- Major Collector Eaton Crescent/Lane – Local Streets
C. Official Community Plan Policy	
1. Existing Official Community Plan Designation	Residential
2. Proposed Official Community Plan Designation	Residential
3. Existing Zoning District	R1A
4. Proposed Zoning District	R1B

Location Plan



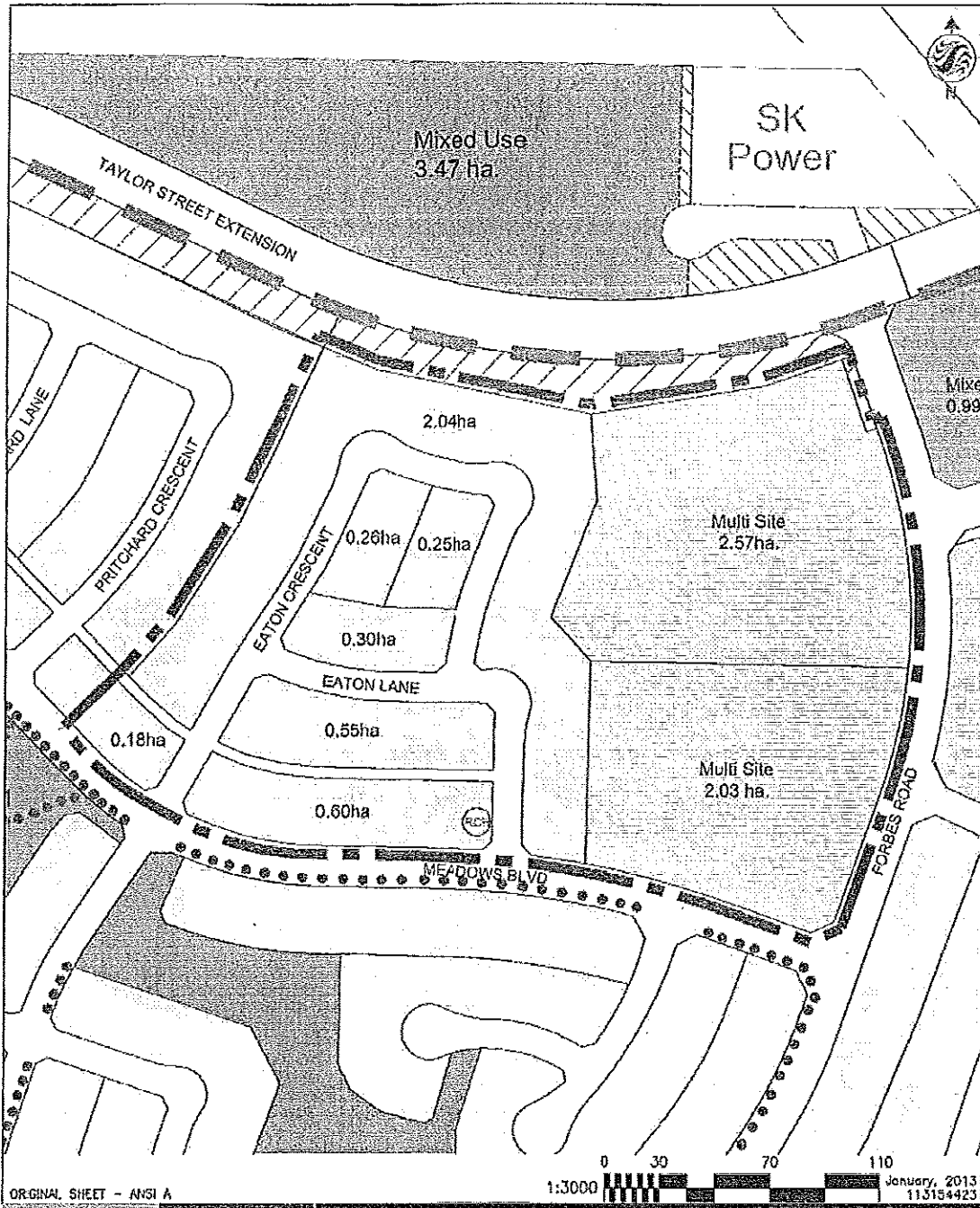
PROPOSED REZONING

From R1A to R1B ——— 



File No. RZ09-2013

Approved Concept Plan for this Area



ORIGINAL SHEET - ANSI A

1:3000
0 30 70 110
January, 2013
113134423



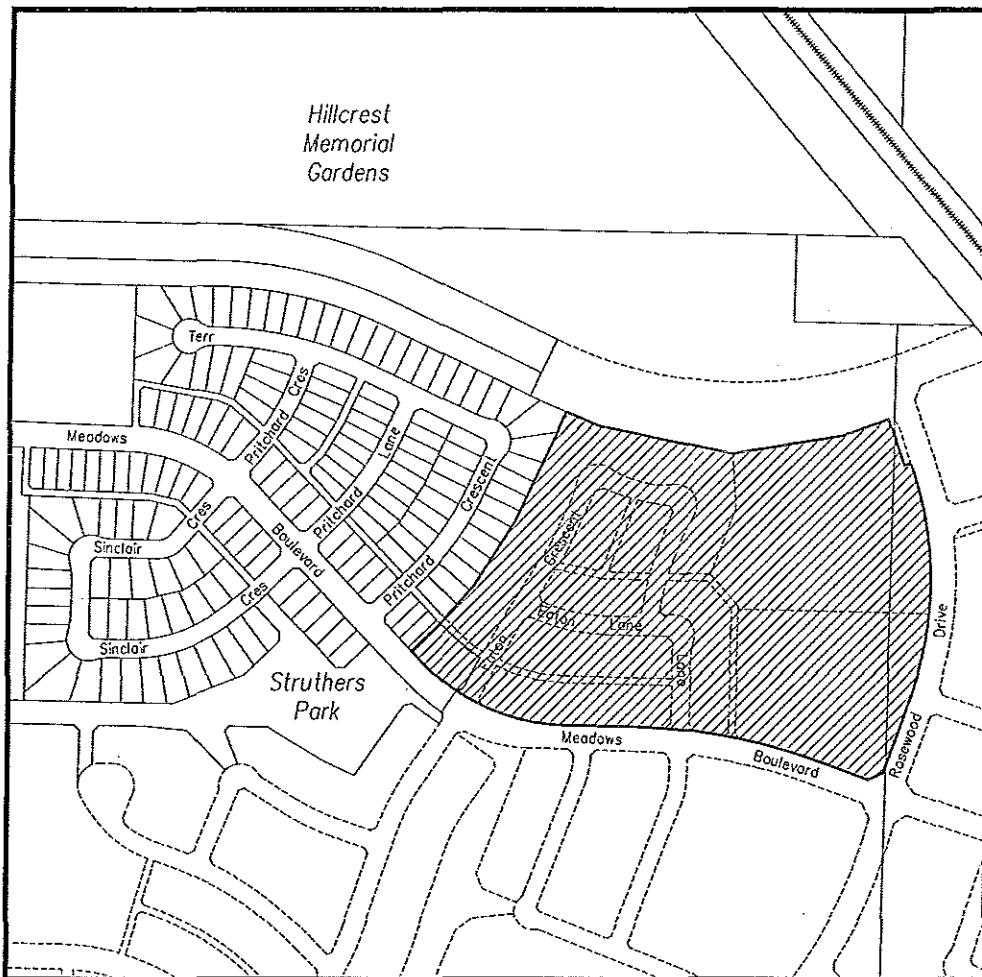
- Legend**
- Low Density Residential
 - Medium Density Residential
 - Municipal Reserve (MR)
 - Mixed Use
 - Perimeter Berm
 - Phase 1C Boundary (Phase 1 based on Revised Concept Plan)
 - Development Boundary
 - Residential Care Home

Client/Project
Arbutus Park Properties
The Meadows at Rosewood

Figure No.
1.1

Title
**EXISTING PHASE 1C
CONCEPT PLAN**

Proposed Concept Plan for this Area



PROPOSED CONCEPT PLAN AMENDMENT
ROSEWOOD



Amendment Area



DENSITY COMPARISON FOR EXISTING AND PROPOSED CONCEPT PLANS								
LAND USE	AREA			Units	POPULATION		DENSITY	
	Hectares	Acres	%		Population	Population Density/Ha	Per/Hectare	Per/Acre
EXISTING								
Low Density Residential	4.18	10.30	35.10	94	282	67.50	22.50	9.11
Medium Density Residential	4.60	11.37	38.60	161	403	87.50	35.00	14.16
Roads and Lanes	3.14	7.76	26.30					
Est. Elementary School Population					120			
Est. High School Population					40			
Total	11.92	29.45	100	255	685	57.44	21.40	8.66
PROPOSED								
Low Density Residential	4.05	10.01	34.0	101	304	75.00	25.00	10.12
Medium Density Residential	4.49	11.10	37.7	157	393	87.50	35.00	14.16
Roads and Lanes	3.38	8.35	28.40					
Est. Elementary School Population					124			
Est. High School Population					41			
Total	11.92	29.45	100	258	697	58.44	21.68	8.77

Comments from Other Branches

1. Infrastructure Services Department

The proposed Zoning Bylaw No. 8770 amendment is acceptable to the Infrastructure Services Department with the following comments:

- Properties zoned R1B District with lanes must have vertical curb and gutter, and are not permitted to have front driveways; and
- The available capacities of the pipes at the interface along Rosewood Gate must not be exceeded by increases of density to the east.

2. Transit Service Branch

Saskatoon Transit Services has no easement requirements regarding the referenced property.

At present, Saskatoon Transit has no service within 450 metres. Saskatoon Transit Services long-term plan is to provide service to the Rosewood neighbourhood and may include stops close to the vicinity of this development.

Project Name: Public Information Meeting for Proposed Rezoning
Proposed Rosewood Neighbourhood Concept Plan Amendment
Rezoning from R1A to R1B

Applicant: Stantec for Arbutus Park Properties Inc
File: PL 4350 – Z10/13

Community Engagement Project Summary

Project Description

A public information meeting was held regarding a proposed rezoning of residential properties located in the north east corner of the Rosewood neighbourhood from R1A – Large Lot One-Unit Dwelling District to R1B – Small Lot One-Unit Dwelling Residential District. The proposed rezoning would facilitate small lot/rear lane residential development in the area. The meeting provided residents of Rosewood to learn more about the proposed rezoning, have the opportunity to comment on the proposal, and ask any questions that they may have.

The meeting was held in the Chapel of Elim Church located at 419 Slimmon Road on Thursday, May 30, 2013 at 7 p.m.

Community Engagement Strategy

- Purpose: To inform and consult. Residents were provided with an overview of applicant's proposal and provided the opportunity to ask questions and provide comments. Written comments are accepted for two weeks afterward.
- Form of community engagement that was used: Public information meeting, with an opportunity to listen to a presentation by the applicant and speak directly with the applicant and/or City staff following the presentation. City staff also provided overview of the rezoning process, and the next steps following the meeting.
- Level of input or decision making required from the public: Comments and opinions were sought from the public.
- Who was involved:
 - Internal stakeholders: The standard referral process was implemented. The following Departments were contacted for comments: The Infrastructure Services Department and the Transit Service Branch. Councillor Paulsen and the Community Consultant for the ward were also contacted.
 - External stakeholders: Rosewood Community Association, and 17 mail-outs to residents. The Ward Councillor was the only person who attended the meeting.

Summary of Community Engagement Input

- Key milestones, significant events, stakeholder input.

This community engagement initiative provided interested and concerned individuals with an opportunity to learn more about the proposed use and to provide perspective and comments, which will be considered by both the proponent and municipal staff in further analysis of this proposal.

- Timing of notification to the public including dates of mail-outs, PSA's, newspaper advertisements, number of flyers delivered, who was targeted/invited.

Notification Processes:

Notification Method /Date Issued	Details	Target Audience / Attendance	Attendance / Contact
Public Information Meeting notice May 15, 2013	17 Public Information Meeting notices outlining the details of the proposal were sent to registered property owners. Letters along with the public meeting notice were also sent to the Community Association, Ward Councillor and Community Consultant.	Notices were sent to property owners within a 75m radius of the subject properties.	The Ward Councillor attended the public meeting.

- Analysis of the feedback received, provide a brief summary of the comments to capture the flavour of the feedback received:
 - Feedback and comments received at the public meeting established the public's support for the proposal. There was no one in attendance and there were no comment forms received regarding this proposal.
- Impact of community engagement on the project/issue:
 - There was no one from the general public in attendance at the meeting. This participation rate should provide MPC and Council with an understanding of the surrounding community's position toward the proposed rezoning.
- How will input be used to inform the project/issue:
 - The lack of participation from the community can be used to measure the support of the neighbourhood for this proposal.
- Any follow up or reporting back to the public/stakeholders
 - There is no follow-up reporting that will be provided as no one participated in the meeting.

Next Steps

Action	Anticipated Timing
Internal Review to be completed with municipal departments.	January, 2013
Planning and Development Report prepared and presented to Municipal Planning Commission. MPC reviews proposal and recommends approval or denial to City Council.	June 25, 2013
Public Notice - report prepared and Public Hearing date set. Rosewood Community Association, Community Consultant, and the Ward Councillor will be provided with direct notice of Public Hearing. A notification poster sign by applicant will be placed on site.	June 29, 2013 to July 17, 2013
Public Hearing – Public Hearing conducted by City Council, with opportunity provide for interested persons or groups to present. Proposal considered together with the reports of the Planning and Development Branch, Municipal Planning commission, and any written or verbal submissions received by City Council.	July 17, 2013
Council Decision - may approve or deny proposal.	July 17, 2013

Attachments:

Notice of Public Information Meeting

Completed by: Daniel Gray, Planner 16 (306-975-7723)

Date: June 4, 2013

Please return a copy of this summary to
 Lisa Thibodeau, Community Engagement Consultant
 Communications Branch, City Manager's Office
 Phone: (306) 975-3690 Fax: (306) 975-3048 Email: lisa.thibodeau@saskatoon.ca



City of
Saskatoon
Office of the City Clerk

222 - 3rd Avenue North ph 306•975•3240
Saskatoon, SK S7K 0J5 fx 306•975•2784

August 28, 2013

City Clerk

Dear City Clerk:

**Re: Municipal Planning Commission Report for Public Hearing
Proposed Rosewood Neighbourhood Concept Plan Amendment and
Proposed Rezoning from R1A to R1B
Meadows Boulevard and Eaton Crescent/Lane
Rosewood Neighbourhood
Applicant: Stantec Consulting Ltd. on Behalf of Arbutus Park Properties
(Files: CK. 4351-013-016, CK. 4110-40 and PL. 4350-Z9/13)**

The following is a report of the Municipal Planning Commission with respect to the above-noted matter:

"The Municipal Planning Commission, at its meeting held on August 20, 2013, considered the attached report of the Community Services Department, dated August 6, 2013, with respect to an application to amend the Rosewood Neighbourhood Concept Plan and proposed rezoning.

The Commission has reviewed the application with the Administration and received clarification on the following issues:

- The increase in population due to the proposed rezoning is minor; therefore, it would not have any impact to the City in terms of costs for services (i.e. garbage collection, street cleaning, etc.). As a general rule, higher density provides for a lower cost per unit. It is more cost effective than lower density, as more people benefit from the services provided to an area.
- Lots in the R1B District typically have 35 foot frontages. The back lane is provided to accommodate garage access from the back of the property rather than the front, providing for a better frontage and more opportunity for more landscaping rather than concrete driveways. The narrower lot widths help to reduce costs. There is a market for these types of lots.
- With reference to the mixed use across Taylor Street and the orientation of the houses across the street in the proposed development, it was confirmed that the houses will back onto Taylor Street. There will be a buffer zone between Taylor Street and the residences. To protect the function of Taylor Street as an arterial roadway, access from the residences to Taylor Street will not be permitted. Development of this neighbourhood is too far along in the

process for changes of that magnitude. This amendment is for minor changes to an approved concept plan.

- Lanes will be maintained to the approved level of service.
- With smaller frontages, lanes were provided in the back for garage access in an attempt to make neighbourhoods more pedestrian friendly.

During consideration of the application, concerns were expressed with respect to the sound from the SaskPower substation, located at the top right of the development, affecting residents in the neighbourhood to the south. It was suggested that a concrete or masonry wall be constructed to alleviate some of the noise. The Administration advised that, in their opinion, if the noise is similar to the noise from the substation located at River Landing, a concrete wall will not help. The Administration advised that this issue will be flagged for future developments.

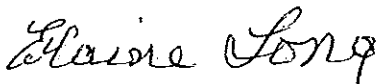
Following consideration of the matter, the Commission supports approval of the following recommendation of the Community Services Department:

“that a report be submitted to City Council at the time of the public hearing recommending:

- 1) that the proposed amendment to the Rosewood Neighbourhood Concept Plan be approved; and
- 2) that the proposed amendment to Zoning Bylaw 8770, to rezone the properties identified in the attached Location Map (Attachment 2 of the August 6, 2013 report of the General Manager, Community Services Department) from R1A – One-Unit Residential District to R1B – Small Lot One-Unit Residential District, be approved.”

The Commission respectfully requests that the above report be considered by City Council at the time of the public hearing of this matter.

Yours truly,



Elaine Long, Committee Assistant
Municipal Planning Commission

EL:sj

Attachment

**THE STARPHOENIX, SATURDAY, AUGUST 24, 2013 and
SUNDAY PHOENIX, AUGUST 25, 2013**

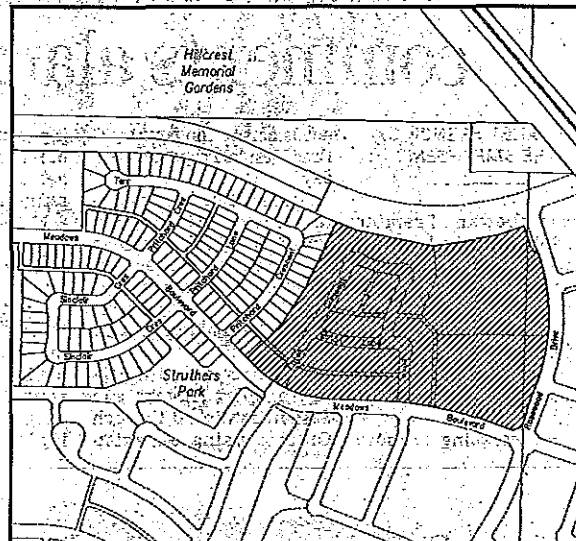
PUBLIC NOTICE

ROSEWOOD NEIGHBOURHOOD

PROPOSED ROSEWOOD NEIGHBOURHOOD CONCEPT PLAN AMENDMENT

Saskatoon City Council will consider an amendment to the Rosewood Neighbourhood Concept Plan for the Rosewood Neighbourhood.

The proposed amendment would add rear lanes to more blocks to accommodate a higher density of single family residential with a decreased front yard setback that allows for dwellings to be placed closer to the street, enhancing the pedestrian environment in the Rosewood Neighbourhood.



**PROPOSED CONCEPT PLAN AMENDMENT
ROSEWOOD**

 Amendment Area



REASON FOR THE AMENDMENT – This proposal will result in an increase in single-family residential dwellings and provide for a range of housing options in the Rosewood Neighbourhood that is consistent with the approved Concept Plan.

INFORMATION – Questions regarding the proposed amendment or requests to view the proposed concept plan, the City of Saskatoon Zoning Bylaw and Zoning Map may be directed to the following without charge:
Community Services Department, Planning and Development Branch
Phone: 306-975-7723 (Melissa Austin)

PUBLIC HEARING – City Council will hear all submissions on the proposed amendment, and all persons who are present at the City Council meeting and wish to speak on Monday, September 9, 2013 at 6:00 p.m. in City Council Chamber, City Hall, Saskatoon, Saskatchewan.

All written submissions for City Council's consideration must be forwarded to:
His Worship the Mayor and Members of City Council
c/o City Clerk's Office, City Hall
222 Third Avenue North, Saskatoon SK S7K 0J5

All submissions received by the City Clerk by 10:00 a.m. on Monday, September 9, 2013 will be forwarded to City Council. City Council will also hear all persons who are present and wish to speak to the proposed Bylaw.

BYLAW NO. 9133

The Zoning Amendment Bylaw, 2013 (No. 25)

The Council of The City of Saskatoon enacts:

Short Title

- 1. This Bylaw may be cited as *The Zoning Amendment Bylaw, 2013 (No. 25)*.

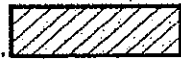
Purpose

- 2. The purpose of this Bylaw is to amend the Zoning Bylaw to rezone the lands described in the Bylaw from an R1A District to an R1B District.

Zoning Bylaw Amended

- 3. Zoning Bylaw No. 8770 is amended in the manner set forth in this Bylaw.

Zoning Map Amended

- 4. The Zoning Map, which forms part of Bylaw No. 8770, is amended to rezone the lands described in this Section and shown as  on Appendix "A" to this Bylaw from an R1A District to an R1B District:

- (a) Lots 1 to 24, Block 45, Lots 1 to 31, Block 46 and Lots 1 to 14, Block 47 as shown on a Plan of Proposed Subdivision of part of NW ¼ Sec 17 and Parcel F, Plan No. 102079526 in NW ¼ Sec 17 all in Twp 36 – Rge 4 – W.3rd Mer., Saskatoon, Saskatchewan by R.A. Webster, S.L.S. dated 2013.

Coming into Force

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

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

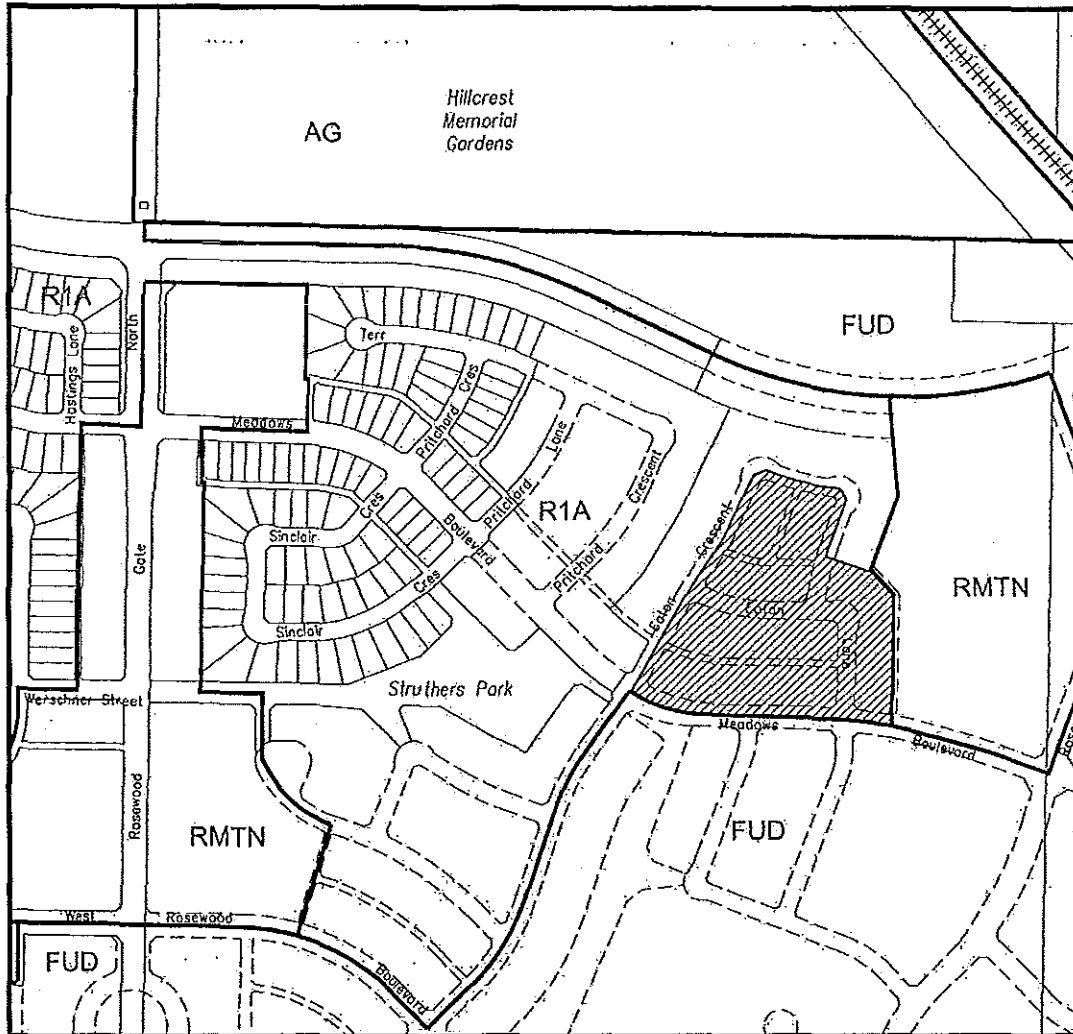
Read a second time this _____ day of _____, 2013.

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

Mayor

City Clerk

Appendix "A" to Bylaw No. 9133



REZONING

From R1A to R1B



**THE STARPHOENIX, SATURDAY, AUGUST 24, 2013 and
SUNDAY PHOENIX, AUGUST 25, 2013**

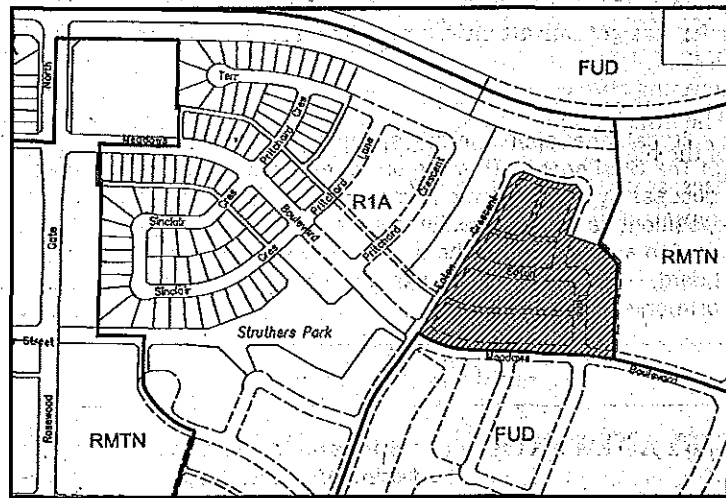
**ZONING NOTICE
ROSEWOOD NEIGHBOURHOOD**

PROPOSED ZONING BYLAW AMENDMENT – BYLAW NO. 9133

Saskatoon City Council will consider an amendment to the City's Zoning Bylaw (No.8770). By way of Bylaw No. 9133, the Zoning Amendment Bylaw 2013 (No. 25), the properties in the Rosewood Neighbourhood, as shown in the map below, will be rezoned from R1A – One-Unit Residential District to R1B – Small Lot One-Unit Residential District.

LEGAL DESCRIPTION – Lots 1-29, Block 42, Lots 1-24, Block 45, Lots 1-31, Block 46, Lots 1-14, Block 47, as shown on a Plan of Proposed Subdivision of part of NW ¼ Sec 17 and Parcel F, Plan No. 102079526 in NW ¼ Sec 17 all in Twp 36 – Rge 4 – W.3rd Mer., Saskatoon, Saskatchewan by R.A. Webster, S.L.S. dated 2013

CIVIC ADDRESS – Eaton Crescent/Lane, Meadows Boulevard



PROPOSED REZONING

From R1A to R1B



File No. RZ09-2013

REASON FOR THE AMENDMENT – The proposed rezoning will accommodate a higher density of single family residential and a decreased front yard setback that allows for dwellings to be placed closer to the street, which enhances the pedestrian environment in the Rosewood Neighbourhood.

INFORMATION – Questions regarding the proposed amendment or requests to view the proposed amending Bylaw, the City of Saskatoon Zoning Bylaw and Zoning Map may be directed to the following without charge:
Community Services Department, Planning and Development Branch
Phone: 306-975-7723 (Melissa Austin)

PUBLIC HEARING – City Council will hear all submissions on the proposed amendment, and all persons who are present at the City Council meeting and wish to speak on **Monday, September 9, 2013 at 6:00 p.m. in City Council Chamber, City Hall, Saskatoon, Saskatchewan.**

All written submissions for City Council's consideration must be forwarded to:
His Worship the Mayor and Members of City Council
c/o City Clerk's Office, City Hall
222 Third Avenue North, Saskatoon SK S7K 0J5

All submissions received by the City Clerk by **10:00 a.m. on Monday, September 9, 2013** will be forwarded to City Council. City Council will also hear all persons who are present and wish to speak to the proposed Bylaw.

His Worship the Mayor and City Council
The City of Saskatoon

REPORT

of the

MUNICIPAL PLANNING COMMISSION

Composition of Commission

Ms. Janice Braden, Chair
Mr. Andy Yuen, Vice-Chair
Councillor Charlie Clark
Ms. Colleen Christensen
Mr. Al Douma
Mr. Laurier Langlois
Ms. Leanne DeLong
Mr. Karl Martens
Mr. Stan Laba
Ms. Jodi Manastyrski
Ms. Kathy Weber
Mr. James Yachyshen
Mr. Jeff Jackson

- 1. Application for Direct Control District Approval
410 Avenue C South
Applicant: Mr. Joost Bakker, Dialog Architecture
Files: CK. 4129-5 and PL. 4129-13**

RECOMMENDATION:

- 1) that the overall development plan for the proposed four building mixed-use development located at 410 Avenue C South, as outlined in Attachment 2 of the August 6, 2013 report of the General Manager, Community Services Department, be approved; and
- 2) that the General Manager, Community Services Department, be authorized to issue Development Permits which are in substantial conformance with the approved plans, including approval with conditions under the Architectural Control District.

Attached is a report of the General Manager, Community Services Department, dated August 6, 2013, with respect to an application to construct a four building mixed-use development at 410 Avenue C South.

Your Commission has reviewed the matter with the Administration and Mr. Joost Bakker, Dialog Architecture, Applicant, and received clarification on the following issues:

- The above-ground walkway to connect the three buildings was designed because not all of the buildings have an elevator. The walkway will lead to a common exit from the Edgewater to the east side of the building.
- The landscape plan has been designed with setbacks and small gardens to provide personal space between individual units and the public domain, which will help with any security/safety issues.
- Mr. Bakker will advise the owner that there is already a building in Saskatoon called the Edgewater for appropriate renaming considerations.
- All of the units are designed to be live/work units.
- Parking access will be from 19th Street, which will provide right-in-right-out access only.
- The access from 19th Street was chosen because it is an arterial road, and it was important that the traffic be moved from the residential streets as much as possible. Grading and visibility will be taken into consideration during development.
- Current parking for the Market, which is located on the proposed development site, will be moved.
- The development is designed to accommodate all forms of transportation, however, it is important to ensure that enough parking is provided.
- Properties will be offered for purchase or lease, and all residential units are intended to be for purchase.

Mr. Randy Pshebylo, Riversdale Business Improvement District has indicated support of the project.

Following review of this matter, your Commission is supporting the recommendations of the Community Services Department.

**2. Preston Crossing Regional Commercial Area – Proposed Phase V
Preliminary Concept Plan
Applicant: University of Saskatchewan
(Files: CK. 4125-11 and PL. 4340-Z7/13)**

- RECOMMENDATION:**
- 1) that the preliminary Concept Plan for proposed Phase V of Preston Crossing Regional Commercial Area, as shown on the Concept Plan (Attachment 2 of the July 30, 2013 report of the General Manager, Community Services Department) be approved subject to the following conditions:
 - a) the development conforms to all requirements of the Direct Control District 3 regulations;
 - b) the review and approval by the Infrastructure Services Department of necessary infrastructure upgrades, including those identified in the Traffic Impact Study, that are required to ensure acceptable levels of service and traffic flow based on the increased traffic generated, and that all the necessary modifications and upgrades be charged to the developer;
 - c) the original Development Agreement with the University of Saskatchewan for Preston Crossing Regional Commercial Area be amended to include the required additional infrastructure upgrades;
 - d) the review and approval by the Infrastructure Services Department of detailed site plans showing all necessary dimensions indicating the location and grades of access and egress points, intersections, turn bays and driveways with the overall site design grades matching the existing grades for Preston Avenue;

- e) the review and approval by the Infrastructure Services Department of design plans (stamped by a licensed engineering consultant) for all necessary water mains, sanitary and storm sewer mains and lift stations, both on and off-site;
- f) the containment of all storm water within the property, drained directly into the storm sewer mains;
- g) the provision of loading access and truck routing plan to the satisfaction of the Infrastructure Services Department;
- h) the required off-site service levies being calculated to include the Phase V development area;
- i) the approval of final landscaping, lighting and pedestrian access details to the satisfaction of the Community Services Department, including suitable boulevard landscaping and maintenance where required;
- j) all remaining commitment and conditions from the Phase I, II, III and IV approvals that are outstanding being fulfilled to the satisfaction of the Infrastructure Services Department and Community Services Department;
- k) approval of a schedule to address payment of all previous and current money-in-lieu of municipal reserve for the Preston Crossing Regional Commercial Area, to the satisfaction of the General Manager, Community Services Department; and
- l) ministerial approval of the amendment to the Official Community Plan Bylaw 8769, to redesignate the portion of Parcel H, Plan

1018500825 and Parcel A1, Plan 02SA008290
from "Special Use Area" to "Direct Control
District 3";

- 2) that the General Manager, Community Services Department, be authorized to approve the finalized detailed Concept Plan, which shall be in substantial conformance with the preliminary Concept Plan approved by City Council; and
- 3) that the General Manager, Community Services Department, be authorized to issue Development Permits which are in substantial conformance with the approved Phase V Concept Plan.

Attached is a report of the General Manager, Community Services Department, dated July 30, 2013, with respect to an application from the University of Saskatchewan to expand the Preston Crossing Regional Commercial Area to incorporate additional land areas south of Preston Avenue in order to provide for development of a proposed Phase V of Preston Crossing.

Your Commission received and reviewed two additional reports from the General Manager, Community Services Department, regarding the Preston Crossing Regional Commercial Area Phase V, one requesting an amendment to Section 13.3 – Direct Control District 3 of Zoning Bylaw 8770, to allow more flexibility in terms of the size and range of the accessory and permitted uses accommodated within the zoning district; and the other proposing an expansion of the regional commercial area to incorporate additional land areas at the southerly portion of the site. The Commission reviewed all three reports together with the Administration and the University of Saskatchewan (the Applicant), and then voted on each separately. The two additional reports will be considered at the September 9, 2013 City Council meeting, during Public Hearings.

The University of Saskatchewan provided a history of the Preston Crossing regional commercial development and explained that, in 1999, when the development was first presented to the City of Saskatoon, the University requested that the full area be rezoned. Due to concerns regarding the affect the new commercial area may have on the downtown, the Broadway area and 8th Street, as well as the malls in the city, only a portion of the development was initially approved.

The University also pointed out the benefits the commercial area has brought to the City and the University, including scholarships, taxes and the retail businesses that may not have located in the city had the development not occurred, and indicated that the

University has paid full development levies and has provided 12 acres to the City, at no cost, for the Attridge Drive/Preston Crossing Interchange.

The Commission received clarification, as outlined below, from the Administration and the Applicant on issues regarding traffic; bike lanes; storm water management; the impact if there is a slowdown in growth; the impact to other business in the city, in particular community malls due to smaller size of the new retail businesses that will be allowed in the area; transit access; and accommodation for active transportation, such as walkways and corridors between buildings, to provide for pedestrian and child-friendly access:

- Hotels are not included in the DCD3 amendments as they do not fit into the regulations of the regional development.
- Money-in-lieu of municipal reserves is collected to provide for park space in the area. Because park space is not required in the Preston Crossing Regional Commercial Area, the funds will be redirected to another area of the city where park space improvements are needed.
- This is a full tax-paying development based on the type of development occurring on the site.
- The majority of concerns with respect to traffic deal with the main access into the area. Although busy, this intersection operates at an acceptable level. The traffic impact study indicated that, if adjustments to the timing of turning arrows were made, this could improve traffic in and out. However, Infrastructure Services has advised that they will always prioritize east-west traffic in the area. Further review of the design of the turning bays at the intersection is required, and recommendations have been made for improved internal traffic flow within the site to provide for better access in and out. Changes to the turning bays and signage would be the responsibility of the developer and the Administration will have further discussions with the University of Saskatchewan on this issue.
- The bike corridor will be maintained and is currently being worked on.
- Storm Water Management within the site has not been looked at.
- Debate and concerns regarding regional commercial areas affecting other businesses in the city have settled down. Growth in retail spending has outgrown expectations. The City will remain cognizant of the affect that this type of development will have on other businesses in the city.
- Large businesses, such as Wal-Mart, will not fit into the area proposed for development under Phase V. The smaller businesses that will be allowed will be accessory businesses, such as banks and restaurants, which have been allowed in other regional developments in the city.

- Typically, Transit will not go into a regional commercial site. The City tries to encourage developers to accommodate corridors for pedestrians within their site to make it easy to walk to transit stops nearby.
- The University of Saskatchewan's design guidelines specify pedestrian requirements to ensure there are sidewalks between buildings and to transit stops.

Following review of the matter, your Commission is supporting the recommendations of the Community Services Department.

Respectfully submitted,

Ms. Janice Braden, Chair

TO: Secretary, Municipal Planning Commission
FROM: General Manager, Community Services Department
DATE: August 6, 2013
SUBJECT: Application for Direct Control District Approval – 410 Avenue C South
FILE NO.: CK. 4129-5 and PL. 4129-13

- RECOMMENDATION:**
- 1) that a report be forwarded to City Council recommending that the overall development plan for the proposed four building mixed-use development located at 410 Avenue C South, as outlined in Attachment 2, be approved; and
 - 2) that the General Manager, Community Services Department, be authorized to issue Development Permits, which are in substantial conformance with the approved plans, including approval with conditions under the Architectural Control District.

TOPIC AND PURPOSE

An application has been received proposing to construct a four building mixed-use development at 410 Avenue C South, located in River Landing (see Attachments 2 and 3). This site is located in the Direct Control District 1 (DCD1) Zoning District; therefore, the concept plan requires the approval of City Council.

REPORT HIGHLIGHTS

1. A concept plan for the development of Parcel A in River Landing proposes a mixed-use development containing four buildings with an interior mews. The proposed development will contain 176 residential units and approximately 2,000 square metres of commercial space.
2. The concept plan for this development meets the requirements of the DCD1 Zoning District.

STRATEGIC GOALS

This proposal supports the Strategic Goal of Sustainable Growth, and the long-term strategy to help establish the City Centre as a cultural and entertainment district.

BACKGROUND

In 2004, City Council approved the South Downtown Concept Plan, which provides a framework for the redevelopment of the South Downtown Area and sets out key aspects that will influence improvements in the area. River Landing was subsequently developed and this parcel is located in Phase II.

In River Landing, the DCD1 Zoning District is applied to provide guidance for developments in this area. Specific objectives of the DCD1 Zoning District are defined as follows:

- i) offer a dynamic blend of diverse and complementary land uses which will attract people to the South Downtown Area for year round, daily, and evening activity;
- ii) provide complementary year-round indoor and outdoor public activities;
- iii) provide for publicly accessible physical linkages such as walkways, above ground linkages, and corridors to allow for the greatest opportunity for barrier-free access to the river, and allow public circulation between adjacent developments;
- iv) support and enhance existing and new commercial activities in the Downtown and Riversdale neighbourhoods by encouraging both public and private investment;
- v) highlight the waterfront as a special feature in the context of an urban environment and provide strong linkages from the Downtown, South East Riversdale, the Gathercole Site, and the riverbank;
- vi) produce mixed-use developments that will result in an urban environment which is integrated with public activities conducted on or near the riverbank; and
- vii) create a distinct identity and a sense of place in Saskatoon and encourage the recognition of the historical richness of the area.

In addition, this property is subject to an Architectural Control District overlay, known as the “DCD1 – Architectural Control Overlay District” (AC1). An Architectural Control District is intended to regulate building form and architectural detail of buildings within a specified area. In this respect, City Council has adopted the South Downtown Local Area Design Plan, which is intended to guide developers in creating a strong sense of identity and place. The review and approval of proposals for compliance with the AC1 District has been delegated to the Administration following a review by the Design Review Committee, which is comprised of design professionals such as architects, landscape architects, and community planners.

REPORT

The Planning and Development Branch has received an application from Dialog Architects on behalf of LeFevre and Company for approval under terms of the DCD1 Zoning District. The proposed development consists of four buildings containing a mix of commercial and residential uses.

Objectives of the DCD1 Zoning District

The Community Services Department has reviewed this proposal against the objectives of the DCD1 Zoning District as stated in the Background Section of this report. It is the view

within the Community Services Department that this proposal is consistent with the overall intent of these policies.

Land Use

The DCD1 Zoning District guidelines provide a list of uses that are appropriate for the South Downtown Area. This mixed-use development will contain both commercial and residential uses. Commercial rental units of varying sizes will be provided at grade and residential dwellings will be in the form of townhouse- and apartment-style dwellings. Townhouses will be located adjacent to existing low-density residential areas, and apartment-style dwellings are located on upper floors. The proposed uses are in accordance with the guidelines. Overall, the proposed development contains 176 residential units and approximately 2,000 square metres of commercial space.

Linkage

Developers are encouraged to integrate and link development features to adjacent developments. This development includes four buildings and an interior mews. Three buildings (Current, Bridge, and Edgewater) are linked internally with an above-grade walkway. The mews links the development to the surrounding area by publically accessible pedestrian walkways through the site and along surrounding streets.

Safety and Security

The DCD1 Zoning District guidelines note that sites should be designed to be safe and secure for all pedestrians. Open sight lines for pathways, lanes, and building access points are encouraged, as well as the provision of street and building lighting. A review has been completed by the CPTED Review Committee and no concerns were raised.

Building Form and Massing

The DCD1 Zoning District guidelines specify requirements for building form and massing. In this location, a maximum building height of 24 metres and a maximum floor area ratio of 4:1 is specified. The proposed development achieves an overall floor area ratio of 2.4 on the site and the height of the buildings does not exceed the maximum height permitted. The development complies with the standards of the DCD1 Zoning District.

Landscaping and Signage

The DCD1 Zoning District guidelines provide that landscape treatment shall be used to improve the appearance of the area, unify development sites with consistent landscaping, screen facilities, such as utilities or outdoor storage areas, buffer or separate uses, and beautify open spaces. Detailed landscaping plans will be submitted at the time of the

Building Permit Application, and will be reviewed by the Administration to ensure that both the above noted goals and Zoning Bylaw No. 8770 standards are met.

The DCD1 Zoning District guidelines specify that Signage Group No. 5 shall apply to this area with the exception that portable signs and third party advertising (billboards) shall be prohibited. At this stage of the project, no details regarding signage were evaluated. Specific sign applications will be evaluated by the Administration to ensure compliance with both these requirements and the AC1 requirements.

Parking and Off-street Loading

The DCD1 Zoning District guidelines require the provision of on-site parking for residential uses, with the amount to be consistent with the level of parking required by Zoning Bylaw No. 8770. This development will contain 183 underground parking spaces. The parking requirement in the adjacent commercial zoning districts is one space per residential unit. The amount of parking that will be dedicated to the residential units will be adequate given there are a number of small residential units and the location of the site that is an easily walkable distance to the Downtown and other commercial areas. Overall, the amount of parking meets the needs for both the residential and commercial uses.

The entrance to the underground parking is from 19th Street. This has been approved by the Infrastructure Services Department.

Approval Process

City Council is the approving authority for overall developments in the DCD1 Zoning District. The Administration is recommending approval of this project and the delegated approval of Development Permits, provided such applications are in substantial conformance with the approved plans.

The review of a proposal for compliance with an AC1 District has been delegated to the Administration; therefore, is not within the mandate of the Municipal Planning Commission. The Design Review Committee reviewed this project on July 30, 2013, and their comments were positive and had few concerns with the proposed development. The Planning and Development Branch has approved this proposal in this regard.

Comments from Other Branches

Comments were provided from the Transit Services Branch, Utility Services Department, and Infrastructure Services Department. Refer to Attachment 4 - Comments from Other Branches for full remarks.

Conclusion

It is the opinion within the Community Services Department that this proposal fully conforms to the Development Guidelines contained in the DCD1 Zoning District.

OPTIONS TO THE RECOMMENDATION

City Council could deny this proposal; however, this option is not recommended by the Administration.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There are no financial implications.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

The developer has consulted with the Riversdale Business Improvement District (BID). The BID is in full support of this application.

COMMUNICATION PLAN

No further communication is required.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

There is no due date for follow up.

ENVIRONMENTAL IMPLICATIONS

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

PRIVACY IMPACT

There is no privacy impact.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED evaluation has been completed for the project. The results will be forwarded to the proponent.

PUBLIC NOTICE

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

ATTACHMENTS

1. Fact Summary Sheet
2. Application for Development Permit in River Landing – 410 Avenue C South
3. Location Plan
4. Site Plan
5. Comments from Other Branches

Written by: Paula Kotasek-Toth, Heritage and Design Coordinator

Reviewed by: “Lesley Anderson” for
Alan Wallace, Manger
Planning and Development Branch

Approved by: “Randy Grauer”
Randy Grauer, General Manager
Community Services Department
Dated: “August 8, 2013”

Approved by: “Murray Totland”
Murray Totland, City Manager
Dated: “August 12, 2013”

FACT SUMMARY SHEET

A. Location Facts

1.	Municipal Address	410 Avenue C North
2.	Legal Description	Parcel A, Plan 101977274
3.	Neighbourhood	River Landing
4.	Ward	Two

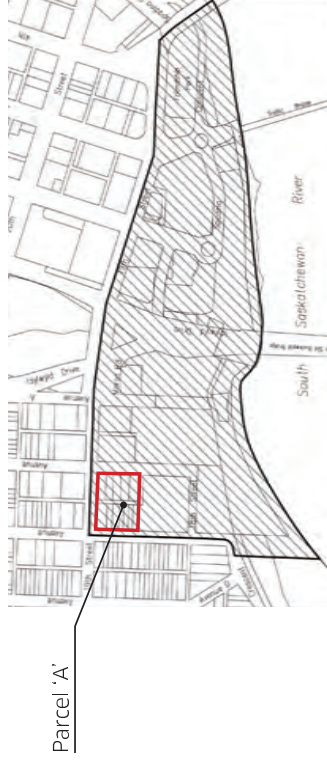
B. Site Characteristics

1.	Existing Use of Property	Vacant
2.	Proposed Use of Property	Mixed-use development containing residential and commercial uses
3.	Adjacent Land Uses and Zoning	
	North	B5C – Vacant and Used Car Lot
	South	DCD1 - Isinger Park
	East	DCD1 - Saskatoon Farmers Market and Ideas Inc.
	West	R2 - Low Density Residential
4.	No. of Existing Off-Street Parking Spaces	
5.	No. of Off-Street Parking Spaces Required	
6.	No. of Off-Street Parking Spaces Provided	183
7.	Site Frontage	65.84 metres
8.	Site Area	5,662.875 m ² (1.399 acres)
9.	Street Classification	19 th Street West – Minor Arterial Avenue C South, Sonnechein Way - Local

C. Official Community Plan Policy

1.	Existing Official Community Plan Designation	Direct Control District 1
2.	Proposed Official Community Plan Designation	
3.	Existing Zoning District	DCD1 (AC1)
4.	Proposed Zoning District	

Application for Development Permit in River Landing - 410 Avenue C South



LEGAL DESCRIPTION

NEIGHBOURHOOD: RIVER LANDING PHASE II

Civic Address: 410 Avenue C South

Legal Description: Parcel A, Plan 101977274, Title No. 138712057

PROPERTY OWNER

CHRIS LEFEVRE

Le Fevre & Company Property Agents Ltd.

530 Herald Street

Victoria, BC V8W 1S6

250.380.4900 | clefevre@lefevregrp.com

ARCHITECT / APPLICANT

JOOST BAKKER

DIALOG

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604.255.1179 | jbakker@designdialog.ca

LANDSCAPE

DOUG SHEARER

Hapa Collaborative

403 - 375 West Fifth Avenue

Vancouver Bc V5Y 1J6

604.909.4150 | dshearer@hapacobo.com



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& Company

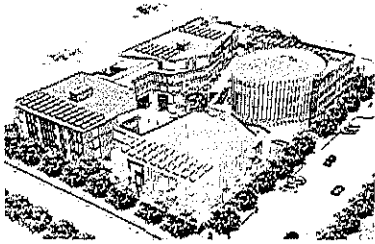
DIALOG

THE BANKS
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*Circulated to
MPC - Aug 20, 2013*

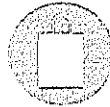
The proposed use of Parcel 'A' is a new mixed-use community including residential and retail units. A variety of housing types is proposed.

This proposal respects the zoning and guidelines attached to the Parcel 'A' tender offer made by LeFevre & Company.



BUILDING	RETAIL (SF)	RESIDENTIAL (SF)	TOWNHOUSE, TH; LIVE/WORK	APARTMENT	RESIDENTIAL PARKING	COMMERCIAL PARKING
The Riverbend	8949	28907	0	42		
The Current	8500	25597	0	43		
The Bridge	4336	29298	5	32		
The Edgewater	0	27531	11	27		
Total	21785	111333	16	144	160@parkade	23@parkade 35@grade

Site Area 60984
FSR 2.2



RETAIL

POTENTIAL TENANTS

A diverse range of retail tenants are envisaged to complement the unique character of the Farmers' Market and the unique retailers in Riversdale to the north. The range of potential tenants could include:

- Florist and interior home decor
- Shoe retailer (eg. local running store with huge following and running clinics)
- Yoga studio
- Vegan restaurant, coffee, smoothie bar, etc.
- Sushi/Tapas, intimate licensed concept
- Salon/hair
- Organic market and health supplements
- Clothing retailers
- Small bakery/cupcake
- Deli/cheese
- Community watering hole



RESIDENTIAL

The range of residential unit types includes:

Studios	400 SF
1 BR	650 SF
2 BR	800 SF
Townhouse	1,200 SF



PARKING

The project will be integrated as part of the Riversdale community. Parking for the project is accommodated as follows:

- Residential: 1 car per dwelling unit below grade
- Commercial: 23 below grade spaces
- On street: Approximately 198 spaces Phase 2 River Landing



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PROPOSED USE



A NEW URBAN PRECINCT

The Banks is an urban precinct comprised of four mixed-use buildings. The four 4-storey buildings present a formal urban character to the surrounding city streets. A brick architectural character is presented on 19th Street and Avenue B South facing the Farmers' Market. Retail outlets with canopies front the existing city sidewalks.

Mid-block along Avenue B South, a pedestrian mews leads into the internal courtyard. Breaking through the brick architecture of the street, one enters into a dynamic and vibrant architecture composed of corrugated metal, brightly coloured cement board, and glass.

Three of the buildings are interconnected along the north and west edges of the site. They surround a dramatic, brightly coloured "drum" building. The Riverbend, which radiates its presence within the courtyard and out toward Isinger Park.

The corrugated skin with colourful cement board which connects the three internal buildings, creates a foil to the bright yellow verticals of the curved Riverbank Building.

The architecture along Avenue C South responds more directly to the coloured residences across the street. Two-storey townhouses in The Bridge building and The Edgewater, address the residences and park to the east and south. A series of coloured verticals express this more residential character.

A unique landscape and ground treatment in the mews complements the distinctive new urban streetscape of the River Landing area.



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DIALOG

Farmers' Market

The Riverbend

Isinger Park



The Current

The Bridge

The Edgewater



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THE MEWS AT THE BANKS - WINTER 14



MARKET DAY - SUMMER



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THE BANKS
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DIALOG



The Banks development meets the goals and objectives of River Landing, the City of Saskatoon, and the Meewasin Valley Authority as follows:

OBJECTIVES

- The project offers diverse and complementary land uses that will enhance and enliven this part of the South Downtown area year-round, daily, and in the evenings.
- Many public, physical linkages are created to provide barrier-free access to the surrounding parks, the river, market, and residential uses.
- The mix of retail tenants will enhance the Farmers' Market and other retail activities in the Riversdale area.
- This mixed-use development will result in a unique urban environment which will support and augment public activities in the area and contribute to a unique sense of place in Southeast Riversdale and River Landing.

LINKAGES AND LAND USE

The proposed mix of uses for this project fully comply with the allowed intent, uses, and guidelines identified with in the DCD1 area.

Linkages to surrounding uses have been carefully considered. Walkways and amenity spaces are provided through the site and along surrounding streets.

SAFETY AND SECURITY

This project will enhance the sense of safety and security for the surrounding neighbourhood. Additional "eyes on the street" are provided with the addition of residential and retail uses. Clear sight lines are provided for all the pathways through the site.

BUILDING FORM AND MASSING

The proposed building form and massing are well within the parameters of the DCD1 requirements. The four buildings on Parcel A range from 4 to 5 storeys, providing for a form a character in keeping with the general character of the South Downtown.

The Edgewater Building is set back from the property lines to the south and west to allow for grade-accessed townhouses - more in keeping with the residential area to the west.

PARKING AND LOADING

The Banks has been designed to be a neighbourhood-scaled development to augment and enhance the surrounding local community.

All of the parking for the development is provided in an underground parking structure accessed via a ramp off 19th Street. The ramp access is integrated into the building architecture to minimize the impact on the pedestrian realm of 19th Street.

Direct access to service loading and garbage collection is proposed on site off the north-south mews. Removable bollards on 19th Street West and Sonnenschein Way will prevent general vehicular access to this mews.

The on-site mews is intended to be a multi-modal public realm and is accessed via 19th Street, Sonnenschein Way, Avenue C and Avenue B.

An amendment to Bylaw No. 8770 has been submitted in support of the above strategy.

An architectural character has been developed that is simultaneously unique but, at the same time, complements and reinforces the character of the surrounding neighbourhoods and streets.

The South Downtown Local Area Design Plan provides provisions for the Architectural Control Overlay Zone (ACD) which is applied to River Landing in conjunction with the DCD1 Zoning requirements.

Parcel A is located within the Residential Character Zone (RCZ). Provisions included within the plan address the desired site and architectural design for developments. Overall, the concept for Parcel A meets these criteria. The design is distinctive and will integrate River Landing into the Riversdale Neighbourhood.



The following respond the items identified in the Residential Character Zone (RCZ):

1 Proportion, Scale and Massing

The Edgewater and the Riverbend buildings face onto Isinger Park. A distinct edge is created between the development and Isinger Park. The development has been designed to maximize southern exposure for the residential units.

Special consideration has been given to the massing of all developments on the east side of Avenue C in order to complement the existing single family residential homes on the west side of the street.

The following two buildings front Ave C S:

1. The Bridge is approximately 50 feet in height (main floor retail with 3 floors residential). The facade that faces Ave C S is set back from the property line to allow for landscaping.

2. The Edgewater is approximately 40 feet in height and contains townhouse residential development at grade and 2 additional floors for multi-family residential development.

The massing of these developments is appropriate to interface with the residential area.

Both the Bridge and Edgewater buildings are architecturally distinct. The conjoined units are different colours which break up the massing of the buildings. In addition, porches and balconies will reinforce the residential character.

2 Walls

Durable, high quality materials will be utilized for cladding on all building faces. High quality materials such as brick, cement board, and corrugated metal are proposed. A detailed material board is included with this submission.

The rain screen principle will be incorporated into EIFS, clay tile or masonry exterior wall assemblies.

Architectural detailing will be similar on all elevations. There are a minimum of two cladding materials on the facade of each of the four buildings.

3 Roofs

Low-slope roofs will be sloped to internal drains. Low-slope, "flat" roofs will be designed to be viewed from above.

The incorporation of patterning and colour in ballast or membrane, and the screening of any rooftop equipment will be accommodated.

The roof of the Riverbend building has specific design features on the roof, including planting boxes. Multiple outdoor decks are provided for other buildings. A number of these will have paving systems allowing rooftop occupancies.

4 Fenestration

The fenestration patterns on the facades that front Ave B N complement the adjacent buildings at the Farmers' Market and Ideas Inc.

The facades that front Ave C N have window and door openings which are appropriate to face the low density residential area.

There are abundant openings many of which face streets. There are no blank walls in the development.

5 Windows

A number of types are contemplated including awning, casement, fixed, and combinations thereof. If glazing tints are used, they will reflect the warmth of the colours required in South Downtown. Window systems will be appropriate for the local climate.

6 Exterior Doors/Storefronts

There are main entrances to individual CRUs and townhouses on all 4 buildings.

In the case of townhouses, each unit should have a main entrance facing a street. The townhouses comply with this requirement.

If glazing tints are used, they will reflect the warmth of the colours required in South Downtown.

Translucent glazing will be used in limited quantities at street-level to ensure pedestrian security is maintained. Reflective coatings on glazing within doors and storefronts will not be used.

7 Style

The brick facades on the Riverbend and Current buildings complement the existing brick facades on the Farmers' Market and Ideas Inc. buildings.

Although the buildings which face the residential dwellings on Ave C N are a contemporary design, they complement the historic character of the existing residential area. This is done by use of colour and the lower height and scale.

8 Colour

A variety of colour schemes are proposed to encourage a lively streetscape.

Colour will be varied within the development. A minimum of two exterior colour schemes will be implemented for each of the buildings.

A minimum of two colours (excluding roof colour visible from the street and colours used for minor components such as glazing, flashings, casings, trims, windows, decorative accessories, etc.) will be utilized at each facade. The townhouses included in the concept for the Edgewater and Bridge buildings meet this requirement.

Overall, the project meets the guidelines regarding colour.

9 Variety

The development concept includes four separate buildings with varying, yet complementary, architectural styles which create a high degree of visual interest and variety. The Riverbend building, with its curved form, is the focal point of the development.

10 Relationship to Streetscape

All developments will have main, accessible entrances facing a street or mews.

There are entrances to residential units and CRUs facing public streets or the publicly-accessible mews for all four buildings. The development is incorporated into the neighbourhood with mid-block links to the internal mews on all four block-faces of the development.

There are street-walls created on all four block-faces and have minimal front yard setbacks which are similar to those in the Riversdale neighbourhood.

Food service uses incorporate street-side, outdoor patios. Food services locations will be accessible from the public streets.

Private exterior open space in the form of porches, balconies, patios, and/or roof terraces will be provided for as many residential units as feasible.

Windows are oriented both onto public streets and to the internal mews on the site.

11 Roadways

The privately-developed internal mews will be provided with an all-weather, adequately drained, hard surface.

Pavers will be installed to adequately prevent upheaval during freeze/thaw cycle.

12 Parking, Loading and Service Areas

All parking is located below grade. Further details are required regarding the service and loading areas located on the internal roadway. Detail regarding screening of garbage/recycling areas is required.

Screened and secure loading and servicing areas are provided in the Riverbend and Bridge buildings. Service vehicles will be able to access these areas via the north/south mews of the development.

13 Pedestrian Grade Level Walkways/Hard Surface Amenity Spaces

Pedestrian grade-level walkways and hard surface amenity spaces will be provided with an all-weather surface, adequately drained, hard surface. Pavers will be installed to adequately prevent upheaval during freeze/thaw cycle. Refer to the landscape plans.

The above-grade pedestrian walkways provide an extra amenity for residents.

14 Site and Building Exterior Lighting

Lighting on the site and on/in any portion of the four buildings will be arranged and shielded such that it does not become a hazard or annoyance to motorists, pedestrians, and/or short- or long-term residents.

It will not compromise the appropriate function of adjacent properties and will be placed to appropriately ensure the safety and security of pedestrians.

Site and building lighting design will be complementary to existing street lighting provided in the River Landing area.

15 Accessibility

The site and buildings will be made accessible and comply with barrier free requirements found within National Building Code.



Sustainability

A range of sustainability features and considerations are embodied in The Banks project. The project will be a major catalyst in both the social and economic revitalization of Riversdale.

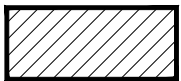
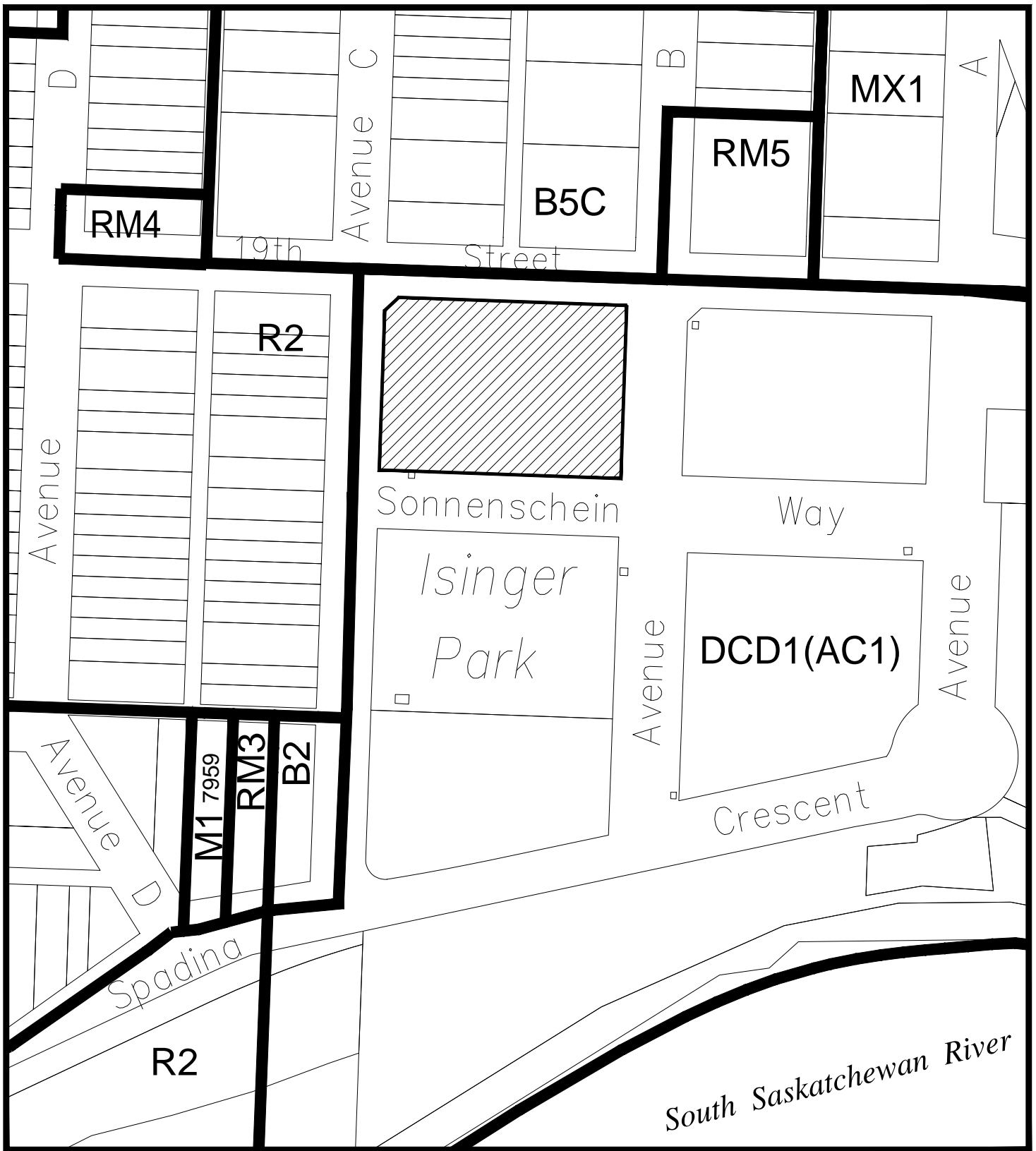
- It will augment and support the commercial success of the Farmers' Market gathering place.
- The internal mews and courtyard of the project will serve as a new social gathering place.
- The project will be built with durable materials.
- Low VOC paints and materials will be selected.
- The buildings will optimize energy efficiency. Small and high performance windows will be used.
- The project will investigate the efficiency and reliability of solar vacuum tubes for domestic hot water.
- The project will explore to viability of exchanging the waste heat from commercial operations for the residential above.
- The project will explore the use of heat recovery from corridor pressurization.
- The project provides for bicycle storage and storage lockers in the below grade parkade.
- Plants have been selected for suitability of site climatic conditions (refer to Landscape Principles and Themes).



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ARCHITECTURAL CHARACTER



Proposed Site Development in the DCD1 District



**City of
Saskatoon**

Planning & Development Branch

N:\Planning\MAPPING\Dev Plan\DCD1-RIVER LANDING\Approval of Development - 410 Avenue C S.dwg



Site Plan

DIALOG®

ISSUED FOR
A 7/2/13
Revised for Development Phase

NOT FOR CONSTRUCTION

METRIC
DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
DO NOT SCALE THIS DRAWING.
REPORT ANY DISCREPANCIES AND OMISSIONS TO THE CONSULTANT
FOR CLARIFICATION BEFORE COMMENCING WITH THE WORK.
DEVIATIONS FROM THE CONTRACT DOCUMENTS WITHOUT THE
CONSENT OF THE CONSULTANT WILL BE AT THE CONTRACTOR'S
RISK AND CONNECTION AT THE CONTRACTOR'S RISK.

ARCHITECT & PRIME CONSULTANT
DIALOG ARCHITECTURAL INC.
408-11 HALLANDER STREET
SASKATON, SASKATCHEWAN S4N 1Y1
TEL: (306) 254-1799 FAX: (306) 254-1798
WWW.DIALOGARCHITECTURAL.COM

INTERIOR DESIGN
CONSULTANT NAME: [REDACTED]
CONSULTANT CITY: SASKATON, SK
CONSULTANT STATE: SASKATCHEWAN, SK
CONSULTANT COUNTRY: CANADA
TEL: [REDACTED] FAX: [REDACTED]

STRUCTURAL ENGINEER
CONSULTANT NAME: [REDACTED]
CONSULTANT CITY: SASKATON, SK
CONSULTANT STATE: SASKATCHEWAN, SK
CONSULTANT COUNTRY: CANADA
TEL: [REDACTED] FAX: [REDACTED]

MECHANICAL ENGINEER
CONSULTANT NAME: [REDACTED]
CONSULTANT CITY: SASKATON, SK
CONSULTANT STATE: SASKATCHEWAN, SK
CONSULTANT COUNTRY: CANADA
TEL: [REDACTED] FAX: [REDACTED]

ELECTRICAL ENGINEER
CONSULTANT NAME: [REDACTED]
CONSULTANT CITY: SASKATON, SK
CONSULTANT STATE: SASKATCHEWAN, SK
CONSULTANT COUNTRY: CANADA
TEL: [REDACTED] FAX: [REDACTED]

SEAL

THE BANKS
SASKATON, SASKATCHEWAN
SITE PLAN
GROUND LEVEL

DRAWN: [REDACTED]
PLOT DATE: 7/4/13
CHECKED: [REDACTED]

A1.01

04181
04119 (486) 2001 WWW



Comments from Other Branches

Transit Services Branch, Utility Services Department

Saskatoon Transit has no requirements regarding this application.

Infrastructure Services Department

The Infrastructure Services Department has reviewed the proposal and finds it acceptable with the following comments:

1. No Traffic Impact Study is required.
2. The 19th Street driveway entrance should be right-in only, given the angle, and no median opening would be granted in the future.
3. The width of the curb cut for the Sonneschein Way driveway entrance should be reduced to minimize parking impact.
4. The parkade entrance shown on the drawing should work; however, a dimension for both the total width of the driveway crossing as well as the distance from the nearest intersection should be provided.
5. The developer should check with the water and sewer connections desk early in the construction process to ensure that the connections are adequately located with respect to the existing service lines.

REVISED REPORT

TO: Secretary, Municipal Planning Commission
FROM: General Manager, Community Services Department
DATE: July 30, 2013
SUBJECT: Preston Crossing Regional Commercial Area – Proposed Phase V,
Parcel A1, C, D, E, F, G, Plan No. 02SA08290,
Parcel H, J, and M, Plan No. 101850825
Parcel N and P, Plan No. 101991427
Parcel QQ, RR, and SS, Plan No. 102080179
FILE NO.: CK. 4125-11 and PL. 4350 – Z7/13

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

- 1) that the preliminary Concept Plan for proposed Phase V of Preston Crossing Regional Commercial Area, as shown on the Concept Plan (see Attachment 2) be approved subject to the following conditions:
 - a) the development conforms to all requirements of the Direct Control District 3 regulations;
 - b) the review and approval by the Infrastructure Services Department of necessary infrastructure upgrades, including those identified in the Traffic Impact Study, that are required to ensure acceptable levels of service and traffic flow based on the increased traffic generated and that all the necessary modifications and upgrades be charged to the developer;
 - c) the original Development Agreement with the University of Saskatchewan for Preston Crossing Regional Commercial Area be amended to include the required additional infrastructure upgrades;
 - d) the review and approval by the Infrastructure Services Department of detailed site plans showing all necessary dimensions indicating the location and grades of access and egress points, intersections, turn bays, and driveways with the overall site design grades matching the existing grades for Preston Avenue;
 - e) the review and approval by the Infrastructure Services Department of design plans (stamped by a licensed engineering consultant) for all necessary

water mains, sanitary and storm sewer mains, and lift stations, both on and off-site;

- f) the containment of all storm water within the property, drained directly into the storm sewer mains;
 - g) the provision of loading access and truck routing plan to the satisfaction of the Infrastructure Services Department;
 - h) the required off-site service levies being calculated to include the Phase V development area;
 - i) the approval of final landscaping, lighting, and pedestrian access details to the satisfaction of the Community Services Department, including suitable boulevard landscaping and maintenance where required;
 - j) all remaining commitment and conditions from the Phase I, II, III, and IV approvals that are outstanding being fulfilled to the satisfaction of the Infrastructure Services Department and Community Services Department;
 - k) approval of a schedule to address payment of all previous and current money-in-lieu of municipal reserve for the Preston Crossing Regional Commercial Area, to the satisfaction of the General Manager, Community Services Department; and
 - l) ministerial approval of the amendment to the Official Community Plan Bylaw No. 8769, to redesignate the portion of Parcel H, Plan No. 1018500825 and Parcel A1, Plan No. 02SA008290 from "Special Use Area" to "Direct Control District 3."
- 2) that the General Manager, Community Services Department, be authorized to approve the finalized detailed Concept Plan, which shall be in substantial conformance with the preliminary Concept Plan approved by City Council; and
- 3) that the General Manager, Community Services Department, be authorized to issue Development Permits

which are in substantial conformance with the approved Phase V Concept Plan.

TOPIC AND PURPOSE

An application has been submitted proposing to expand the Preston Crossing Regional Commercial Area (Preston Crossing) to incorporate additional land areas south of Preston Avenue, as shown on the Concept Plan (see Attachment 2). The amendments are being requested to provide for development of a proposed Phase V of Preston Crossing.

REPORT HIGHLIGHTS

1. Phase V Proposed Concept Plan will accommodate approximately 10,000 square metres (107,000 square feet) of development.
2. Additional retail, service, and restaurant uses will support this regional shopping centre.
3. The proposed Phase V Concept Plan will maintain the site development standards established for Preston Crossing Regional Commercial Area.

STRATEGIC GOAL

Under the Strategic Goal of Economic Diversity and Prosperity, this proposal supports the long-term strategy of creating a business-friendly environment where the economy is diverse and builds on our city and region's competitive strengths.

BACKGROUND

On October 16, 2000, City Council passed The Development Plan Amendment Bylaw, 2000 (No. 10) Bylaw No. 7972 to create the Direct Control District 3 (DCD3) Development Guidelines for Preston Crossing. The main objective of the DCD3 is to accommodate large format retail stores and accessory uses. Originally configured as a three-phase development, an additional Phase IV was approved in 2011. Cabela's, as well as multi-tenant Commercial Retail Units (CRU's) with retail and restaurant uses were developed in this phase.

The Phase V development would include an area of 5.35 hectares (13.21 acres), resulting in a total area of 28.42 hectares (70.24 acres) for Preston Crossing – Phases I to V, and will complete the Preston Crossing development.

REPORT

The Planning and Development Branch has received an application from the University of Saskatchewan (U of S) to amend the concept plan to incorporate a Phase V development of Preston Crossing. Corresponding maps and text amendments to the DCD3 have addressed

the required additional land area to accommodate the size and range of uses proposed within this phase. These amendments are detailed in separate reports.

Phase V Proposed Concept Plan

As shown on the preliminary concept plan, CRUs, restaurants, and a bank are proposed for development within the Phase V area. It is anticipated that development would include associate large format stores, as well as freestanding accessory uses, with retail stores and service oriented businesses such as clinics, finance, or insurance institutions. Based on the preliminary concept plan, a total of approximately 10,000 square metres (107,000 square feet) of development is proposed. Currently Preston Crossing (Phases I to IV) comprises approximately 62,400 square metres (672,700 square feet) of development. With the additional development proposed, Preston Crossing will provide a total of approximately 72,400 square metres (780,000 square feet) of development.

Text amendments to the DCD3 will accommodate the proposed size and range of uses (retail, service, and restaurants), by reducing the restrictions on the size and number of accessory uses (those with a developable area of less than 930 square metres), and provide for a greater number of restaurants, with an increase in maximum size on the site. The proposed development would result in a total floor area ratio of approximately 0.25:1; well within the existing requirements of a maximum floor area ratio of 0.33:1.

Official Community Plan Bylaw No. 8769

As detailed in the previous Zoning Bylaw No. 8770 Text Amendments report, the proposed Phase V of Preston Crossing conforms to the policies for Regional Commercial Areas (Section 6.2).

Retail Market Demand Study

The proposal to increase the size and variety of offerings within the Preston Crossing development is supported by a retail market demand assessment conducted by Harvard Developments, as detailed in the previous Zoning Bylaw No. 8770 Text Amendments report.

Compatibility with Adjacent Land Uses

No land use conflicts are envisaged as a result of the proposed map amendments. All lands are owned by the U of S, and contained within an area bounded by Preston Avenue, railway tracks, and Circle Drive right-of-ways.

Vehicular Access

Primary access to the site is from Preston Avenue. Access upgrades were completed in conjunction with the Phase IV development, to provide additional entry and egress points

into the site. A signalized all-movement intersection at Preston Avenue North and Circle Drive off ramp, completed with Phase IV, will provide direct access into the westerly portion of the Phase V development.

A Traffic Impact Study (TIS) was submitted at the request of the Infrastructure Services Department. An excerpt of the TIS, providing a summary of recommendations, is provided (see Attachment 3).

In their review of the TIS, the Infrastructure Services Department noted that there may be increased traffic delays for those entering or exiting the Preston Crossing site. The implementation of measures to alleviate traffic concerns within the site was recommended in the TIS. It was also suggested that a sidewalk should be constructed along the east side of the West Access to connect with the existing pedestrian ramp at that intersection.

All roadways will operate within an acceptable performance range.

Parking

The DCD3 regulations, as amended in 2011, require parking at a rate of one space for each 20 square metres (215 square feet) of gross floor area for all permitted and accessory uses. Currently, Preston Crossing provides a total of 3,431 parking spaces, which exceeds the number of required parking spaces by 173 parking spaces. The preliminary concept plan indicates that 613 parking spaces are required for the proposed Phase V development. Provision of adequate parking is provided on the concept plan and will be confirmed during the development review process.

Pedestrian Circulation

A proposed pedestrian circulation system will provide appropriate access for Phase V via the controlled intersections. Detailed design will take place during the development permit review process, and acceptable provision for pedestrian circulation including sidewalk requirements, will be assessed.

Water and Sewer Servicing

All costs associated with the servicing of the site are the responsibility of the developer in accordance with an existing development and servicing agreement between the U of S and the City of Saskatoon (City). Capacity for retail and office uses is available.

Landscaping and Lighting

The developer will be responsible for landscaping along the perimeter of the property, and landscaping will also be required throughout the property. Detailed design will take place during the development permit review process.

Building Design

DCD3 regulations require the building design be complementary to the U of S setting. In this regard, the U of S will be involved in the design review process for this property. Based on building, landscaping, and overall site design implemented in previous phases, the Community Services Department is satisfied the development will be compatible with the overall U of S setting.

Municipal Reserve Fees

As per Section 186 of *The Planning and Development Act 2007*, dedication of lands or money in lieu of lands, which is a condition of subdivision approval, is outstanding for the Preston Crossing development. The Administration is of the view that upon assessing the options of fulfilling the requirement for municipal reserve, the City will require money-in-lieu of land. The existing obligation for Phases I to IV, which is approximately \$990,000, is a condition of approval for Phase V of Preston Crossing. The money-in-lieu of municipal reserve charges is approximately \$230,000 for Phase V.

Conclusion

The proposal for Phase V development of Preston Crossing will complete the full development of the site, and fill a market demand for commercial uses that would support the activity and services typical of a regional shopping centre. The preliminary concept plan is acceptable to the Administration, with detailed plans to be finalized upon successful completion of the required OCP Bylaw No. 8769 and Zoning Bylaw No. 8770 amendments.

OPTIONS TO THE RECOMMENDATION

City Council could deny this proposal, which would restrict any further development of the Preston Crossing site. This option is not recommended by the Administration as the proposed concept plan is consistent with the approval of Phase V amendments to the DCD3.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There are no financial implications.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Lands in proximity to this development fall under the ownership of the U of S, and as a result no public consultation has been undertaken.

COMMUNICATIONS PLAN

Further to the required public notice, which will include an advertisement in The StarPhoenix and poster boards placed on the affected property, the Ward Councillor and adjacent Community Associations will be notified in writing of the proposed development.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

Should the map, text, and concept plan amendments be approved, submission of a final detailed concept plan will be required. It is proposed that approval of the detailed concept plan be delegated to the General Manager, Community Services Department, subject to substantial conformance with the preliminary concept plan.

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)

All developments located on U of S lands are subject to CPTED evaluation conducted by the University of Saskatchewan.

PUBLIC NOTICE

Once this application has been considered by the Municipal Planning Commission, it will be advertised in accordance with Public Notice Policy No. C01-021, and a date for a public hearing will be set. A notice will be placed in The StarPhoenix two weeks prior to the public hearing.

ATTACHMENTS

1. Fact Summary Sheet
2. Concept Plan
3. Excerpt from Chapter 7 – Summary of Recommendations – Preston Crossing Phase 5 Traffic Impact Study

Written by: Jo-Anne Richter, Senior Planner

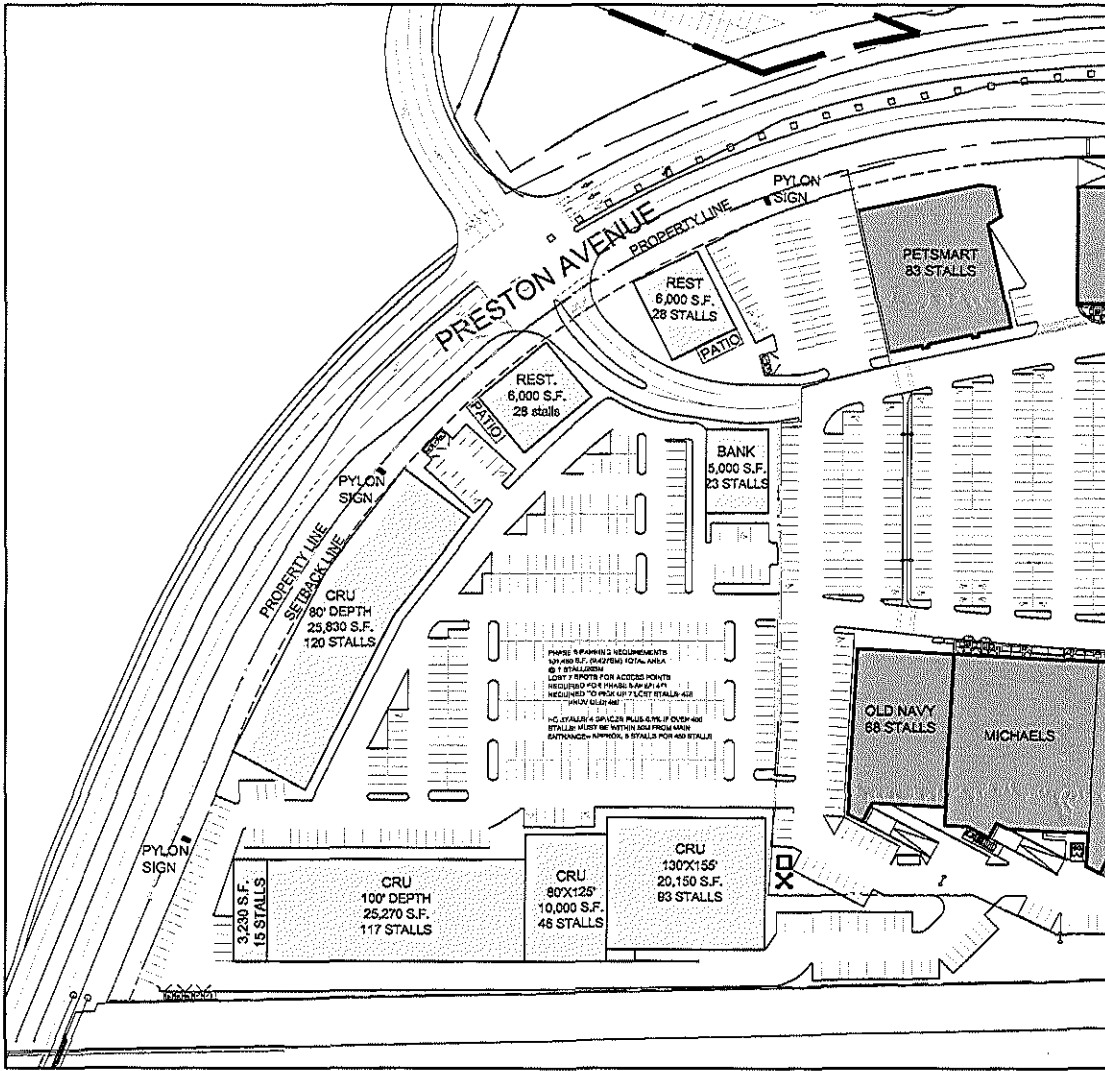
Reviewed by: “Lesley Anderson” for
Alan Wallace, Manager
Planning and Development Branch

Approved by: “Randy Grauer”
Randy Grauer, General Manager
Community Services Department
Dated: “August 8/13”

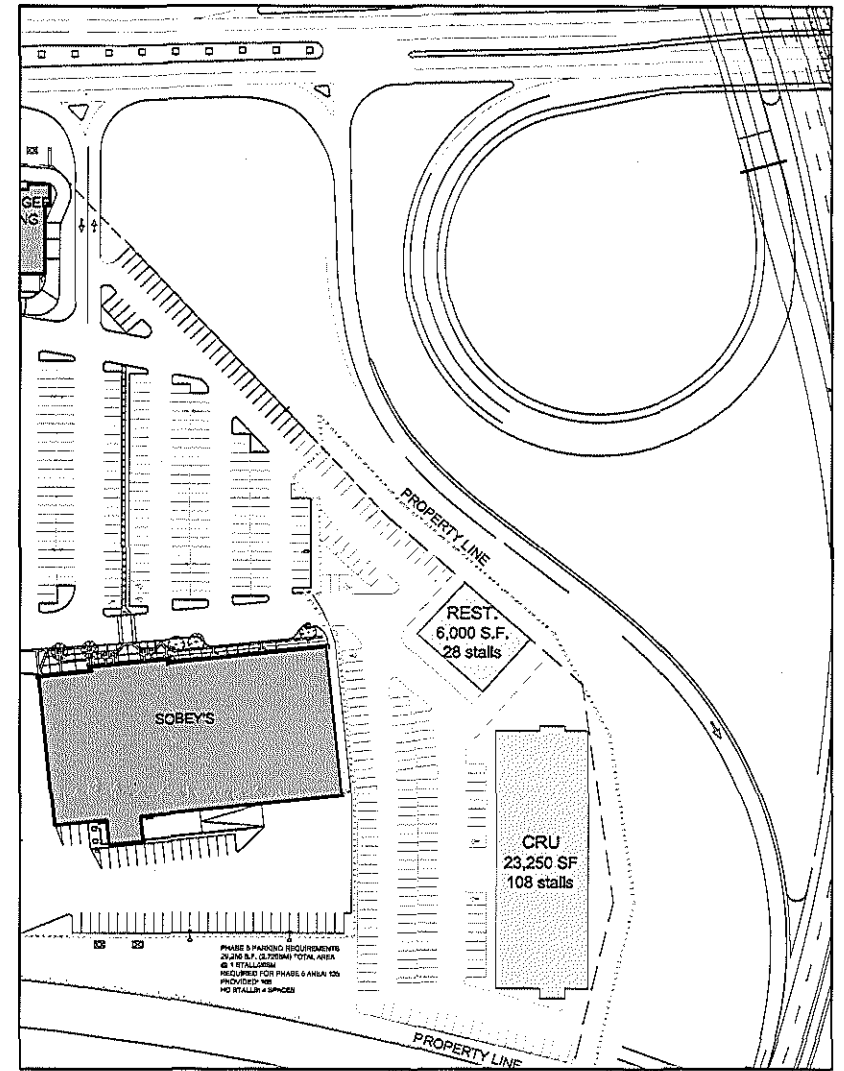
Approved by: “Murray Totland”
Murray Totland, City Manager
Dated: “August 12/13”

FACT SUMMARY SHEET

A. Location Facts	
1. Municipal Address	1714 Preston Crossing
2. Legal Description	Westerly Portion Parcel H, Plan No. 101850825 and Parcel A1, Plan 02SA08290
3. Neighbourhood	University of Saskatchewan Management Area
4. Ward	1
B. Site Characteristics	
1. Existing Use of Property	Vacant
2. Proposed Use of Property	Retail – Regional Commercial Area
3. Adjacent Land Uses and Zoning	
North	Circle Drive
South	University – AG
East	Circle Drive
West	University – AG
4. No. of Existing Off-Street Parking Spaces	NA
5. No. of Off-Street Parking Spaces Required	NA
6. No. of Off-Street Parking Spaces Provided	NA
7. Site Frontage	NA
8. Site Area	5.35 hectares(Phase V) 28.42 hectares (Preston Crossing including Phase V)
9. Street Classification	Circle Drive East – Expressway Preston Avenue North – Major Arterial Controlled Access
C. Official Community Plan Policy	
1. Existing Official Community Plan Designation	Special Use Area
2. Proposed Official Community Plan Designation	Direct Control District 3
3. Existing Zoning District	AG
4. Proposed Zoning District	DCD3



PHASE 5 - WEST



PHASE 5 - EAST



June 28, 2013
 FILE NO. 12-49



**PRESTON CROSSIN
 PHASE FIVE**

7.0 SUMMARY OF RECOMMENDATIONS

A large amount of traffic growth is not anticipated as a result of the development of Preston Crossing Phase 5. However, as analysis has identified, individual turning movements at the existing west access are currently operating poorly (LOS E) during the weekday afternoon peak hour and will continue to deteriorate at the five-year total forecast horizon. Similarly, under existing conditions, individual turning movements operate poorly or fail at the Preston Avenue and Preston Crossing intersection during the weekday afternoon peak hour, with the overall intersection operating at LOS E. As turning movements fail under current operations, any future traffic growth due to development will only further decrease the overall effectiveness of operations.

Several options were analysed to mitigate anticipated poor turning movements, however, due to geometric constraints under existing conditions, ideal traffic operations at all intersections is not achievable. As signal timing modifications will not incur any significant costs, it is recommended that this option be pursued further to mitigate as many adverse effects to the existing access points as possible. While it will not improve operations at the Preston Avenue and Preston Crossing intersection, it will assist to maintain acceptable operations (LOS D) at the east and west accesses for all turning movements for both the weekday afternoon and Saturday peak hours.

The Preston Crossing Phase 5 TIS also identifies that the following measures are recommended at affected intersections, development accesses and internal roadways:

Location A: Rear access to Wal-Mart and Cabela's

- ▶ Install painted stop bar line for westbound approach.

Location B: RONA Site Accesses

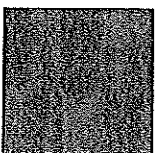
- ▶ Close second and fourth access (south to north, from Preston Avenue) to RONA site from North Preston Crossing Access.

Location C: PetSmart Intersection

- ▶ Install stop sign for northbound motorists.

Location D: Preston Crossing and Pier 1 / Co-Op Internal Intersection

- ▶ Install Right-Turn Only signs for both eastbound and westbound traffic;
- ▶ Improve definition and increase the size of the right-in / right-out traffic island for the west approach; and
- ▶ Provide centreline painting for east approach.



Location E: Preston Crossing and Future Shop / Canadian Tire Internal Intersection

- ▶ Remove some shrubbery from the median to increase motorist visibility of the intersection.

Signal Timing

- ▶ Implement a walk phase on same side as the left-turns during split phasing; and
- ▶ Optimize traffic signal timing plans for the Preston Avenue and West Access intersection, and the Preston Avenue and Preston Crossing intersection.

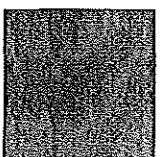
Traffic Control

- ▶ Stop signs should be installed at the Chilli's and Cabela's accesses.

Pedestrians and Cyclists

- ▶ Consider sidewalks between the main parking aisles of the Wal-Mart parking lot, such as those parking aisles directly perpendicular to the two main entrances leading to the speed humps;
- ▶ Consider pedestrian crossings at the two four-way stops on the north site;
- ▶ Consider sidewalks and raised crosswalks from the north Wal-Mart access to the Cabela's site access;
- ▶ Crosswalks should be added at key crossing points from the end of parking aisle to commercial frontage. For consistency and the added traffic calming benefits, raised crosswalks should be used.

We trust that this review and the recommended measures outlined herein will meet requirements for the development while facilitating efficient and safe future traffic operations adjacent to and within the Preston Crossing Shopping Centre.



His Worship the Mayor and City Council
The City of Saskatoon

ADMINISTRATIVE REPORTS

Section A – COMMUNITY SERVICES

- A) **Land Use Applications Received by the Community Services Department
For the Period Between August 1, 2013 and August 28, 2013
(For Information Only)
(Files CK. 4000-5, PL. 4132, PL. 4350, and PL. 4300)**
-

RECOMMENDATION: that the information be received.

The following applications have been received and are being processed:

Condominium

- Application No. 16/13: 125 Willis Crescent (20 New Units)
Applicant: Webb Surveys for New Rock Devs. Sask. Ltd.
Legal Description: Redivision of Condominium Unit 3,
Plan No. 102113176
Current Zoning: M2
Neighbourhood: Stonebridge
Date Received: August 2, 2013

Condominium

- Application No. 17/13: 313-321 Avenue D South (12 New Units)
Applicant: Altus Geomatics for Mosaic Renewal Corp.
Legal Description: Part of Lot 10, all of Lots 11, 12, 14, 42, and 43
Block 20, Plan No. E5618
Current Zoning: MX1
Neighbourhood: Riversdale
Date Received: August 16, 2013

Rezoning

- Application No. Z25/12: 1502 Laura Avenue
Applicant: Sally Ollenberger
Legal Description: Lots 19 and 20, Block 1, Plan No. G255
Current Zoning: R2
Proposed Zoning: RM1
Neighbourhood: Forest Grove
Date Received: August 7, 2013

Subdivision

- Application No. 68/13: 1610 Edward Avenue
Applicant:
Legal Description: Lot 3, Block 8, Plan No. I196
Current Zoning: R2
Neighbourhood: North Park
Date Received: August 6, 2013

Subdivision

- Application No. 69/13: 1332 15th Street East
Applicant: Webb Surveys for Slade Holdings Inc. and
FBI Holdings Ltd.
Legal Description: Lot 9, Block 2, Plan No. G705
Current Zoning: R2
Neighbourhood: Varsity View
Date Received: August 7, 2013

Subdivision

- Application No. 70/13: 1303 Paton Crescent
Applicant: Larson Surveys Ltd. for Jastek Paton Project Inc.
Legal Description: Parcel A, Plan No. 101928405
Current Zoning: RMTN
Neighbourhood: Willowgrove
Date Received: August 14, 2013

Subdivision

- Application No. 71/13: Kensington Boulevard/Centennial Drive
Applicant: Webster Surveys for Dundee Realty Corp.
Legal Description: Parcel D, Plan No. 101709783
Current Zoning: B1B and RM3
Neighbourhood: Kensington
Date Received: August 9, 2013

Subdivision

- Application No. 72/13: 347 and 355 2nd Avenue South
Applicant: Webb Surveys for FP Equities Inc.
Legal Description: Lots 1 and 2, Block 146, Plan No. 101902137
Current Zoning: B6
Neighbourhood: Central Business District
Date Received: August 20, 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. 16/13
2. Plan of Proposed Condominium No. 17/13
3. Plan of Proposed Rezoning No. Z25/13
4. Plan of Proposed Subdivision No. 68/13
5. Plan of Proposed Subdivision No. 69/13
6. Plan of Proposed Subdivision No. 70/13
7. Plan of Proposed Subdivision No. 71/13
8. Plan of Proposed Subdivision No. 72/13

**A2) Naming Report – Kensington, Parkridge, and Marquis Street Names
(Files CK. 6310-1 and PL. 4001-5)**

RECOMMENDATION: that the information be received.

TOPIC AND PURPOSE

The purpose of this report is to advise City Council that names have been selected from the Names Master List and applied to roadways in the Kensington and Parkridge neighbourhoods, and the Marquis Industrial Area.

REPORT HIGHLIGHTS

1. The names "Antonini," "Centennial," "Childers," "Diefenbaker," "Ells," "Hassard," "Kensington," "LaBine," "McArthur," "Nightingale," and "Palliser" were applied to roadways in the Kensington neighbourhood.
2. The names "Fortosky" and "Kinloch" were applied to roadways in the Parkridge neighbourhood.
3. The name "Langer" was applied to a roadway in the Marquis Industrial Area.

STRATEGIC GOAL

The Naming of Civic Property and Development Areas Policy No. C09-008 (Naming Policy) supports the City's Strategic Goals of Sustainable Growth, Moving Around, and Quality of Life. As the city continues to grow and improve providing new streets, parks, and other facilities, it is necessary to name these facilities. The implementation of the Naming Policy allows this to occur in a way that celebrates heritage, nature, and contributions of individuals, groups, and businesses to the city, province, and country.

BACKGROUND

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

REPORT

Kensington Street Names

The City of Saskatoon's (City) Land Branch requested the name "Kensington" from the Names Master List and names "Diefenbaker" and "Centennial" be applied to roadways

in the Kensington neighbourhood (see Attachment 1). His Worship the Mayor has selected and assigned the following names:

- a) Kensington Boulevard, Gate West, Lane North, Lane South, Link, and Union (as requested) – Kensington was originally decided upon since the 1913 Yorath Plan included a Kensington Park and Kensington Park A. It is believed that the Kensington name was chosen by Christopher Yorath given that he once lived in England near the affluent Kensington District of West London;
- b) Diefenbaker Drive (as requested) – This roadway is a continuation and should keep the same name; and
- c) Centennial Drive (as requested) – This roadway is a continuation and should keep the same name.

The City's Land Branch requested the names "Ells," "McArthur," and "Nightingale" be applied to streets and an additional name be selected from the Names Master List to be applied to other roadways in the Kensington neighbourhood (see Attachment 2). His Worship the Mayor has selected and assigned the following names:

- a) Antonini Court – Mr. Eric Antonini was a founding member and president of Cosmopolitan Industries in 1971; was a board member and chair on the Saskatoon and Saskatchewan Construction Associations; was on the Board of Directors of Funds Administrative Services; was president of 1979 Western Canada Summer Games; and served on the City's Municipal Planning Commission for 10 years. He was awarded with the B'nai Brith "We're Proud of You" award, the Province of Saskatchewan Volunteer Medal and the "Spirit of Cosmo" Founders Award. Mrs. Norma Antonini was a board member with Jubilee Residences for 23 years and was awarded the Century Saskatoon Award of Appreciation. She also started a foot care program at Cosmopolitan Industries.
- b) Ells Crescent, Lane, Link, and Way (as requested) – Mr. Sidney Ells was a federal engineer working in the Alberta oilsands and was the first to suggest the use of hot water as a means for separating bitumen from sand. This is the basis for most oilsand mining projects today.
- c) McArthur Crescent and Lane (as requested) – McArthur River is the world's largest and richest uranium mine. It was discovered in Saskatchewan in 1988.

- d) Nightingale Bay, Bend, Close, Cove, and Road (as requested) – Mr. John Nightingale was president of the Saskatchewan Mining Association and head of Saskatchewan operations of International Minerals and Chemicals, an early corporate ancestor of the modern Mosaic Company.

Dundee Developments requested that the names “Childers,” “LaBine,” “Hassard,” and “Palliser” from the Names Master List and “Kensington” and “Diefenbaker” be applied to roadways in the Kensington neighbourhood (see Attachment 3). His Worship the Mayor has selected and assigned the following names:

- a) Childers Bend, Court, Cove, Crescent, Rise, and Way (as requested) – Mr. Charles Childers was president and CEO of Potash Corporation of Saskatchewan (PCS). He was the driving force behind the rapid expansion and an aggressive acquisition strategy that greatly expanded PCS’s market share in the early 1990’s. One of the most important purchases was the Potash Company of America, which gave PCS the ability to ship its products from both the west and east coasts of Canada.
- b) LaBine Bend, Court, Crescent, Terrace, and View (as requested) – Mr. Gilbert LaBine discovered Canada’s first uranium deposit. This discovery gave rise to Eldorado Nuclear Limited, a forerunner of Cameco Corporation.
- c) Hassard Close, Link, and Way (as requested) – Mr. Robert Hassard discovered a large coal seam in a narrow ravine near his house, which is believed to have led to the first serious extraction of coal in the province.
- d) Diefenbaker Terrace (as requested) – This roadway is a cul-de-sac off Diefenbaker Drive and should use this name as is commonly practiced.
- e) Kensington Place (as requested) – This roadway is a cul-de-sac off Kensington Boulevard and should use this name as is commonly practiced.
- f) Palliser Court, Link, and Way (as requested) – Captain John Palliser is credited with first discovering coal in Saskatchewan in the 1850’s.

Parkridge Street Names

The City's Land Branch requested that the name "Kinloch" be applied to streets and a name from the Names Master List be applied to other roadways in the Parkridge neighbourhood (see Attachment 4). His Worship the Mayor has selected and assigned the following names:

- a) Fortosky Crescent, Manor, and Terrace – Mr. Owen Fortosky was a City Councillor from 2000 to 2006.
- b) Kinloch Bay, Court, and Crescent (as requested) – Mr. George Boyd Nichol Kinloch, worked for the Saskatoon Police Service from 1915 to 1951.

Marquis Industrial Area Street Names

The City's Land Branch requested a name be selected from the Names Master List to be applied to the subject roadway in the Marquis industrial area (see Attachment 5). His Worship the Mayor has selected and applied the following name:

- Langer Avenue – Dr. Melvin Langer was born in Poland and immigrated to Canada in 1933. He graduated from University of Toronto in 1946 and practiced with the Saskatoon Community Clinic from 1963-1987.

His Worship the Mayor notified the Naming Advisory Committee Administrator of the names selected. Notice of the selection of His Worship the Mayor was forwarded to the City's Land Branch and Dundee Developments. The individuals and/or families whose names have been assigned have also been notified.

OPTIONS TO THE RECOMMENDATION

There are no options to the recommendation.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There are no financial implications at this time.

ENVIRONMENTAL IMPLICATIONS

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

PUBLIC NOTICE

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

ATTACHMENTS

1. Kensington – Diefenbaker Drive, Centennial Drive, Kensington Boulevard, Gate West, Lane North, Lane South, Link, and Union
2. Kensington Street Naming – City Ownership Areas
3. Kensington Street Naming – Dundee Developments
4. Parkridge – Kinloch Bay, Crescent, and Court, Fortosky Crescent, Manor, and Terrace
5. Langer Avenue

A3) Request For Encroachment Agreement 263 3rd Avenue South (Files CK. 4090-2 and PL. 4090)

- RECOMMENDATION:**
- 1) that City Council recognize the encroachment at 263 3rd Avenue South (Lots D and E, Block 152, Plan No. G339);
 - 2) that the City Solicitor be instructed to prepare the appropriate Encroachment Agreement making provision to collect the applicable fees; and
 - 3) that His Worship the Mayor and the City Clerk be authorized to execute, on behalf of the City of Saskatoon under the Corporate Seal and in a form that is satisfactory to the City Solicitor, the Agreement with respect to this encroachment.

TOPIC AND PURPOSE

The purpose of this report is to seek City Council's permission for an encroachment for the noted portions of the building located at 263 3rd Avenue South.

REPORT HIGHLIGHTS

1. Encroachment area is 11.65 square metres.
2. Portions of the building extend onto 3rd Avenue South by up to 1.07 metres.

STRATEGIC GOALS

This report supports the City of Saskatoon's (City) Strategic Goals of Sustainable Growth and Quality of Life by ensuring that designs of proposed developments are consistent with planning and development criteria and that these designs do not pose a hazard for public safety.

BACKGROUND

Building Bylaw No. 7306 states, in part, that:

"The General Manager of the Community Services Department shall not issue a permit for the erection or alteration of any building or structure the plans of which show construction of any kind on, under, or over the surface of any public place until permission for such construction has been granted by Council."

REPORT

The owner of the property located at 263 3rd Avenue South has requested permission to allow an encroachment (see Attachment 1). As shown on the site plan, the proposed new awnings will encroach onto 3rd Avenue South by up to 1.07 metres (see Attachment 2). The total area of the encroachment is approximately 11.65 square metres; therefore, will be subject to an annual charge of \$50.

OPTIONS TO THE RECOMMENDATION

There are no options to the proposed recommendation.

Administrative Report No. 14-2013
Section A – COMMUNITY SERVICES
Monday, September 9, 2013
Page 10

PUBLIC NOTICE

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

ATTACHMENTS

1. Request for Encroachment Agreement dated July 23, 2013
2. Copy of Proposed Site Plan

Section B – CORPORATE SERVICES

B1) Base Tax (Files CK. 6315-1, CS.6315-1 and CS.1500-1)

RECOMMENDATION: that the information be received.

TOPIC AND PURPOSE

To provide additional information on a proposed base tax to fund the existing roadway funding gap.

STRATEGIC GOAL(S)

This report relates to the Strategic Goal of Asset and Financial Sustainability ensuring that the City is open, accountable and transparent as it addresses resource allocation and collection decisions.

BACKGROUND

At its August 12, 2013, meeting, the Executive Committee considered a report dated August 7, 2013, from the Administration regarding a Roadway Financial Management Strategy. The Committee resolved that the report be forwarded to City Council at the appropriate time, together with a further report from the Administration on a base tax.

REPORT

Base Tax

As previously reported, the theory behind a base tax is to charge every property a base amount of taxes "off the top". If the base tax does not raise the full levy, the difference is then raised using the ad valorem formula against all property. The option provided to City Council is to use a base tax to fund a portion of the capital cost to maintain the roadway assets. In other words, use a base tax to fill the roadway asset funding gap.

The base tax proposal put forward was to charge every property owner approximately \$170.00 (phased-in over three years). This would raise \$13.8 million, which is the roadway funding gap in 2013 dollars.

Transparency

Net annual property taxes are difficult to explain to property owners. At present, there is a four-year assessment cycle, an annual budget, three taxing authorities, legislated percentages of value, mill rates and mill rate factors, as well as a four-year phase-in for the ad valorem type of property taxes.

A simple base tax is relatively easy to explain if the underlying reason for base funding is well communicated, although adding it to the existing property tax structure does add one more factor to explain.

The following are some further points to consider:

- Properties with lower values will have a higher effective tax rate than higher valued properties.
- Property tax is cited as a regressive system, relative to income. A base tax could be viewed as being more regressive.
- The base tax amount will vary each year depending upon the number of properties (potentially adding confusion). This is based on the current intent of dividing the roadway funding shortfall by the number of properties. This could be avoided by freezing the amount and allowing additional revenue to flow through from increased properties (city growth). This would assist in offsetting inflationary increases.
- Taxing scenarios should not influence the market place. With the introduction of a base tax, there is less emphasis on the value of a property, and more emphasis as to what is a parcel/property. The higher the base tax, the more the emphasis shifts.

Options

If City Council is interested in pursuing a base tax, there are additional options:

1. To more fully recognize road preservation through a base tax, the full amount of \$31.04 million, less the \$6 million contribution from the water and wastewater utilities, could be collected through a base tax with the ad valorem tax reduced by the current base amount of \$10.4 million.

Section 259 of *The Cities Act* provides the authority to set either a base tax to meet estimated expenditures or to use a base tax in addition to other property taxes. As a result, City Council has the option of determining how much or if any base tax is desired for all net or specific expenditures.

Converting all road preservation expenditures to a base tax would, however, significantly shift the tax burden to lower valued properties in the first year of implementation.

2. Introduce a tiered system by linking the base tax to groupings of taxable assessment values. The tiers and amounts would change every year as the mix of properties in each grouping change based on development.

Attachment 1 compares a potential three-tiered system of \$100, \$170, and \$250 to a flat \$170 base tax. While a tiered system can group assessed values and provide an opportunity to vary the tax rate, the rate will suddenly jump as you move from one grouping of assessed values to the next. In the attached example, as a property's value moves from 150,000 to 150,001, the base tax will increase by \$70.00 annually. This may result in a property owner appealing the valuation in an attempt to reduce it to the previous grouping. The only alternative is to move back to the ad valorem system.

What Others are Doing

The concept of a base or minimum tax is unique to Saskatchewan. The neighbouring provinces that were surveyed (British Columbia, Alberta, Manitoba, and Ontario) do not have any provisions for a base tax.

Of the cities in Saskatchewan, only Regina, Saskatoon and Lloydminster did not have a base or minimum tax in 2012. The small centres that do use base taxes do not fully identify what the base amount is meant to address but do mention various services from policing and fire to lagoon improvements to recycling.

Of those that use a base rate (2012 data), the average rate is \$538 for a residential developed site with the minimum being \$87 and the maximum being \$840. None indicate that any "tiers" are used residentially, but some use lower rates for vacant sites. Condominiums are addressed similarly.

Fewer centres have base rates for commercial properties. The only centre that indicated any "tiers" was Prince Albert, and only for commercial properties. Many have base rates "per unit" for multi-residential developments.

In 2013 the City of Prince Albert moved their existing road recapping funding from ad valorem to a base tax, and then increased it to provide additional funding. This was introduced as a single base tax to all residential and multi-residential properties/units and as a tiered amount to commercial properties.

Implementation

The City's current property tax system will require modifications to accept a base tax. In addition, the property tax bill will require modifications. A decision on the use of a base tax will be required in early fall to provide sufficient lead time for both billing and communication needs.

Your Administration plans to make changes to the existing tax bill whether or not a base tax is implemented. The existing bill remains too complex and the goal of the redesign is simplification.

POLICY IMPLICATIONS

The Cities Act provides cities with the ability to calculate taxes using mill rates and mill rate factors multiplied by taxable assessment. The *Act* also provides the option to use a base tax, a minimum tax, or a special tax. A special tax can only be used to pay for a specific service that will be completed within the taxation year.

FINANCIAL IMPLICATIONS

The financial implications are outlined earlier in this report.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

The recommendation is to refer this to the 2014 Business Plan and Budget deliberations to ensure that this matter is not dealt with outside the normal budgeting timeframe.

ENVIRONMENTAL IMPLICATIONS

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

PUBLIC NOTICE

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

ATTACHMENT

1. Comparison of Ad Valorem and Base Tax

**B2) Authorization to Borrow – External Borrowing
New Saskatoon Police Services Facility
(Files CK. 1750-1, CS. 1750-1 and CS. 500-12)**

RECOMMENDATION: that City Council grant authorization to the General Manager, Corporate Services Department, to accept the terms of a \$45,000,000 sinking fund debenture sale from the City's fiscal agency, with a term to maturity of 30 years, and subject to the approval of the appropriate Debenture Bylaw.

TOPIC AND PURPOSE

To receive approval from City Council to finance the remaining construction costs for the New Saskatoon Police Services Facility through the issuance of sinking fund debentures.

REPORT HIGHLIGHTS

1. Borrowing costs beginning to increase in 2013.
2. Current market environment is still favourable for municipal debenture issuance.
3. Markets will be closely monitored to determine the opportune time to effect a debenture sale.

STRATEGIC GOAL(S)

The recommendation in this report supports the long-term strategy of “protect the City's credit rating” under the Strategic Goal of Asset and Financial Stability. Efficient management of the City's debt is a key factor in the maintenance of a triple-A credit rating.

BACKGROUND

At its meeting held on February 27, 2012, City Council approved Borrowing Bylaw No. 9008 which outlined the terms and conditions of the initial financing for the New Saskatoon Police Services Facility. Loan proceeds of \$55,000,000 were raised by way of a bankers' acceptance loan/interest rate swap transaction, amortized over a twenty-year term, at an all-in-cost of borrowing of 3.08%.

Commencing with the 2008 Operating Budget, your Administration set aside \$750,000 per annum to be increased to \$850,000 per annum for the 2012 – 2015 budget years.

The debt service calculation was based upon a total planned borrowing of \$113 million, a thirty-year amortization term and a borrowing rate of 5%.

REPORT

Borrowing Costs Beginning to Increase

The cost of borrowing funds has increased in 2013 given the rise in bond yields. During the first four months of the year, the 30-year Government of Canada bond was trading in the range of 2.35% to 2.65%. In early May, Canada bond yields were adjusted higher due to events south of the border. The U.S. Federal Reserve stated that the current program of U.S. Treasury bond purchases would be reduced, and possibly terminated, in the near future. As a result, U.S. Treasury yields moved to higher levels, thus placing upward pressure on Canadian bond yields. Bond yields also moved higher on news of stronger U.S. employment growth and a gradual recovery in the U.S. housing sector. At the time of writing this report, the 30-year Canada bond has traded upwards through the 3.20% level. Some economists are expecting the uptrend in bond yields to continue for the balance of 2013 and 2014.

Continuation of a Favourable Issuance Environment

The municipal borrowing environment has remained quite favourable given the low interest rates and strong investor demand. Over the past year, some municipal issuers (City of Winnipeg, City of Ottawa, City of Toronto, Regional Municipality of York) have successfully issued sinking fund debentures in the 30-year term. Many institutional investors, such as pension funds and insurance companies, have ongoing portfolio requirements for high-quality, long-term bond issues. A 30-year City of Saskatoon debenture issue should attract significant investor interest given the specific maturity term and accompanying AAA credit rating.

Capital Markets to be Closely Monitored

Upon receiving authorization to borrow, the Investment Committee, in conjunction with the City's fiscal agents, will continue to monitor the capital markets in order to determine an opportune time to complete a successful debenture sale. This will involve observing changes in economic and capital market conditions, the monitoring of absolute and relative yield spreads, and gauging the level of investor interest in such a financing. The Investment Committee proposes to issue a 30-year sinking fund debenture issue with interest paid on a semi-annual basis. Annual instalments made to the sinking fund, together with accumulated interest, will be sufficient to retire the issue at maturity. In

context of the current interest rate environment, the all-in-cost of borrowing for a 30-year sinking fund debenture issue will likely fall within the 4.50% - 5.00% range.

Following the acceptance of a debenture sale from the City's fiscal agency, the Investment Committee will forward a report to City Council outlining the specific terms and conditions of the financing transaction. The report will include a recommendation that City Council approve the required Debenture Bylaw as prepared by the City Solicitor.

OPTIONS TO THE RECOMMENDATION

The alternative financing option is to utilize a bankers' acceptance loan and interest rate swap. The Investment Committee is not recommending this financing option given the need to diversify by debt type. Outstanding debt, derived from bankers' acceptance loan/interest rate swap transactions, presently accounts for 40% of aggregate debt outstanding. The Investment Committee believes that the City's debt must be managed in an effective and responsible manner.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The proposed borrowing will be completed externally and supported by the mill rate. There are sufficient funds in the operating budget to satisfy the annual debt service obligation.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

None required.

COMMUNICATION PLAN

None required.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

Following the acceptance of a sinking fund debenture sale, your Investment Committee will forward a report to City Council outlining the specific terms of the financing

transaction, together with the required Debenture Bylaw, for City Council's consideration and approval.

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 Crime Prevention through Environmental Design (CPTED) review is not required.

PUBLIC NOTICE

Public Notice Hearings for borrowing on the new Saskatoon Police Services Headquarters project were held on May 20, 2008, and June 13, 2011.

Section E – INFRASTRUCTURE SERVICES

E1) Request for Change Order Capital Project P993 – Circle Drive South Contract 13-0033 – Preston Avenue South Widening (Files CK. 6001-1, x 6050-9 and IS. 6001-07)

RECOMMENDATION: that a change order, in the amount of \$50,602.37 (not including GST), for Contract 13-0033, Preston Avenue South Widening, be approved.

TOPIC AND PURPOSE

This report is to obtain City Council approval for a change order to Contract 13-0033, Preston Avenue South Widening, to cover extra costs resulting from geometric conflicts encountered tying Preston Avenue into the new Preston Avenue interchange at Dumont Crescent. Since the change order increases the total contract value to greater than 25% of the original contract, Council approval is required.

REPORT HIGHLIGHTS

1. Unforeseen issues related to tying into the new Preston Avenue interchange roadway were discovered during construction which resulted in extra costs to complete the work; and,
2. A change order to the existing contract with ASL Paving Ltd. in the amount of \$50,602.37 (not including GST) is required to successfully complete the project.

STRATEGIC GOALS

The recommendation in this report supports the City of Saskatoon Strategic Goal of Moving Around. The upgrades to the transportation network will offer improved connectivity and efficiencies within Saskatoon's transportation network.

BACKGROUND

Included in the Circle Drive South design-build project was the construction of a diamond interchange at the south end of Preston Avenue at Circle Drive. The need to provide a transition from a two-lane northbound lane at the overpasses north limit to the existing single northbound lane on Preston Avenue was identified. Contract 13-0033 was formulated whereby the existing median would be reduced in width to make room for the construction of an additional northbound lane between Dumont Crescent and Wilson Crescent.

REPORT

ASL Paving Ltd. carried out the work beginning in early May. Throughout the course of construction, a number of issues arose while constructing the transition between the work falling under Contract 13-0033 and that falling under the Circle Drive South project. The costs associated with this extra work were not insignificant.

In order to compensate ASL Paving Ltd. for the extra work performed, it is recommended that a change order be issued for Contract 13-0033, Preston Avenue South Widening, in the amount of \$50,602.37 (tax not included).

OPTIONS TO THE RECOMMENDATION

An option to the recommendation would be to not to undertake the extra work. This would result in drainage problems and issues with roadway smoothness at the intersection of Preston Avenue and Dumont Crescent.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

Details of the total project costs including the proposed change order are as follows:

Original Contract Price Including Contingency	\$ 403,703.47
Previous Change Orders	<u>\$ 85,212.08</u>
Revised Contract Price	<u>\$ 488,915.55</u>
This Change Order	\$ 50,602.37
G.S.T.	<u>\$ 2,530.12</u>
Total Cost	\$ 53,132.49
Less G.S.T. Rebate	<u>\$ (2,530.12)</u>
Net Cost to the City For This Change Order	\$ 50,602.37

Since the change order increases the total contract value to greater than 25% of the original contract value, Council approval is required. There is sufficient funding for this additional work within approved Capital Project P993 – Circle Drive South.

Budgeted	Unbudgeted	Capital	Operating	Non-Mill Rate	External Funding
X	-	\$50,602.37	-	-	-

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Public and/or stakeholder involvement is not required.

COMMUNICATION PLAN

Construction notices were delivered to all homeowners on Preston Avenue directly impacted by the construction. PSA's were sent out communicating road restrictions and project duration to the general public. Message boards were used to warn motorists in advance of construction.

ENVIRONMENTAL IMPLICATIONS

The recommendation was estimated to have greenhouse gas (GHG) emissions implications. Construction activities required an estimated 500 litres of diesel fuel, contributing to estimated GHG emissions of 1.5 tonnes CO²e.

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.

E2) Request for Change Order
Contract 12-0055 – Marquis Pond and Faithfull Primary Water Main
(Files CK. 0292-012-44 and IS. 4111-43-5)

RECOMMENDATION: that a change order, in the amount of \$2,769,000.00 (not including GST), for Contract 12-0055, Marquis Pond and Faithfull Primary Water Main, be approved.

TOPIC AND PURPOSE

The purpose of this report is to obtain City Council approval for a change order to Contract 12-0055, Marquis Pond and Faithfull Primary Water Main. Since the change order increases the total contract value to greater than 25% of the original contract, Council approval is required.

REPORT HIGHLIGHTS

1. During construction of the storm water pond in Marquis Industrial Phase 8, a higher quantity of unsuitable material was encountered than originally estimated; and,
2. A change order to the existing contract with Sprague Rosser Contracting Co. Ltd. in the amount of \$2,769,000.00 (not including GST) is required to successfully complete the project in 2013.

STRATEGIC GOALS

The recommendation in this report supports the City of Saskatoon Strategic Goal of Sustainable Growth. The construction of the storm pond is required to provide storm water drainage in Marquis Industrial, an area that will accommodate industrial and commercial businesses, and ultimately, employment opportunities for the residents of Saskatoon.

BACKGROUND

The Marquis Industrial Phase 8 Storm Pond is currently under construction north of 60th Street between Idylwyld Service Road and Faithfull Avenue. The storm pond is a critical piece of infrastructure in the North Industrial Sector as it will hold all of the storm water west of Faithfull Avenue and north of 60th Street. The contract was awarded to Sprague Rosser Contracting Co. Ltd. in May of 2012.

REPORT

As construction progresses on the Marquis Phase 8 Storm Pond it is evident that the amount of unsuitable material in the area is greater than originally estimated. Since this material cannot be used as competent fill material, an increase in quantities for the removal of unsuitable material and excavation to embankment is required. The City approached Sprague Rosser to provide prices for the additional work so that the work can still be completed in the 2013 construction season. The City reviewed the prices submitted by Sprague Rosser Contracting Co. Ltd. and deemed them to be acceptable.

In order to have Sprague Rosser Contracting Co. Ltd. complete the extra work, it is recommended that a change order be issued for Contract 12-0055, Marquis Pond and Faithfull Primary Water Main in the amount of \$2,769,000.00 (not including GST).

FINANCIAL IMPLICATIONS

Details of the total project costs including the proposed change order is as follows:

Original Contract Price Including Contingency	\$7,930,320.00
Previous Change Orders	<u>\$1,582,116.20</u>
Revised Contract Price	<u>\$9,512,436.20</u>
This Change Order	\$2,769,000.00
G.S.T.	<u>\$ 138,450.00</u>
Total Cost	\$2,907,450.00
Less G.S.T. Rebate	<u>\$ (138,450.00)</u>
Net Cost to the City for this Change Order	\$2,769,000.00

Since the change order increases the total contract value to greater than 25% of the original contract value, Council approval is required. There is sufficient funding for this additional work within approved Capital Project 1769 - Land Development – Marquis Industrial Area and Capital Project 0634 – Trunk Sewer – North Industrial

Budgeted	Unbudgeted	Capital	Operating	Non-Mill Rate	External Funding
X	-	\$2,769,000.00	-	-	-

OPTIONS TO THE RECOMMENDATION

An option to the recommendation would be to tender the additional quantities in a separate contract. However, the Administration does not recommend this option as the time it would take to tender this work and have a new contractor mobilize to site would prevent the pond from being completed this year. Completion of the pond in 2013 is critical to ensuring that servicing of land in Marquis Industrial progresses to keep up with market demands.

POLICY IMPLICATIONS

There are no policy implications.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Public and/or stakeholder involvement is not required.

COMMUNICATION PLAN

Traffic will not be impacted by this work. Communication with adjacent property owners has been occurring on an ongoing basis.

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

The work is expected to be completed before the end of the 2013 construction season, weather permitting and barring unforeseen circumstances.

ENVIRONMENTAL IMPLICATIONS

The recommendation will have negative land use and greenhouse gas emission implications associated with development of a green field site. The overall environmental impacts of developments have not been quantified at this time.

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED Review is not required.

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PUBLIC NOTICE

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

Section F – UTILITY SERVICES

F1) U-Pass Agreement between the City of Saskatoon and University of Saskatchewan Graduate Students' Association (Files CK. 7312-1 and WT. 7314-1)

- RECOMMENDATION:**
- 1) that the City Solicitor be directed to amend the agreement with the University of Saskatchewan Graduate Students' Association (GSA) for a U-Pass Program based on the terms outlined in this report, and
 - 2) that His Worship the Mayor and the City Clerk be authorized to execute the amended agreement under the Corporate Seal.

TOPIC AND PURPOSE

To amend the agreement with the University of Saskatchewan Graduate Students' Association (GSA) to allow exemptions from the program for students living in on-campus residences.

REPORT HIGHLIGHTS

The Administration is recommending that an amendment to the current U-Pass agreement with the University of Saskatchewan Graduate Students' Association be made to allow students living in on-campus residences the option to opt out of the program.

STRATEGIC GOALS

The U-Pass initiative will assist Saskatoon Transit in attracting and retaining new ridership and build on the Strategic Goals of Moving Around and Environmental Leadership.

BACKGROUND

On June 24, 2013, City Council approved the U-Pass agreement with the GSA.

REPORT

As students of the University of Saskatchewan, GSA members have the opportunity to live in on-campus residences. Since transportation to campus is not required for these individuals, an exemption from the U-Pass program should be included in the GSA U-Pass agreement. This will allow these individuals to opt out of the U-Pass program upon providing proof that they live on campus. GSA members living on campus that still wish to participate in the U-Pass program will continue to be permitted to do so. Amending this agreement will make it consistent with the undergraduate U-Pass agreement.

OPTIONS

The Administration feels that the inclusion of this exemption parameter is necessary in order for the GSA U-Pass agreement to adhere to the structure of previous agreements.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPACT

Estimates by the GSA show that approximately 10 members will fall under the proposed exemption. The loss in revenue if these members all opt out from the U-Pass program is calculated as follows:

Cost of Pass per Term	X	Number of Students	X	Number of Terms	=	Loss in Revenue
\$97.44		10		3		\$2,923.20

COMMUNICATION PLAN

Accessible, clear and concise information on Transit routes and schedules, along with the advantages of travelling on transit will help Grad Students realize the full potential of their U-Pass. This information is available on the City's website (visit Saskatoon.ca and click on "T" for Transit) through Click and Go and Google Transit. Other communications tools used to reach students, including Grad Students, at the U of S will include social media, the PAWS website and a staffed information booth during Welcome Week.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

If approved, consultation with the University Graduate Students' Association will occur yearly, starting in one year's time, to discuss the U-Pass Program's efficacy and determine any possible improvements.

ENVIRONMENTAL IMPACT

The GSA U-Pass Program will provide a positive environmental impact as a result of reducing green house gas emissions.

When looking at the commuting patterns, of the 1127 students surveyed, 371 use a motor vehicle as their primary mode of transportation for their daily commute to classes.

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The result of having 371 fewer vehicles making the daily commute to class would reduce green house gas emissions by 228.5 tonnes annually. This result was based on Statistics Canada's 2006 Census, which indicates the average daily commute in Saskatoon was 5 km one way, Canadian average motor vehicle fuel economy of 21 mpg /City and 200 days of classes for the school year.

PUBLIC NOTICE

Public Notice pursuant to Section 3 of Policy No. C01-201, Public Notice Policy, is not required.

Section G – CITY MANAGER

G1) 2012 Report on Service, Savings and Sustainability How the City of Saskatoon is Improving Productivity (Files CK. 430-75 and CC. 100-27)

RECOMMENDATION: that the information be received.

TOPIC AND PURPOSE

Every day, members of the City of Saskatoon's 3,500-strong workforce find new ways to improve productivity. Through their efforts, the City is improving services, increasing savings, and finding ways to grow the city more sustainably. The *2012 Report on Service, Savings and Sustainability: How the City is Improving Productivity* highlights the many achievements of 2012.

REPORT HIGHLIGHTS

1. The focus is on initiatives that have made a positive impact and realized improvements in City services, savings, and sustainability.
2. The City of Saskatoon receives awards and recognition from the industry and citizens on the services it provides.
3. We have increased our savings – there is just over \$47 million in savings and over \$105 million in deferred costs.
4. The City's various environmental programs help reduce greenhouse gas emissions (GHG) by approximately 100,100 tonnes CO₂e (carbon dioxide equivalent) annually, the equivalent of removing 19,625 cars from the road.

STRATEGIC GOAL

This supports the Strategic Goal of a Culture of Continuous Improvement.

BACKGROUND

City Council, at its meeting of February 7, 2005, adopted the following recommendations:

- "1) that City Council confirm its commitment to continually attempt to increase the corporation's productivity and efficiency; and,
- 2) that City Council instruct the Administration to prepare a report annually on the efficiencies implemented in the previous year."

REPORT

The City of Saskatoon continues to seek new and innovative ways, to provide existing and emerging programs and services to its citizens. The Administration is always taking a fresh look at how it operates, and how the corporation can become more adaptive and responsive, with a focus on exploring and implementing new ways of:

- improving our service;
- increasing our savings; and
- growing our city in a sustainable way.

The *2012 Report on Service, Savings and Sustainability: How the City of Saskatoon is Improving Productivity* (Attachment 1) allows us to properly document the City's progress. The business community has encouraged the Administration to publish such accomplishments, to demonstrate that we are an innovative and creative government that practices the principles of good business.

As in previous reports, the focus is on initiatives and projects that have made a positive impact and realized improvements in City services, savings and sustainability. It also documents the numerous awards and recognition that the City of Saskatoon has achieved throughout the year.

It is important to celebrate these successes, as they are the building blocks of a culture of continuous improvement—one of the seven strategic goals outlined in the City's *Strategic Plan 2012 - 2022*.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There is approximately \$47.1 million in savings, including:

- a reduction in days lost due to absenteeism and workplace injuries, resulting in savings of over \$900,000 in five years and \$188,000 in 2012.
- \$36.7 million in sales from the City's Land Bank Program that contributed primarily to capital projects;

- \$6.86 million in savings by purchasing used buses and refurbishing them to “near new” standards, rather than purchasing new buses; and
- a new storm water utility rate structure to increase the utility’s revenue by over \$3 million, which will be invested in storm water infrastructure and flood prevention measures.

There is over \$105 million in deferred costs due to:

- citizens sending 2% less waste to the Saskatoon Landfill each year, resulting in a value of \$12.65 million in deferred costs; and
- residential recycling which is expected to add an additional eight years to the life of the Saskatoon Landfill. This is the equivalent of recapturing 15% of landfill airspace each year, which has a value of \$93.6 million in deferred costs.

COMMUNICATION PLAN

A copy of the *2012 Service, Savings and Sustainability Report* will be posted on the City of Saskatoon’s website. Hard copies of the report will be forwarded to stakeholder organizations including the Chamber of Commerce, the North Saskatoon Business Association, and the Business Improvement Districts.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

The *2013 Service, Savings and Sustainability Report* will be tabled with City Council in August 2014.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PUBLIC NOTICE

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

ATTACHMENT

1. *2012 Report on Service, Savings and Sustainability: How the City of Saskatoon is Improving Productivity*

G2) 2012 Annual Report - Investing in What Matters (Files CK. 430-72 and CC. 100-14)

RECOMMENDATION: that the City of Saskatoon 2012 Annual Report – Investing in What Matters be received as information.

TOPIC AND PURPOSE

The City of Saskatoon 2012 Annual Report – Investing in What Matters includes a summary of the progress achieved on the 2012 Business Plan, as well as the 2012 Audited Consolidated Financial Statements and Trust Fund Financial Statements (Attachment 1).

REPORT HIGHLIGHTS

The 2012 Annual Report - Investing in What Matters highlights the major initiatives that were completed in 2012, and aligns with the goals set forth in the City of Saskatoon Strategic Plan 2012 - 2022.

STRATEGIC GOALS

This report highlights initiatives that support all seven strategic goals, and the Audited Financial Reports support the goal of Asset and Financial Sustainability by demonstrating how the City of Saskatoon invests in what matters to the citizens of Saskatoon, and demonstrates openness, accountability, and transparency in the allocation of resources.

BACKGROUND

City Council approved the City of Saskatoon Strategic Plan 2012 - 2022 on February 6, 2012. The Plan sets out seven strategic goals that guide City Council's decision-making and administrative policy-making. The Strategic Plan positions Saskatoon as a *21st Century City*; it will guide the city as it take its place among the most progressive and innovative cities in Canada.

The 2012 Annual Report - Investing in What Matters aligns with the goals set forth in the Strategic Plan 2012 – 2022. It also reports back on the progress of the City's investment activities, projects, and services that were implemented, as outlined in the 2012 Corporate Business Plan and Budget.

By investing in what matters, we continue to ensure our projects, initiatives, relevant services, and key programs are delivered to our citizens. We undertake proactive and innovative approaches to managing and growing our city, while focusing on building a sustainable future, and upholding our high quality of life in Saskatoon.

REPORT

2012 Business Plan

Great progress was accomplished in 2012. A number of the City's key projects began, continued, or were completed in 2012, and are summarized below:

- Circle Drive South, the new South Bridge, and related interchanges and overpasses were either completed or very near completion, with the river crossing portion at 99% complete. This is Saskatoon's largest infrastructure project undertaking in history.
- Design and construction of the new Saskatoon Police Service Headquarters continued.
- A Relocation Plan was developed for the bus barns and City Yards to a new multi-use site (the Civic Operations Centre). City Council approved a high-level funding strategy and work began on a funding application through P3 Canada.
- The Avenue H Reservoir Expansion and High Lift Pump Station and Ultraviolet Disinfection facility at the Avenue H reservoir site was approved. Work continued on the 42nd Street Reservoir Expansion and Pump House Expansion/Distribution Improvement.
- The Remai Art Gallery saw completion of the final design, and the project construction tender was issued and closed in December.
- New parks were created and upgrades were made to existing parks and recreational facilities.

- Construction of the gas collection system wellfield at the Saskatoon Landfill was completed, with construction of the remaining infrastructure and facilities continuing, and equipment upgrades and staff training ongoing.
- The overland span demolition on the Traffic Bridge began, with demolition and cleanup of Span 1 completed.
- To meet increasing demand and ensure adequate levels of serviced inventory for both residential and industrial land, new neighbourhoods and lots were added. The design and Concept Plans for Blairmore #2 and University Heights #2 were finalized, and the College Quarter Concept Plan was approved by City Council. Phase 3 started as part of the City Centre Plan. The Kensington Neighbourhood Concept Plan was approved. New lots were serviced in Evergreen, Rosewood, Hampton Village, and Marquis Industrial Area, and new park developments were built in Stonebridge, Rosewood, Evergreen, and Lakewood Suburban.

Financial Reports

The audited 2012 City of Saskatoon Financial Report has been prepared in accordance with the financial reporting recommendations of the Public Sector Accounting Board (PSAB) of the Institute of Chartered Accountants. The Audit Committee approved the audited financial statements at its meeting on July 24, 2013, at which time the Auditors indicated that the City's significant accounting policies are appropriate and in accordance with PSAB.

The audited 2012 City of Saskatoon Financial Report was approved by City Council at its meeting on August 14, 2013.

The City of Saskatoon 2012 year-end results were finalized with a surplus of \$5.075 million as previously reported to City Council.

OPTIONS TO THE RECOMMENDATION

There are no options.

POLICY IMPLICATIONS

There are no policy implications.

COMMUNICATION PLAN

On September 5, 2013, an electronic copy of the 2012 Annual Report – Investing in What Matters will be posted on the City of Saskatoon’s website. Hard copies will be available for distribution on September 9, 2013.

In addition, hard copies will be forwarded to stakeholder organizations, including the Chamber of Commerce, the North Saskatoon Business Association, and the Business Improvement Districts.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

The City of Saskatoon 2013 Annual Report will be tabled in the fall of 2014.

ENVIRONMENTAL IMPLICATIONS

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

PRIVACY IMPLICATIONS

There are no privacy implications.

PUBLIC NOTICE

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

ATTACHMENT

1. City of Saskatoon 2012 Annual Report – Investing in What Matters, Year Ended December 31, 2012

**G3) Permanent Flag Raising of Aboriginal Flags at City Hall
(Files CK. 640-1, x CK. 100-10 and CC. 100-1)**

- RECOMMENDATION:**
- 1) that the Administration be directed to permanently raise the Treaty Six Territory flag and the Métis Nation of Saskatchewan flag at City Hall; and
 - 2) that a public event be planned to honour and celebrate the historic occasion.

TOPIC AND PURPOSE

The City of Saskatoon has received requests from various First Nations and Métis individuals and organizations to permanently fly the Treaty Six Territory flag and the Métis Nation of Saskatchewan flag at City Hall.

REPORT HIGHLIGHTS

There have been discussions in the Aboriginal community regarding the permanent raising of the Aboriginal flags at the City of Saskatoon City Hall. The permanent raising of the Aboriginal flags is a symbolic gesture which may have a two-fold effect:

- 1) Strengthening intergovernmental relationships by showing respect for, and recognition of, the Treaty Six Territory and Aboriginal governments.
- 2) Building capacity in the community through providing a sense of ownership to Aboriginal citizens of Saskatoon.

STRATEGIC GOALS

The information in this report also supports the following strategic goals:

- Continuous Improvement: If the City of Saskatoon permanently flies the Aboriginal government's flags, this gesture may be viewed as increasing the profile of the City as an inclusive workplace embracing the Aboriginal community.
- Quality of Life: Saskatoon is a welcoming people place acknowledging Aboriginal people.

- Economic Diversity and Prosperity: With additional First Nations' land holdings and urban reserve development, there is the potential to attract more First Nations who are in a position to invest in our community through their Treaty Land Entitlement funds.

BACKGROUND

The City of Saskatoon has enjoyed a long and positive relationship with the Aboriginal community, both First Nations and Métis, beginning with the meeting of Chief Whitecap and John Lake. Over the past 20 years, several First Nations have obtained land in Saskatoon, or within the City's planning district, and have either initiated or completed urban reserves, or simply a First Nations' land holding in the Saskatoon region to provide economic and employment growth for our community. The Saskatoon Tribal Council (STC), Central Urban Métis Federation Inc. (CUMFI), and the Métis Nation of Saskatchewan (MNS) have been instrumental in the provision of affordable housing in Saskatoon through subsidizing rent and ongoing programs for residents to have a better quality of life in Saskatoon.

The City of Saskatoon is located within the traditional Treaty Six Territory (see Attachment 1). Treaty Six, an agreement between Her Majesty the Queen and bands of Cree and Stoney First Nations, was negotiated and signed at Fort Carlton and Duck Lake in August 1876 and at Fort Pitt in September 1876. There were many subsequent additions to the Treaty by individual bands, well into the 20th century. Treaty Six covers 121,000 miles² (309,760 km²) in what is now Alberta. The Treaty Six area is situated between the Athabasca and South Saskatchewan Rivers, east of the mountains; in what is now Saskatchewan. It extends roughly from a northern limit between 55° and 54° latitude to the South Saskatchewan, then Qu'Appelle rivers.

The MNS represents the political, socioeconomic, cultural and educational interests of the Province's Métis through a representative system based on 12 regions and approximately 130 locals. The governance structure includes a constitution; an Elders' Advisory Council; the MNS Senate; and a cabinet – the Provincial Métis Council – which is composed of a four-member executive, as well as elected officials from the 12 regions, and appointees for women and youth. Nine affiliated institutions deliver educational training, business, and social justice programming.

In order to gain an understanding of what other jurisdictions have done with respect to permanently raising Aboriginal flags, the Administration has determined that in 2011, the City of Regina decided to permanently fly the Métis Nation of Saskatchewan and Treaty Four flags. In 2012, the University of Saskatchewan and the City of Lloydminster

both agreed to fly the Treaty Six Territory flag permanently, along with the Provincial and Federal flags.

REPORT

The relationship between the City of Saskatoon and the Aboriginal governments occurs in major and minor ways. Examples of the scope of this relationship can be witnessed through the development of an urban reserve; hosting Aboriginal tourism events (such as the Truth and Reconciliation Event and the “War of 1812” commemorations), business meetings, presentations, casual meetings over coffee, or sharing a meal. In all cases, the relationship is built on understanding, respect, and consideration of the unique cultures, traditions, current practices, government structures, community politics, and ultimately municipal services, and the needs of the Aboriginal people residing in the community.

Intergovernmental Relations

The raising of the Métis Nation of Saskatchewan and Treaty Six Territory flags has the potential to permanently solidify the City’s positive and enduring relationship with Aboriginal governments and all residents of Saskatoon. It is a symbolic act that identifies recognition of Treaty rights for all Canadians and the acknowledgement of Aboriginal history in the development of the city, province, and country.

Community Inclusiveness

City Council and the Administration have significantly increased its engagement of the Aboriginal community in the development of municipal programs (such as the ATOSKE Aboriginal Youth Leadership Program) and services, and participating in and supporting Aboriginal events/functions. Permanently raising the flags creates a symbolic opportunity to acknowledge the participation of Aboriginal citizens as the founding peoples and to recognize the traditional Treaty Six Territory in which Saskatoon is located.

OPTIONS TO THE RECOMMENDATION

The option is to reject the request to fly the Aboriginal flags on a permanent basis.

POLICY IMPLICATIONS

The City of Saskatoon's acknowledgment of the Treaty Six Territory and the Aboriginal people and organizations by permanently raising the Treaty Six Territory and Métis Nation of Saskatchewan flags is in accordance with the Cultural Diversity and Race Relations and Employment Equity policies.

FINANCIAL IMPLICATIONS

Civic Square will require two additional flag poles at a cost of approximately \$5,000 each, for a total of approximately \$10,000.

The Saskatoon Tribal Council, Métis Nation of Saskatchewan, and the City will cost-share the flag raising event costs at approximately \$800 each. The Office of the Treaty Commissioner is contributing to the event in-kind and financially.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

The City of Saskatoon has received informal requests from various First Nations and Métis individuals and organizations regarding the Aboriginal flag raising. A summary of these requests is provided below.

Treaty Six Flag

The Mayor's Office has received email requests from Aboriginal community members regarding the Treaty Six Territory flag raising. The City's Aboriginal Relations Advisor has followed-up to discuss these requests. Meetings were held with Saskatoon Tribal Council Vice Chief Geraldine Arcand who held the urban portfolio, after the Saskatoon Speaks public input meetings to discuss the ideas and procedures/protocols with the First Nations' communities. In 2012, Tribal Chief Felix Thomas obtained the urban portfolio and met with the City's Aboriginal Relations Advisor to follow-up on the previous discussions with Vice Chief Arcand. Tribal Chief Thomas raised the item at a Saskatoon Tribal Council meeting with its First Nations members, including: Muskoday First Nation Chief Austin Bear, Kinistin Saulteaux First Nation Chief Peter Nippi, Mistawasis First Nation Chief Norma Johnstone, Muskeg Lake Cree Nation Chief Cliff Tawpisin, One Arrow First Nation Chief Dwayne Paul, Whitecap Dakota First Nation Chief Darcy Bear, and Yellow Quill First Nation Chief Larry Cachene. The Treaty Six Territory Flag raising was endorsed by the Chiefs.

Discussions were held with Treaty Commissioner George Lafond; Director of Livelihood and Economic Independence Milton Tootosis; and the City's Aboriginal Relations Advisor regarding the involvement of the Office of the Treaty Commissioner in the protocol and meaning of raising the Treaty Six Territory flag permanently in municipalities. These discussions identified that we are all Treaty people, recognizing this country's history and pride in the richness of sharing as intended by the treaty as a powerful symbol of peaceful coexistence and mutual respect.

Métis Nation of Saskatchewan Flag

During the Saskatoon Speaks stakeholder meetings with the Métis community, Shirley Isbister, President of CUMFI, raised the request of flying the Métis Nation of Saskatchewan flag. Follow-up meetings were held with Métis Nation of Saskatchewan executives President Robert Doucette, Treasurer Louis Gardner, and Secretary May Henderson.

Saskatoon's Aboriginal governments would like to formally present their respective flags to City Council for a permanent flag raising ceremony.

COMMUNICATION PLAN

Pending Council's direction, an official flag raising ceremony and protocol will be planned for City Council and Aboriginal governments, Office of the Treaty Commissioner, and Saskatoon and Treaty Six residents.

Attached is an overview of commonly asked questions (Attachment 2), as well as Treaty misconceptions and facts (Attachment 3) to provide further information.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

Pending Council's direction, planning would begin for the flag raising ceremony in late September or early October 2013.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PRIVACY IMPLICATIONS

There are no privacy implications.

PUBLIC NOTICE

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

ATTACHMENTS

1. Natural Resources Canada, Atlas of Canada, Historical Indian Treaties Map
2. Commonly Asked Questions dated September 3, 2013
3. Treaty Misconceptions and Facts dated September 3, 2013

Respectfully submitted,

Randy Grauer, General Manager
Community Services Department

Marlys Bilanski, General Manager
Corporate Services Department

Mike Gutek, General Manager
Infrastructure Services Department

Jeff Jorgenson, General Manager
Utility Services Department

Murray Totland
City Manager

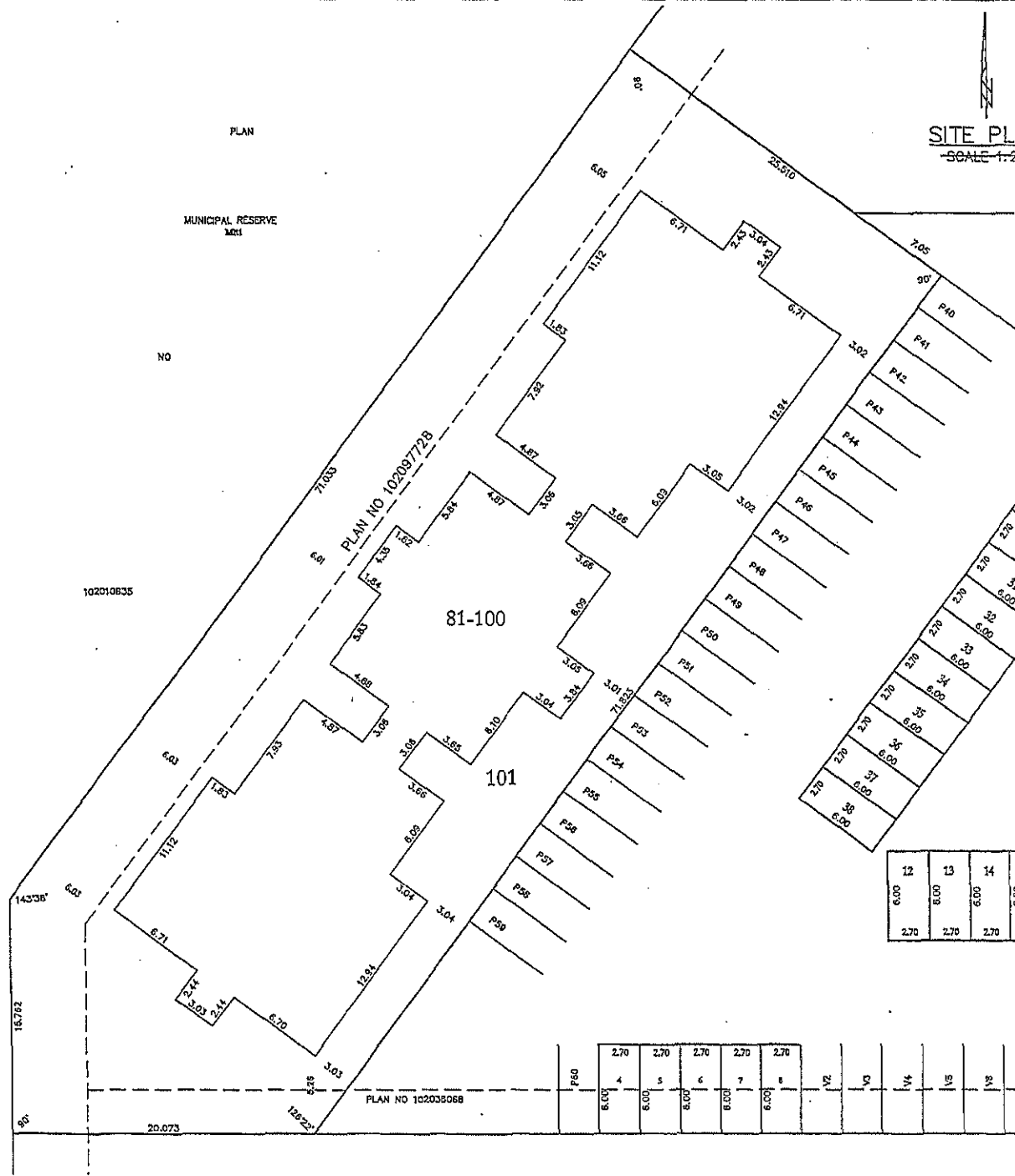
SITE PLAN
SCALE 1:200

PLAN OF SURVEY SHOWING
RE-DIVISION OF
BARE LAND CONDOMINIUM UNIT 3
PLAN 102113176, IN ACCORDANCE WITH
SECTION 25 OF THE CONDOMINIUM
PROPERTY ACT, 1993 INTO
CONDOMINIUM UNITS 81-101 INCLUSIVE
BY T.R. WEBB, S.L.S.
SCALE AS SHOWN
JULY 2013

NEW UNITS 81-100 are Regular Residential Units
NEW UNIT 101 is a Service Unit

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 at ground level.
3. Unit numbers are shown as 81, 82, 83, etc.
4. Unit boundaries are shown on Sheet 7 by a heavy solid line and are defined as follows:
— the exterior surface of any interior finishing material that forms the surface of any partition and exterior wall, door, or ceiling.
5. The doors and windows form part of the unit.
6. All exterior surfaces are common property.
7. For the assignment of exclusive use parking stalls, see attached parking on Sheet 7.
8. Parking spaces are identified as P41 – P60 and are designated for exclusive use of units as shown in the Parking Schedule.
9. Parking spaces are in accordance with Section 11(1)(a) of The Condominium Act except for Service Unit No. 101.
10. All portions of building and lands not designated as a regular condominium Service Unit No. 101.



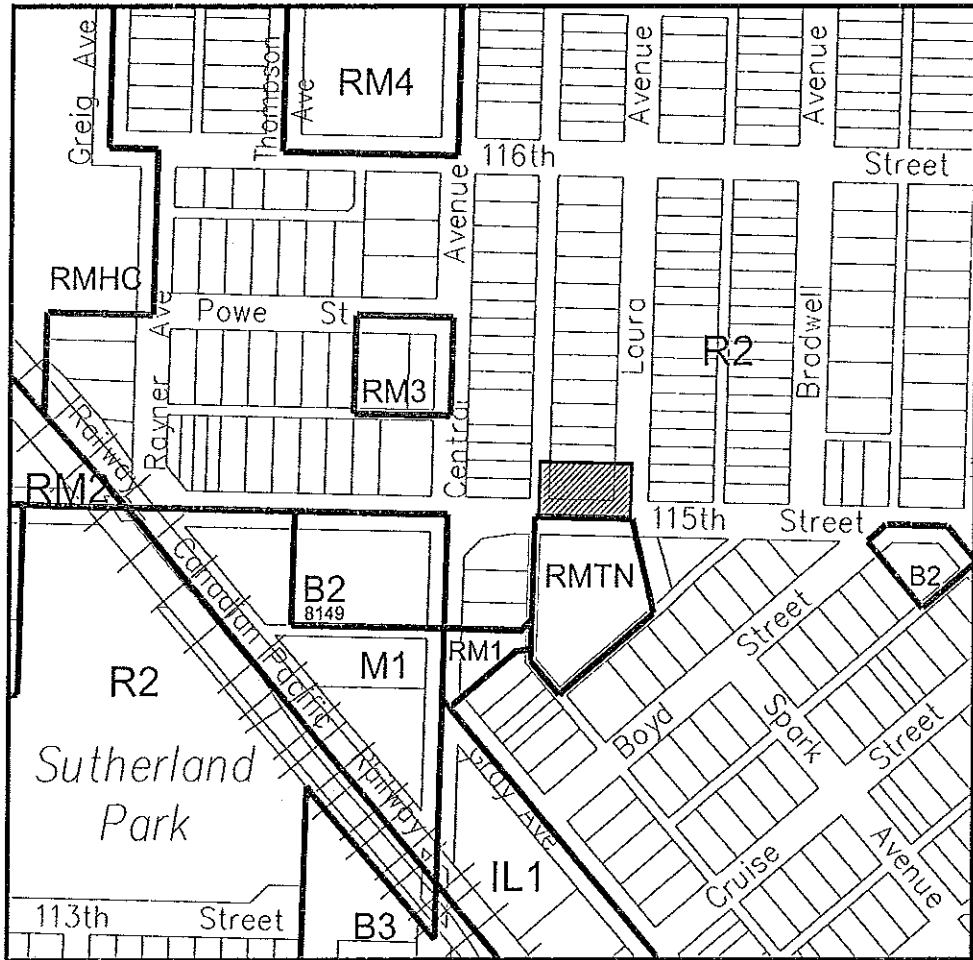
12	13	14
2.70	2.70	2.70
0.09	0.09	0.09

2.70	2.70	2.70	2.70	2.70
4	5	6	7	8
0.09	0.09	0.09	0.09	0.09

Proposed Condominium No. 16/13

Prepared by
T.R. Webb
S.L.S.
© 2013
12-2334en (

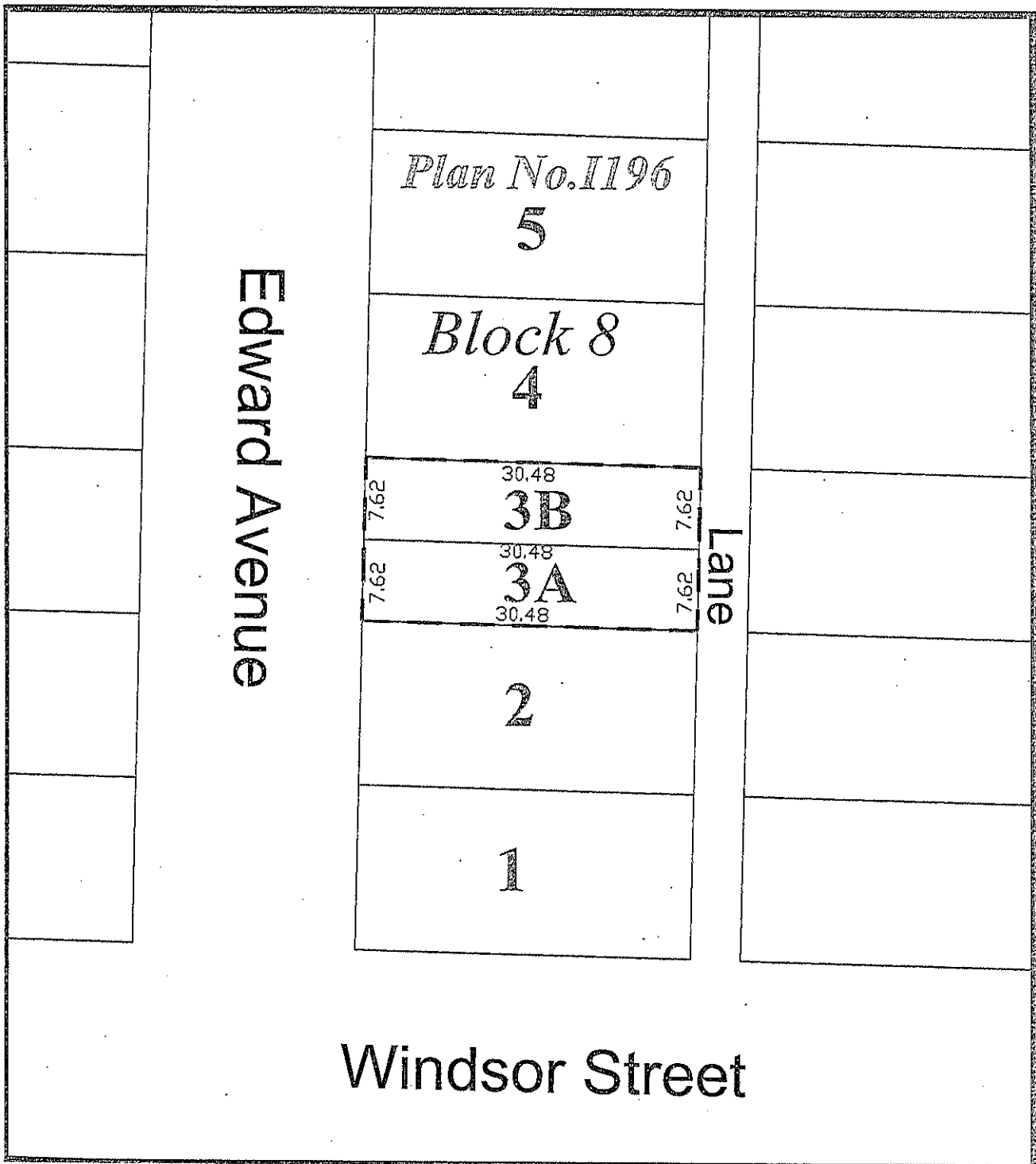
Proposed Rezoning No. Z25/13



REZONING

 — From R2 to RM1





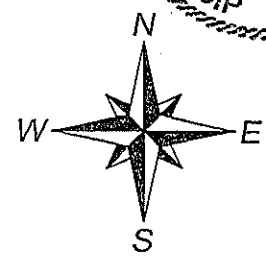
Plan Showing
Proposed Subdivision
of
Lot 3, Block 8, Plan No. I196
City of Saskatoon
Saskatchewan
2013
Scale 1:1,000

Notes
Dimensions are in metres and decimals thereof.
Area to be approved is outlined in a heavy dashed line and contains approximately 464.5 square metres.
Dimensions are approximate and are subject to change at the time of the legal survey.

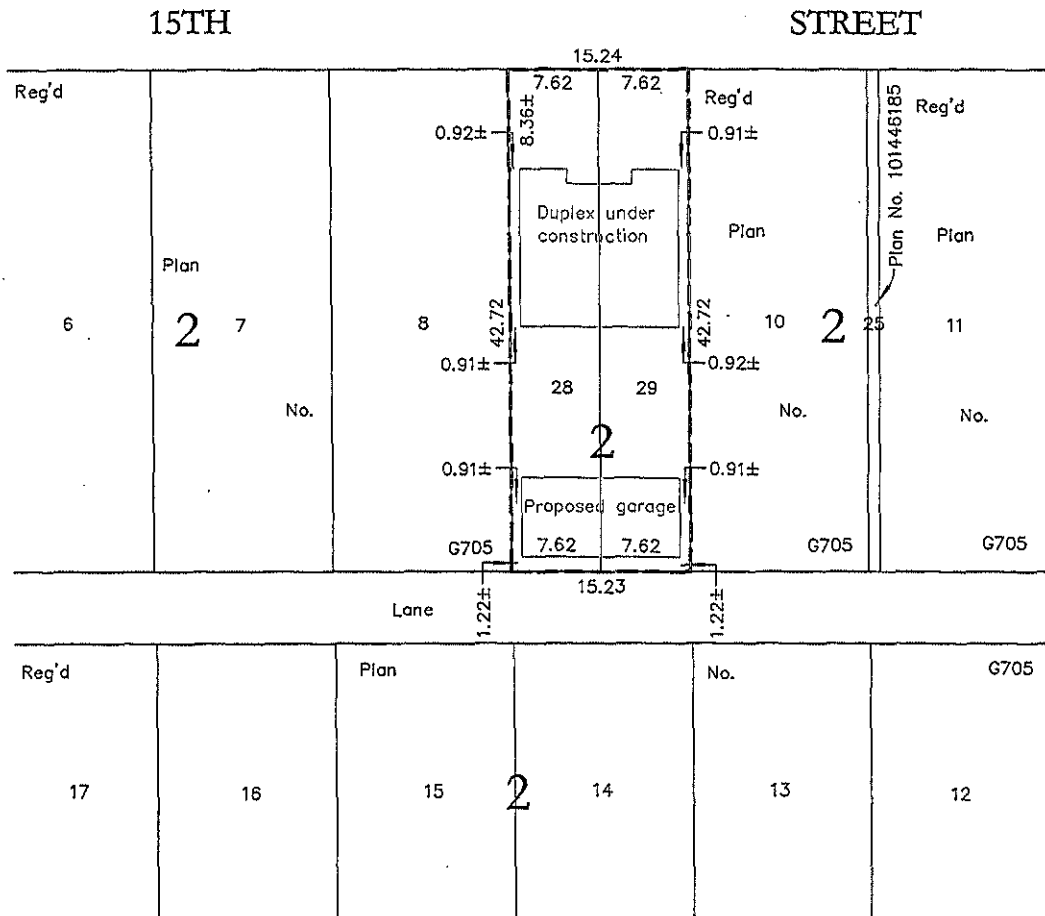
Dated in Saskatoon in the Province of Saskatchewan on the 2nd day of July, 2013.

Daniel R. Gray
Daniel Gray, MCIP, RPP
Registered Professional Planner

DANIEL R. GRAY
CANADIAN INSTITUTE OF
PLANNERS
URBANISTES
INSTITUT CANADIENNES
MCIP MICU



Proposed Subdivision No. 68/13



**PLAN OF PROPOSED
 SUBDIVISION OF
 LOT 9, BLOCK 2
 REG'D PLAN NO. G705
 N.W. 1/4 SEC. 27
 TWP. 36, RGE. 5, W. 3RD MER.
 1332-15TH 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 red with a bold, dashed line and contains 0.07± ha (0.16± ac.).
 Distances shown are approximate and may vary from the final plan of survey by ± 0.5 m

T.R. Webb Aug. 6/13
 T.R. Webb July 8, 2013
 Saskatchewan Land Surveyor

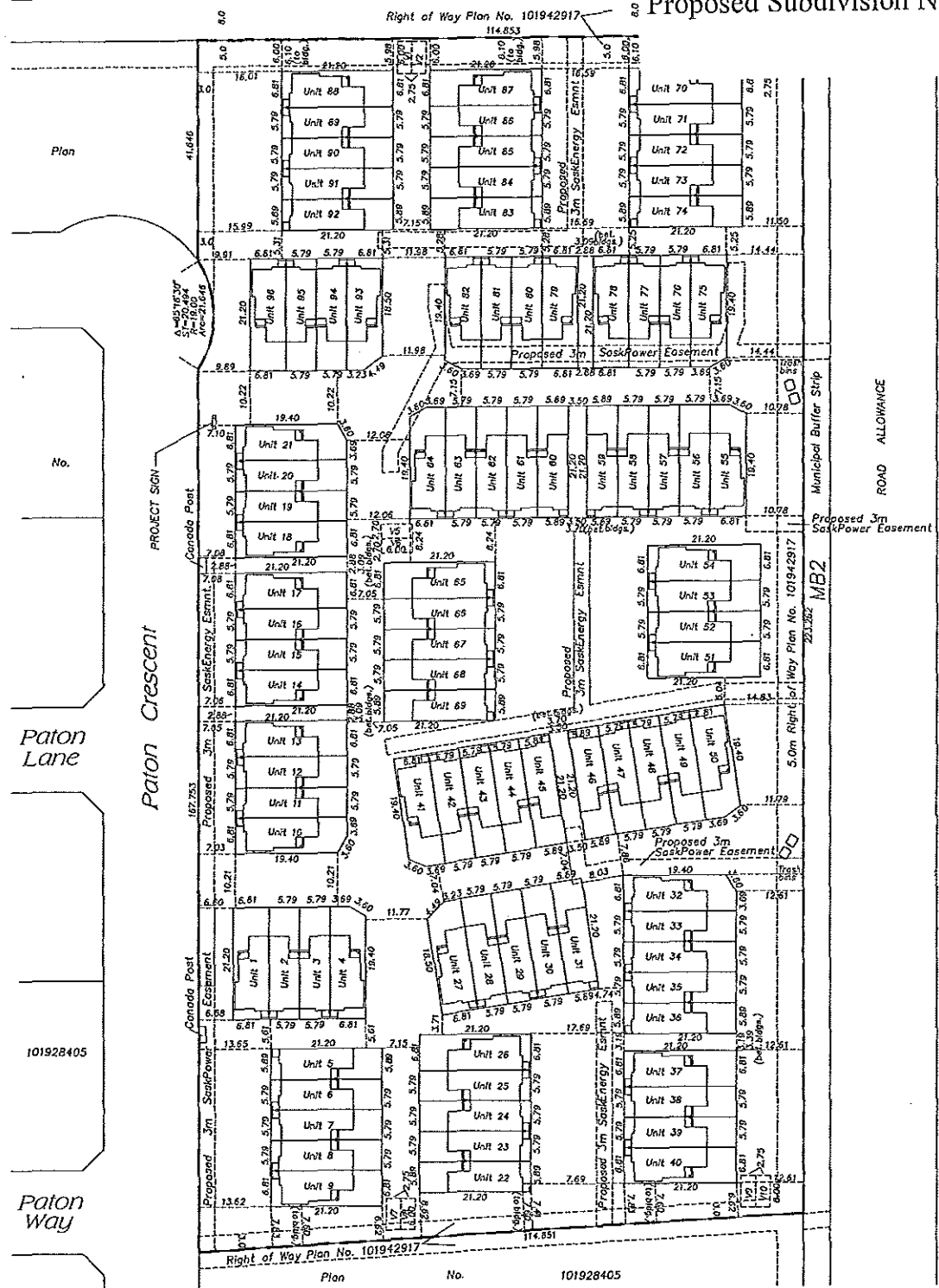
15TH STREET
 AVENUE
 BOTTOMLEY

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

 Date
 Community Services Department

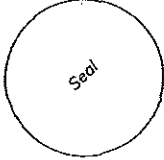
Prepared by

 © 2013
 13-2526ss N

Proposed Subdivision No. 69/13

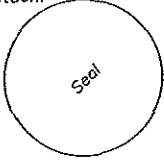


Jasmine
 Proposed Surface Bare Land
 Condominium Plan
 in Parcel A, Plan No. 101928405
 in the N.E. 1/4 Sec. 6,
 Twp. 37, Rge. 4, W.3 Mer.
 Saskatoon, Saskatchewan
 Howard A. Larson S.L.S.
 June, 2013 Scale 1:800

Howard A. Larson
 Saskatchewan Land Surveyor
 August 12, 2013

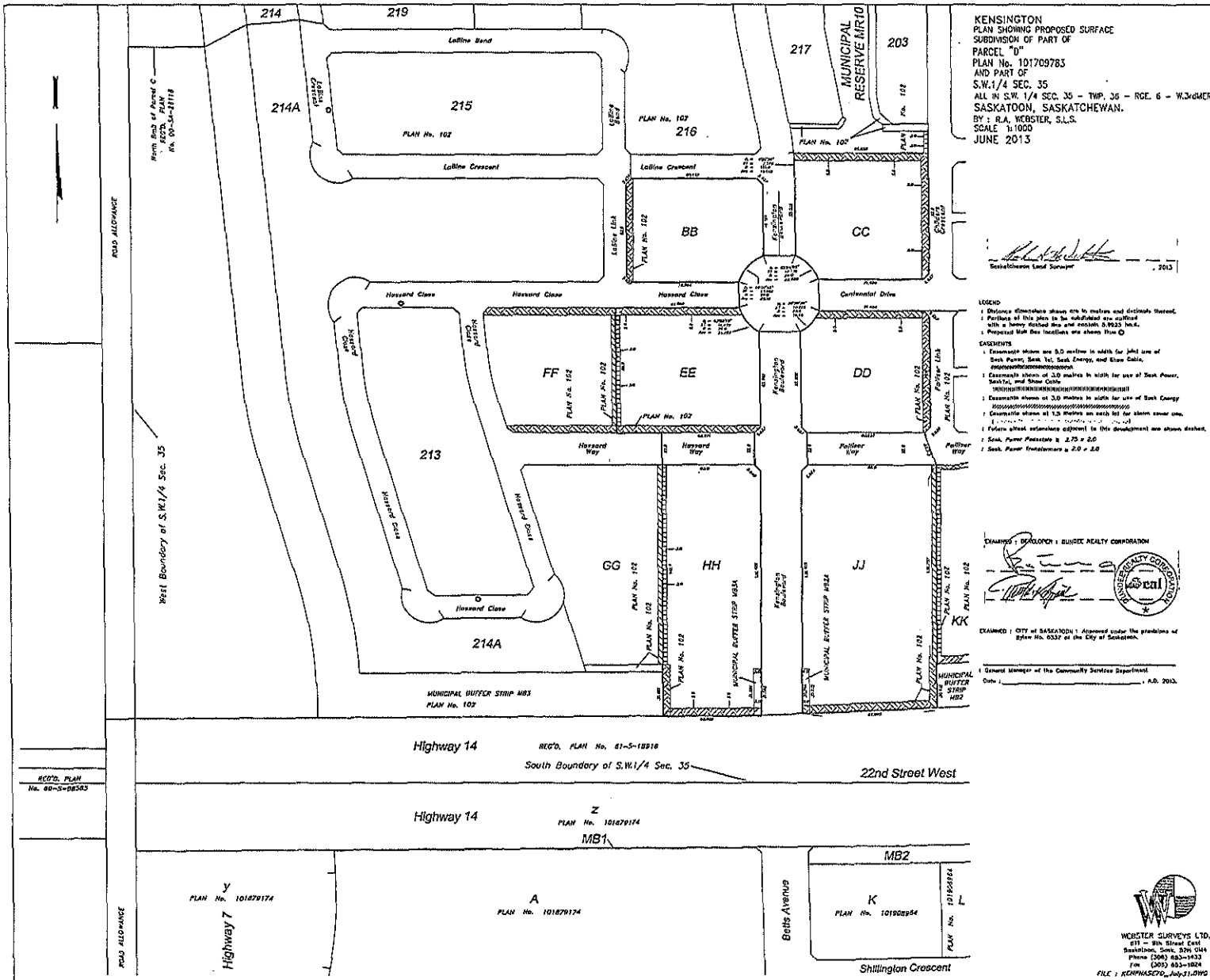


Approved under the provisions of Bylaw
 number 6537 of the City of Saskatoon.



Measurements are in metres
 Measurements are to unit boundaries unless shown otherwise.
 Area to be subdivided is outlined thus - - - - -

Community Services Department



KENSINGTON
 PLAN SHOWING PROPOSED SURFACE
 SUBDIVISION OF PART OF
 PARCEL "D"
 PLAN No. 101709783
 AND PART OF
 S.W.1/4 SEC. 35
 ALL IN S.W. 1/4 SEC. 35 - TWP. 36 - RGE. 6 - W.3/4MER.
 SASKATOON, SASKATCHEWAN.
 BY: R.A. WEBSTER, S.L.S.
 SCALE 1:1000
 JUNE 2013

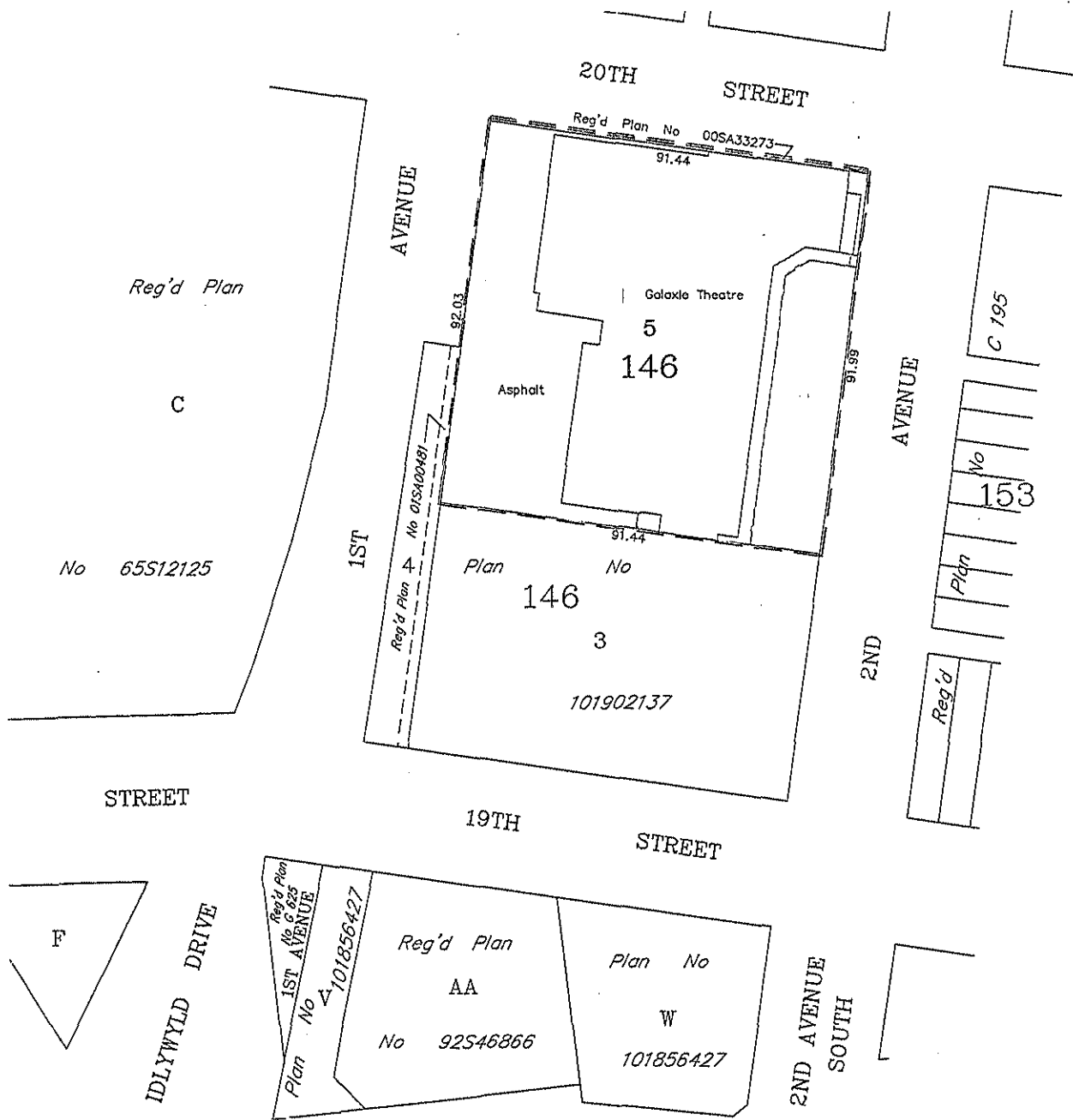
R.A. Webster
 Saskatchewan Land Surveyor
 2013

- LEGEND
- 1 Distance dimensions shown are to markers and details thereof. Portions of this plan to be subdivided are outlined with a heavy dashed line and contain S.1022 note.
 - 2 Proposed Well Box locations are shown thus \odot
- CASHEMENTS
- 1 Easements shown are 3.0 metres in width for Joint use of Sewer, Gas, Tel, Gas, Energy, and Water Cable.
 - 2 Easements shown of 3.0 metres in width for use of Sewer, Gas, Tel, and Water Cable.
 - 3 Easements shown of 3.0 metres in width for use of Gas Energy.
 - 4 Easements shown of 3.0 metres in width for the above sewer line.
 - 5 Easements shown of 3.0 metres in width for the above sewer line.
 - 6 Easements shown of 3.0 metres in width for the above sewer line.
 - 7 Sewer Pump Pressure is 2.75 x 2.0
 - 8 Sewer Pump Transformers is 2.0 x 2.0

DESIGNED: DEVELOPER: BUREAU REALTY CORPORATION
[Signature]
 EXAMINED: CITY OF SASKATOON: Approved under the provisions of Bylaw No. 6337 of the City of Saskatoon.
 General Manager of the Community Services Department
 Date: _____ A.D. 2013.

WEBSTER SURVEYS LTD.
 611 - 8th Street East
 Saskatoon, Sask. S7N 0A4
 Phone (306) 862-1433
 Fax (306) 862-1806
 FILE: KENWASC02_101709783

Proposed Subdivision No. 71/13



PLAN OF PROPOSED
 SURFACE CONSOLIDATION OF
 LOTS 1 & 2, BLOCK 146
 PLAN NO 101902137
 N.W. 1/4 SEC. 28-
 TWP 36-RGE 5-W 3RD MER
 SASKATOON, SASK.
 BY T.R. WEBB, S.L.S.
 SCALE 1:1000

T.R. Webb
 T.R. Webb May 31, 2013
 Saskatchewan Land Surveyor

Seal

Dimensions shown are in metres and decimals thereof.
 Portion of this plan to be approved is outlined in red with a bold, dashed line and contains 0.84± ha (2.08± ac.).
 Dimensions shown are approximate and may differ from the final plan of survey by 0.5± metres.

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

 Date
 Community Services Department

Prepared by

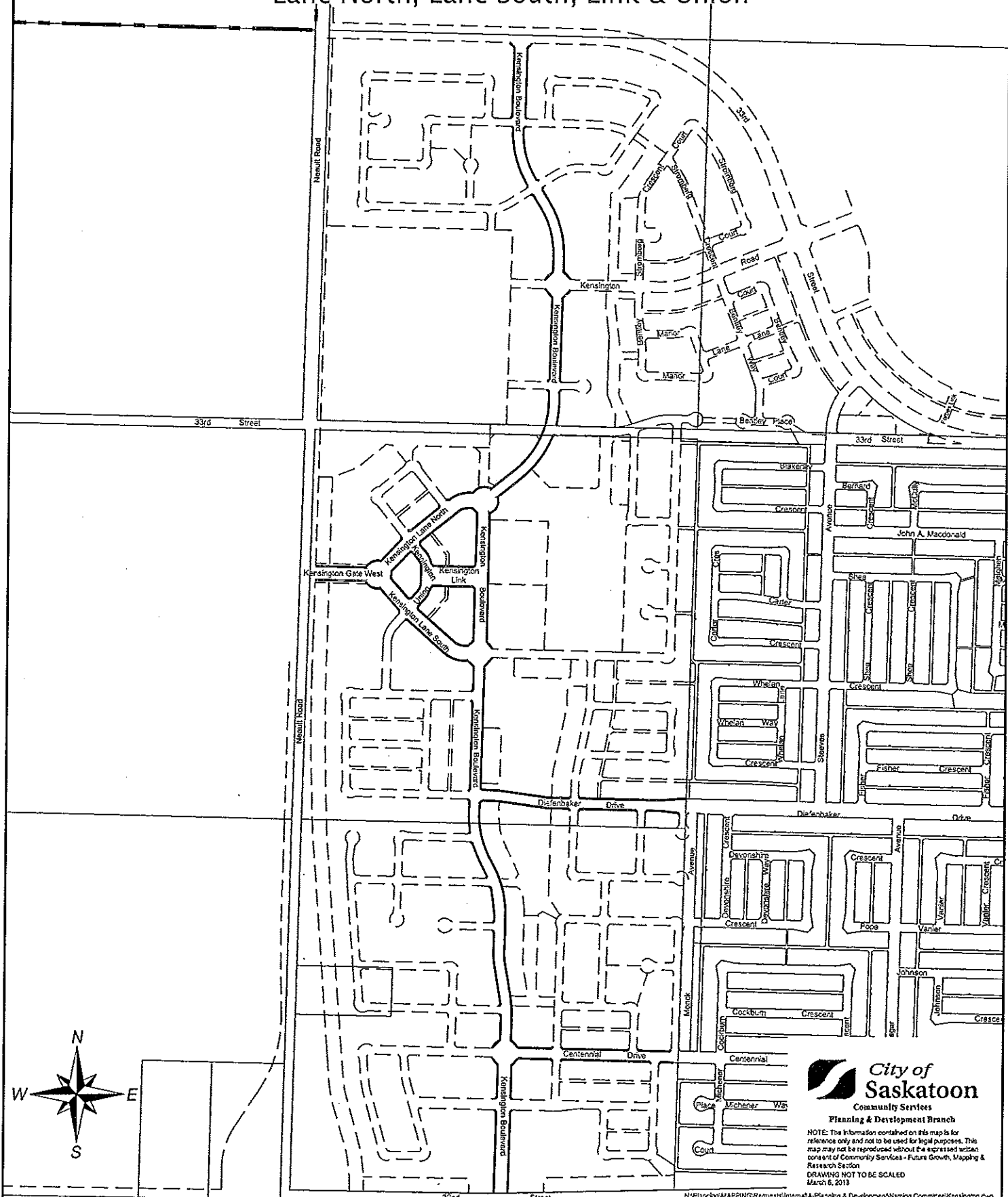
 13-2508as CAS

Proposed Subdivision No. 72/13

A2

Kensington

Diefenbaker Drive, Centennial Drive, Kensington Boulevard, Gate West, Lane North, Lane South, Link & Union



Planning & Development Branch
 NOTE: The information contained on this map is for reference only and not to be used for legal purposes. This map may not be reproduced without the expressed written consent of Community Services - Future Growth, Mapping & Research Section.
 DRAWING NOT TO BE SCALED
 MARCH 6, 2013

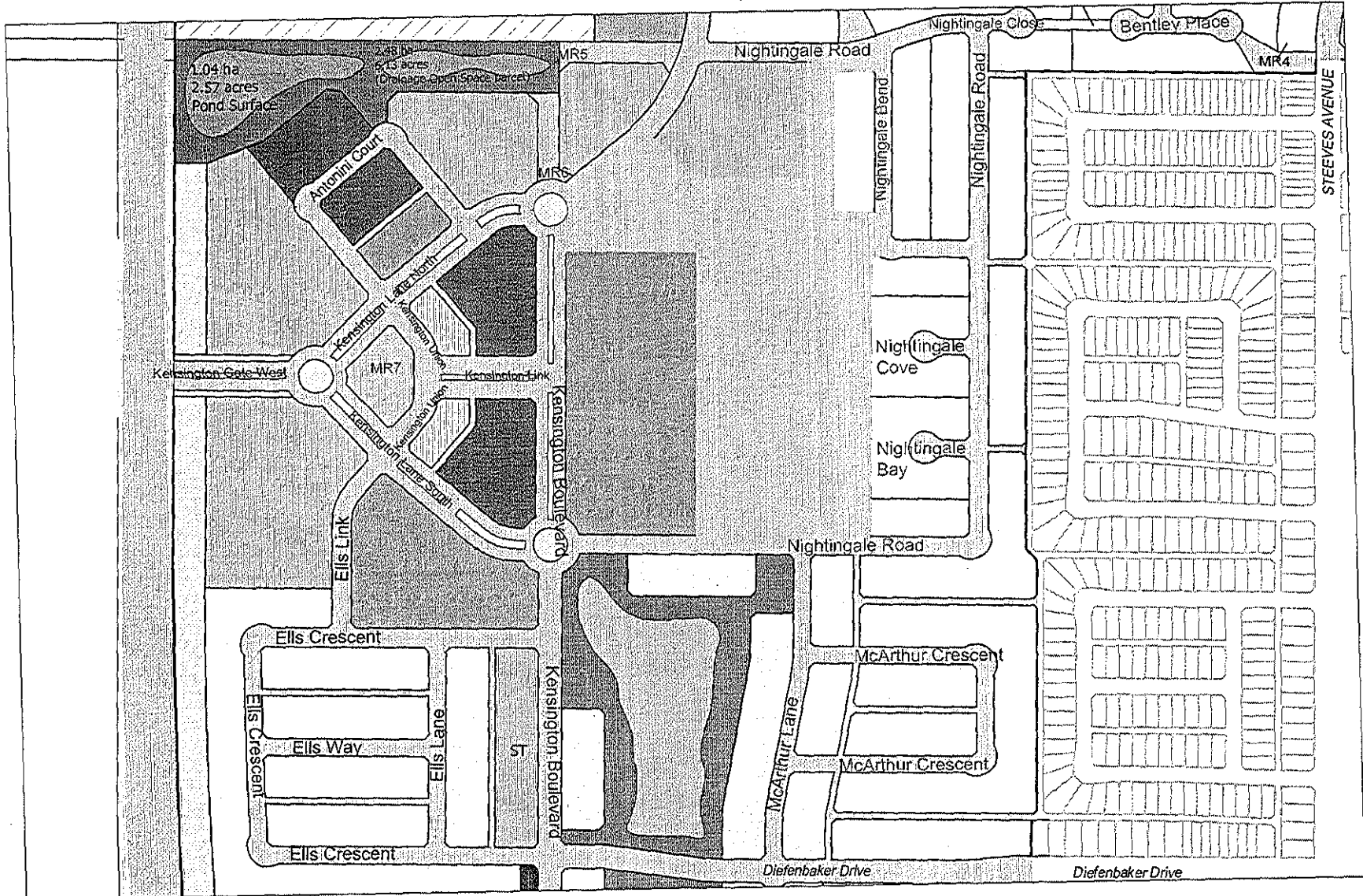
Kensington Street Naming - City Ownership Areas

McArthur Crescent
McArthur Lane

Nightingale Road
Nightingale Close
Nightingale Bend
Nightingale Cove
Nightingale Bay

Ells Crescent
Ells Lane
Ells Way
Ells Link

Antonini Court



Kensington Street Naming - Dundee

LaBine Bend
 LaBine Court
 LaBine Crescent
 LaBine Terrace
 LaBine View

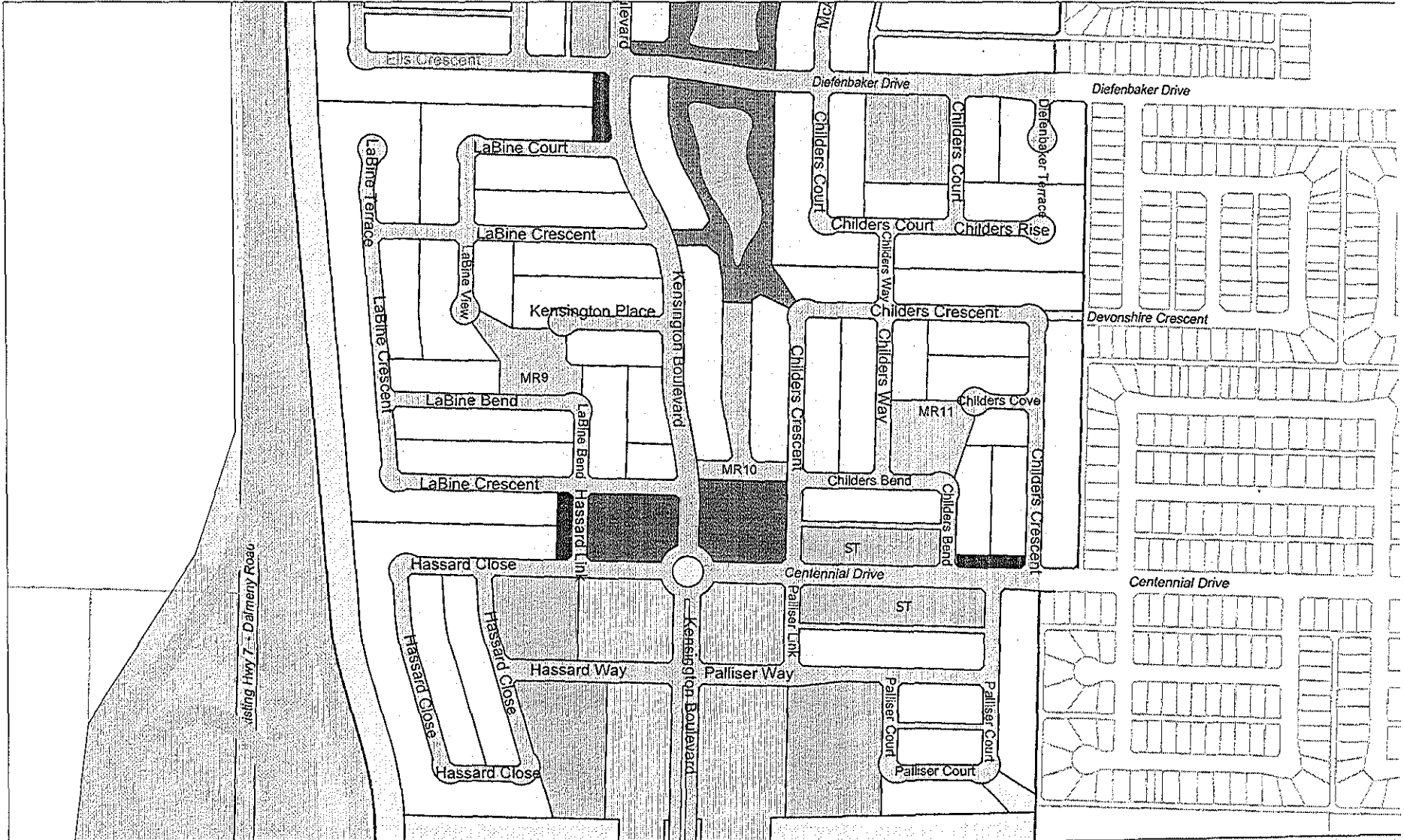
Palliser Court
 Palliser Link
 Palliser Way

Hassard Close
 Hassard Link
 Hassard Way

Childers Bend
 Childers Crescent
 Childers Court
 Childers Cove
 Childers Rise
 Childers Way

Kensington Place

Diefenbaker Terrace



Langer Avenue

71st

Street

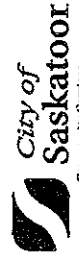
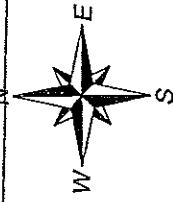
Langer Avenue

Millar Avenue

Marquis Court

Marquis

Drive



Planning & Development Branch
Community Services

NOTE: The information contained on this map is for informational purposes only and does not constitute a commitment of Community Services - Future Growth, Maps and Information Services Branch.
DRAWING NOT TO BE SCALED
January 6, 2010

NS/Planning/APPN/Reg/Request/Map/Planning & Development
Drawing/Map/Information Services Branch



COMMUNITY SERVICES DEPARTMENT - BUILDING STANDARDS BRANCH
ENCROACHMENT AGREEMENT APPLICATION

February 14, 2012

Page 1 of 1

A3

REQUEST FOR ENCROACHMENT AGREEMENT

Name of Applicant DALE MACKAY

Applicant Mailing Address 263 3RD AVES. SASKATOON, SK

Applicant Telephone (306) 881-8939 STK 1M3

Name of Owner(s) JANIS HUTSON, INDIAN HEAD CORP.
(Official Name That Will Be On Encroachment Agreement)

Owner's Mailing Address _____

Owner's Telephone 306 652 2277

Site Address 261, 262, 263 - 3RD AVES. SASKATOON,

Legal Description of Site Lot D+E Block 152 Plan 4339 SASK

Application must include the following documents:

- Existing Encroachments: Current Real Property Report/Surveyor's Certificate that clearly outlines the encroaching areas including detailed dimensions of all areas that encroach onto City of Saskatoon Property.
- Proposed Future Encroachments: Detailed drawings of the proposed encroaching areas including detailed dimensions of all areas that will encroach onto City of Saskatoon Property. (Once construction is complete, an updated Real Property Report/Surveyor's Certificate will be required to confirm the areas of encroachment).
- A cheque for the ~~\$100.00~~ Application Fee, made payable to the City of Saskatoon (Fee is to prepare Encroachment Agreement).

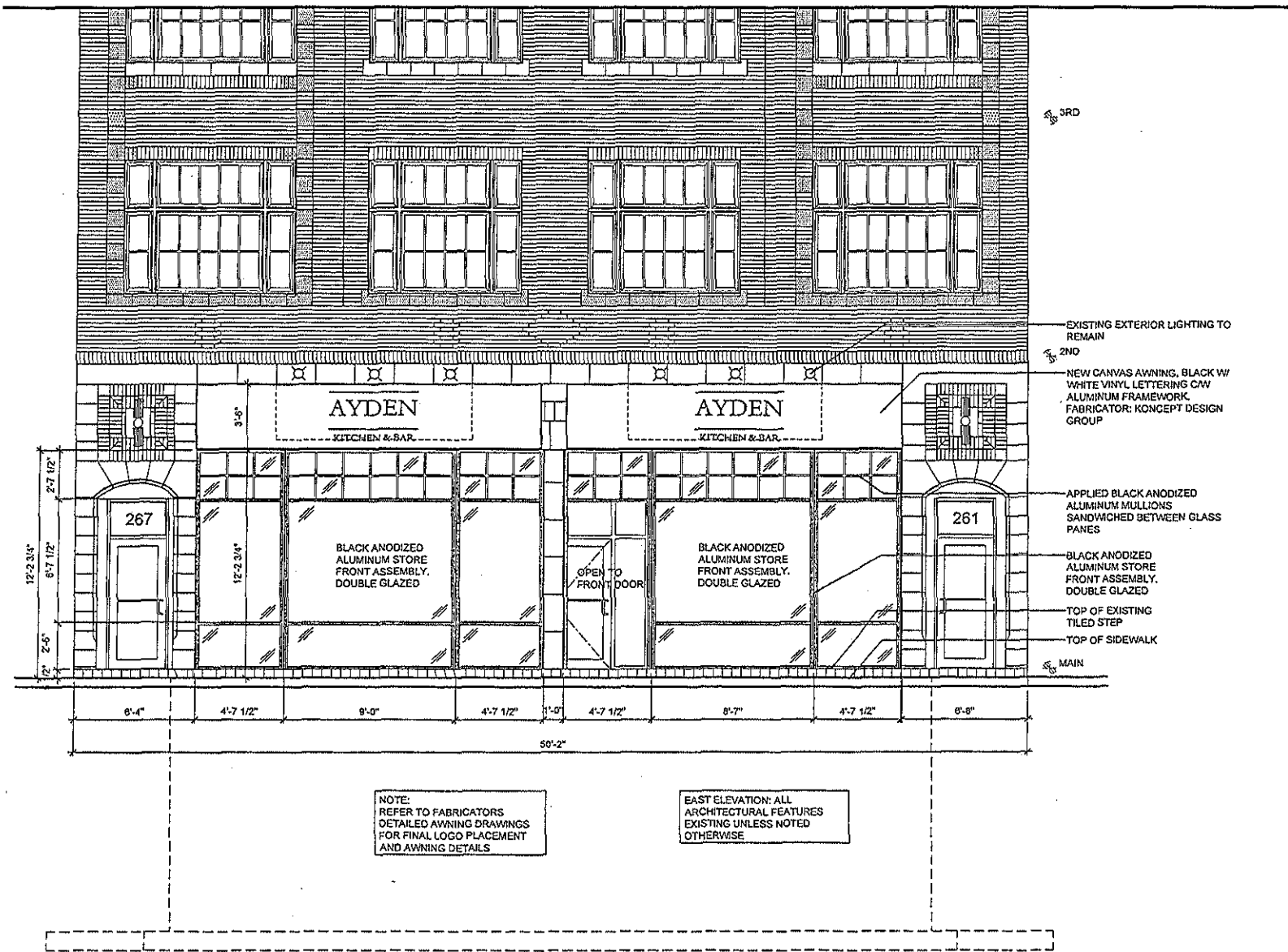
Assuming the encroachment is approved, an annual fee will be applied to the tax notice. This fee is based on the area of encroachment, and is calculated at \$3.25 m². The current minimum fee is \$50.00.

Upon receipt of the request, the *Building Standards Branch* of the *Community Services Department* will request approvals from the necessary Departments and Branches, including the *Development Services Branch*, the *Infrastructure Services Departments* and any other Department or Branch as deemed necessary, depending on the type of encroachment. Upon receipt of the various approvals and that there are no objections to the request the application will be forwarded to next available meeting of City Council for their approval. Once City Council has approved, the City Clerks office will advise the applicant of Council's decision, and will prepare the agreement. Please note that requests encroachment agreements may take 6 to 8 weeks to process.

Applicant Signature

Application Date

JULY 23 2013



ce dē ce inc
 connie young design collaborative

1425 9th Avenue SE Calgary, Alberta T3E 6K6
 ph 403.245.6568 1x 403.228.0841

General Notes

This drawing must not be scaled.
 Contractor shall verify all levels, datums, and dimensions prior to the commencement of work. All discrepancies must be reported to the Consultants immediately.
 This drawing is the exclusive property of the Consultants and may be reproduced only with the permission of the Designer in which case the reproduction must bear the name of the designer.

This drawing must be read in conjunction with all Consultants' drawings, specifications, and schedules.

Issued

No.	Date	Description
1.	2013.07.16	ISSUED FOR BUILDING PERMIT

Project
 AYDEN KITCHEN & BAR.

Project Number
 2524

Drawing
 STOREFRONT ELEVATION

Drawn by MS	Checked by CY
Scale 3/16" = 1'-0"	ID16
Date 2013.07.24	

1 EAST ELEVATION- NEW STOREFRONT GLAZING
 ID16 3/16" = 1'-0"

ATTACHMENT 2

ce dē ce inc
 connie young design collaborative

1425 9th Avenue SE Calgary, Alberta T3E 6K6
 ph 403.245.6568 fx 403.228.0841

General Notes

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This drawing must be read in conjunction with all Consultants' drawings, specifications, and schedules.

Issued

No.	Date	Description
1.	2013.07.16	ISSUED FOR BUILDING PERMIT

Project

AYDEN KITCHEN & BAR.

Project Number

2524

Drawing

ENTRY DOOR SECTION

Drawn by

MS

Checked by

CY

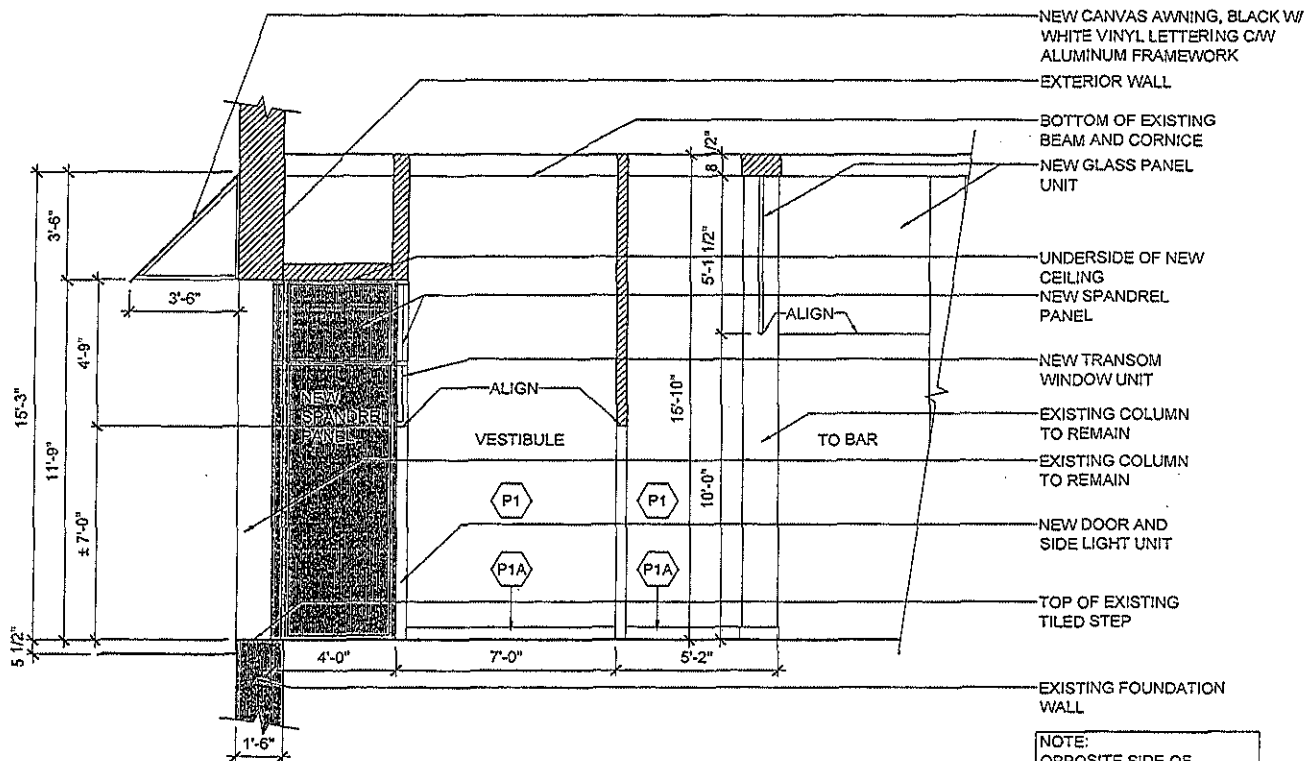
Scale

1/4" = 1'-0"

Date

2013.07.24

ID16



2 FRONT ENTRY & VESTIBULE- SECTION

ID16 1/4" = 1'-0"

NOTE:
 OPPOSITE SIDE OF
 VESTIBULE TO BE MIRROR
 OF THIS ELEVATION

ce dē ce inc
 connie young design collaborativ

1425 9th Avenue SE Calgary, Alberta T3E 6K6
 ph 403.245.6568 fx 403.228.084

General Notes

This drawing must not be scaled.

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This drawing must be read in conjunction with all Consultants' drawings, specifications, and schedules.

Issued

No.	Date	Description
1.	2013.07.16	ISSUED FOR BUILDING PERMIT

Project
AYDEN KITCHEN & BAR.

Project Number

2524

Drawing

SITE PLAN

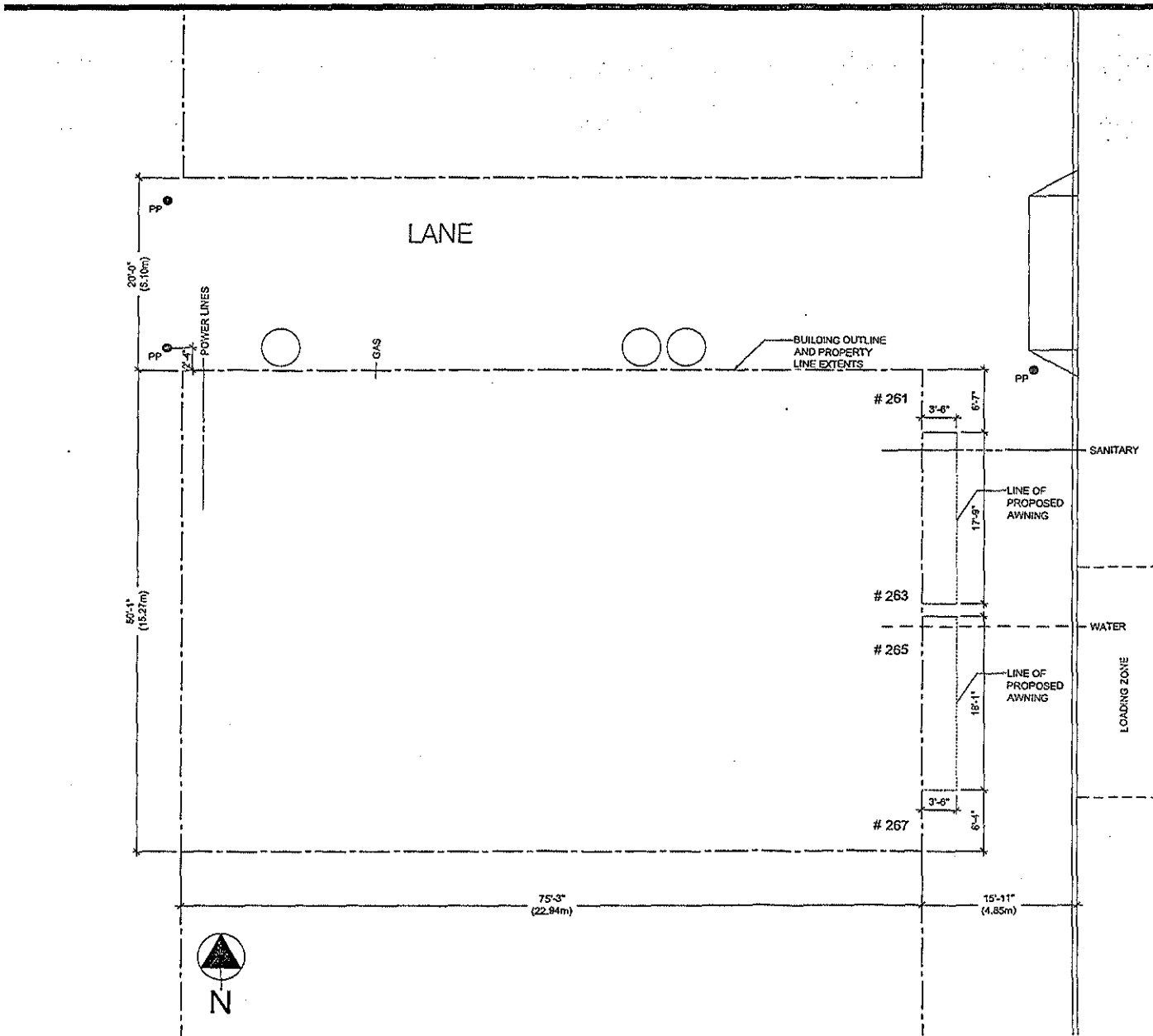
Drawn by
 MS

Checked by
 CY

Scale
 3/32" = 1'-0"

Date
 2013.07.16

IDO



3RD AVENUE SOUTH

Comparison of Ad Valorem and Base Tax
 (impact on residential and condo properties only)
 (all scenarios will raise the 13.8M)

Assessed Value	# of RES/ CONDO properties at this value or less	% of RES/ CONDO properties at this value or less	2013 Taxes	Ad Valorem % increase same for all			Base Tax Example 1 \$170 Base Tax Added*			Base Tax Example 2 Tiered Base Tax Added**		
			City Taxes Only	City Ad Valorum with Tax Increase	City \$ tax increase	City % tax increase	Base Tax*	City With Base Tax	City % tax increase	Tiered Base Tax***	City With Base Tax	City % tax increase
50,000	897	1.15%	\$223.63	\$243.37	\$19.74	8.8%	\$170.00	\$393.63	76.0%	\$ 100.00	\$ 323.63	44.7%
75,000	461	0.59%	\$335.45	\$365.06	\$29.61	8.8%	\$170.00	\$505.45	50.7%	\$ 100.00	\$ 435.45	29.8%
100,000	1,137	1.46%	\$447.27	\$486.75	\$39.48	8.8%	\$170.00	\$617.27	38.0%	\$ 100.00	\$ 547.27	22.4%
150,000	3,921	5.05%	\$670.90	\$730.12	\$59.23	8.8%	\$170.00	\$840.90	25.3%	\$ 100.00	\$ 770.90	14.9%
200,000	6,553	8.43%	\$894.53	\$973.50	\$78.97	8.8%	\$170.00	\$1,064.53	19.0%	\$ 170.00	\$ 1,064.53	19.0%
250,000	11,978	15.42%	\$1,118.16	\$1,216.87	\$98.71	8.8%	\$170.00	\$1,288.16	15.2%	\$ 170.00	\$ 1,288.16	15.2%
300,000	14,718	18.94%	\$1,341.80	\$1,460.25	\$118.45	8.8%	\$170.00	\$1,511.80	12.7%	\$ 170.00	\$ 1,511.80	12.7%
350,000	16,467	21.19%	\$1,565.43	\$1,703.62	\$138.19	8.8%	\$170.00	\$1,735.43	10.9%	\$ 170.00	\$ 1,735.43	10.9%
400,000	9,248	11.90%	\$1,789.06	\$1,947.00	\$157.93	8.8%	\$170.00	\$1,959.06	9.5%	\$ 170.00	\$ 1,959.06	9.5%
450,000	5,392	6.94%	\$2,012.69	\$2,190.37	\$177.68	8.8%	\$170.00	\$2,182.69	8.4%	\$ 170.00	\$ 2,182.69	8.4%
500,000	2,747	3.54%	\$2,236.33	\$2,433.74	\$197.42	8.8%	\$170.00	\$2,406.33	7.6%	\$ 170.00	\$ 2,406.33	7.6%
600,000	2,440	3.14%	\$2,683.59	\$2,920.49	\$236.90	8.8%	\$170.00	\$2,853.59	6.3%	\$ 250.00	\$ 2,933.59	9.3%
750,000	1,125	1.45%	\$3,354.49	\$3,650.62	\$296.13	8.8%	\$170.00	\$3,524.49	5.1%	\$ 250.00	\$ 3,604.49	7.5%
1,000,000	486	0.63%	\$4,472.65	\$4,867.49	\$394.84	8.8%	\$170.00	\$4,642.65	3.8%	\$ 250.00	\$ 4,722.65	5.6%
1,500,000	113	0.15%	\$6,708.98	\$7,301.23	\$592.26	8.8%	\$170.00	\$6,878.98	2.5%	\$ 250.00	\$ 6,958.98	3.7%
1,868,200	13	0.02%	\$8,355.81	\$9,093.44	\$737.63	8.8%	\$170.00	\$8,525.81	2.0%	\$ 250.00	\$ 8,605.81	3.0%

NOTE: Table shows comparisons for residential properties - however to raise 13.8M, all properties types will pay base amount
 (\$50,000 is the lowest assessed home, however, about 95% of the properties less than this amount are for land only - in developing areas)
 (The highest assessed home is \$1,868,200 - only 4 homes are greater than 1.8M - 13 homes are assessed between 1.5M and 1.87M)

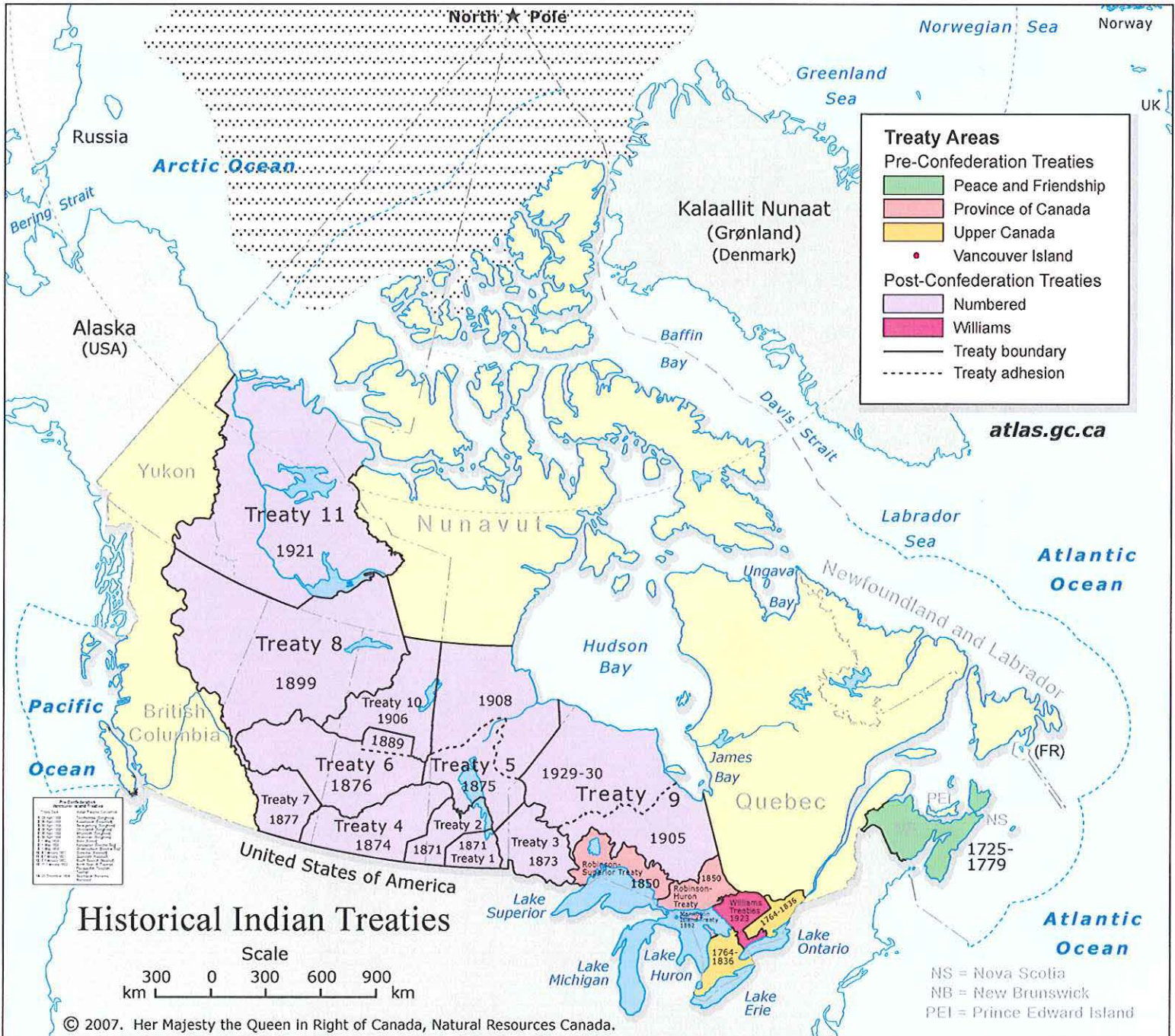
* \$170 is based on the total number of properties billed in 2013 - this value may change every year depending on the number of properties

** The base rate and 'tiers' are for 2013 values and properties - the values and the 'tiers' may change every year as the numbers and values of properties change

***Using the Assessment to determine tiers results in effective tax rates that jump at a certain value (e.g. 150,000 pays \$100 and 150,001 pays \$170)

B1

ATTACHMENT 1



Commonly Asked Questions
September 3, 2013

1. Why would the municipal government raise the Aboriginal flags?

- It is a way of honouring Aboriginal people as the “founding people”, who signed the treaty with Canadians as a symbol of peaceful coexistence and mutual respect.
- It recognizes the contributions that First Nations’ and Métis people have provided to our community.
- It promotes one of the City’s priorities as outlined in the Strategic Plan, under Quality of Life, to develop partnerships and programs with Aboriginal organizations that will assist in enhancing economic, employment, and training opportunities.
- It demonstrates the leadership that will lead to a greater understanding when creating regional partnerships between our communities.
- Treaty 6 was signed in 1876, prior to either Alberta or Saskatchewan becoming provinces. Included in the treaty were 52 bands. The treaty was signed with the Crown to maintain peace and identity, coexistence with the settlers, and to outline the reservations. Raising the Aboriginal flags acknowledges this history.
- It is a way of publicly demonstrating the City’s ties with Aboriginal organizations and governments built upon respect; sharing common histories and cultures, and acknowledging peoples’ unique contributions made over the past decades.
- Aboriginal people are one of the youngest, largest, and fastest growing urban populations in Canada. Strengthening partnerships will create opportunities for urban Aboriginals and Saskatoon as a whole.

2. Why the Aboriginal flags and not other cultures?

- The First Nations’ people are considered the “founding people” who built the foundation of Canada. Treaty signing created opportunities for peaceful coexistence for settlers to create opportunities for their families and communities to continue building our nation.
- Section 35 of the *Constitution Act, 1982* provides constitutional protection to the Aboriginal and treaty rights of Aboriginal people in Canada.

3. Are the Aboriginal governments recognized as formal orders of government within the Constitution?

No, however, since 1995, the Government of Canada has a policy that allows Aboriginal communities to contribute and participate in the decisions that affect their lives and carry-out effective relationships with other orders of government.

- The Canadian Constitution recognizes three groups of Aboriginal people – First Nations, Métis, and Inuit. These are three separate peoples with unique heritages, languages, cultural practices, and spiritual beliefs.
- Treaty rights for all Canadians has existed since 1982 (the year the Constitution Act was passed), and those treaties that were finalized after are recognized and affirmed by Canada's Constitution.
- The Aboriginal orders of government in practice in dealing with the federal and provincial governments have been treated as an order of government as it relates to the provision of infrastructure, programs and services for their respective memberships. First Nations have self-government agreements in building sound governance and institutional capacity recognizing the inherent right to self-government under Section 35 of the Constitution.
<http://www.aadnc-aandc.gc.ca/eng/1100100031843/1100100031844>

4. What is Idle No More?

Idle No More (INM) is a grassroots movement that organizes educational forums, non-violent protests, direct-action activities, and assertion of land and treaty rights. INM originally took form as a Twitter hashtag in reaction to alleged legislative abuses of indigenous treaty rights by the current federal government. The movement takes particular issue with the recent omnibus bills Bill C-45 and Bill C-38.

5. Do you think that special rights contradict equality of everyone?

Special rights in the context of treaty are a misconception. The terms special rights and treaty rights cannot be used interchangeably. Treaty rights were intended to benefit everyone equally; therefore, they do not contradict the equality of everyone.

6. People often make the verbal attack that First Nations' people don't pay taxes. Can you address this? Clarify?

In Saskatchewan, everyone pays taxes. There is a very small number or percentage of the Saskatchewan population who live on reserve who may not pay taxes; however, since some reserves implement their own taxation policies then they too would pay taxes. http://www.aadnc-aandc.gc.ca/DAM/DAM-INTER-HQ/STAGING/texte-text/info125_1100100016203_eng.pdf

7. Do all First Nations' people get their prescription medications fully paid for no matter what the drug is?

No, in Saskatchewan, in some cases, the health benefits for poorer people are inferior to what is provided to the general public. Since many of Saskatchewan's First Nations' people are in the poor category, then they would experience this inferiority in the health sector. The health benefits question is not about differences between the Status and non-Status members, it is an overall difference between the rich and the poor members of society.

8. How does treaty rights implementation empower Aboriginal people?

This is another question we can invert to get a different perspective. Consider this: "How does treaty rights implementation empower non-Aboriginal people?" We can say that treaty implementation benefitted non-Aboriginal people by allowing them to own land, own farms, be free from a control such as an Indian Act, economic self-sufficiency, and the list goes on.

9. What is the role of non-Aboriginal people in Aboriginal self-determination?

The role should be a supportive one. Aboriginal people have not been unsupportive in the pursuit of Canada's self-determination as it benefits everyone. The same should be considered when supporting Aboriginal self-determination as this too would benefit the entire country and not just one group. The issues that affect one group will always affect the other, so in helping Canada to become a better country, all pursuits towards successful self-determination should be supported as it would benefit the country as a whole.

10. Only Treaty Six includes a medicine chest, but yet all First Nations' people receive medical coverage. Why?

Treaties are to be treated as ONE. The numbered treaties are separated by boundaries for an organizational purpose and because of different treaty rights. Think of it as one treaty across Canada that is separated by boundaries to keep a system of structure to the process.

11. Do First Nations' people get a free education?

Education was a promise made in the treaties. However, due to funding limitations, this promise has not been fully honoured. First Nations' people wanting to attend post-secondary institutions must apply for funding from their First Nation.

Treaty Misconceptions and Facts
September 3, 2013

Treaty-making was a complex and sacred process. Interpretations of the treaties vary due to the differing worldviews of the participating nations. Over time several misconceptions have developed in our society about what the treaties provide and how they were intended to be interpreted and implemented. Some of the most common misconceptions and the facts associated with them are listed in the chart below.

Treaty Misconceptions and Facts

Misconceptions	Facts
<i>Treaties are simple land transactions.</i>	The treaties are permanent, legally binding, solemn agreements between the Crown and the First Nations' people of Canada. In addition to the land, the treaties create a fundamental political relationship, establishing obligations and expectations on both sides. This relationship included the principles of peaceful coexistence and mutual benefit.
<i>Treaties have no relevance today: they are part of the past.</i>	In 1982, when the Constitution was repatriated, Section 35 recognized and affirmed existing treaty rights. Like other rights and freedoms that all Canadians enjoy, treaty rights are guaranteed by the Canadian Constitution which is the primary law of the land. We all live under the rule of law, so treaties <i>must</i> be honoured. There is no expiration date on the treaties; they are intended to be enduring. The leaders who negotiated the treaties spoke about the "children yet unborn" because they wanted the agreement to reflect the changing realities for the generations to come.
<i>Treaties benefit only First Nations' people</i>	The treaties benefit all Canadians because they offer an unique foundation to build a harmonious future for all Canadian people. Prior to the turn of the last century, both First Nations' people and the Crown/Government of Canada saw treaties as a viable means of defining how everyone could live together for the good of all.

<p><i>The written text of treaty is all that a person needs to understand treaties.</i></p>	<p>While the Government of Canada relied on written documents, First Nations' people relied on oral traditions regarding the "spirit and intent" of the treaties. First Nations' people believe the written documents do not capture the spirit and intent from the First Nations' perspectives.</p>
<p><i>First Nations' leaders did not understand the treaty process because they were uneducated.</i></p>	<p>At the time of the treaty signing, the First Nations' leaders who bargained the terms of the treaties, were formidable negotiators and understood how the treaty rights and benefits would affect the future of their people.</p>
<p><i>First Nations' people did not have civilized societies and when the Europeans came to North America, they taught the indigenous people how to survive in this environment.</i></p>	<p>First Nations' people had well-developed societies with their own forms of commerce, government, education, spirituality, technologies, etc., with a similar conceptual base. The First Nations' people lived in harmony with nature for thousands of years, making them perfect environmentalists. They taught the Europeans essential survival skills because the newcomers found it difficult to exist in the harsh conditions; in fact, some would not have stayed or survived if it hadn't been for the First Nations' people.</p>
<p><i>Treaties are a thing of the past or "frozen in time".</i></p>	<p>Treaties are living agreements and were meant to last as long as the sun shines and the rivers flow.</p>
<p><i>Treaties gave newcomers full access to resources.</i></p>	<p>When the treaties were agreed to the First Nations' people agreed to share the land only to the depth of the plough.</p>
<p><i>Only First Nations' people are treaty people.</i></p>	<p>All people in Saskatchewan are treaty people. A treaty person is anyone who benefits from treaty agreements in Saskatchewan. Beneficiaries of the five numbered treaties live, make a living, and enjoy a way of life on the land shared through treaty-making. The treaties are intended to provide benefits for succeeding generations. Today all residents in Saskatchewan continue to benefit from treaties.</p>

<i>First Nations' people don't pay tax.</i>	Many First Nations' people live in urban areas and off-reserve. First Nations' people are only exempt from paying tax if they live, work, and make purchases on-reserve.
<i>First Nations' people get a free education.</i>	Education was a promise made in the treaties. However, due to funding limitations, this promise has not been fully honoured. First Nations' people wanting to attend post-secondary institutions must apply for funding from their First Nation.

His Worship the Mayor and City Council
The City of Saskatoon

LEGISLATIVE REPORTS

Section A – OFFICE OF THE CITY CLERK

A1) City of Saskatoon Municipal Manual - 2013
(File No. CK. 369-1)

RECOMMENDATION: that the information be received.

I am pleased to present the 2013 City of Saskatoon Municipal Manual for the information of Council.

Copies of the municipal manual are available in the City Clerk's Office for a cost of \$5.25, including G.S.T., and as well on the City of Saskatoon website at www.saskatoon.ca, City Clerk's Office, Reports and Publications.

PUBLIC NOTICE

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

ATTACHMENT

1. 2013 Municipal Manual

Respectfully submitted,

Joanne Sproule, City Clerk

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. Vacant Lot and Adaptive Reuse Incentive Program
525 20th Street West – Stewart Properties
(Files CK. 4110-45 and PL 4110-71-34)**

- RECOMMENDATION:**
- 1) that a five-year tax abatement equivalent to 100 percent of the incremental taxes for the redevelopment of 525 20th Street West be approved;
 - 2) that the five-year tax abatement take effect in the next taxation year following completion of the project; and
 - 3) 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.

Your Committee has considered the attached report of the General Manager, Community Services Department dated August 6, 2013, and supports the request for a five-year tax abatement for the incremental property tax for the redevelopment of the property located at 525 20th Street West under the Vacant Lot and Adaptive Reuse Incentive Program.

2. 2013 Prepaid Service Rates (Direct and Offsite)
(Files CK. 4216-1 and IS. 4216-1)

RECOMMENDATION: that the 2013 Prepaid Service Rates be approved, as submitted under Attachment 1 of the August 16, 2013, report of the General Manager, Infrastructure Services Department.

Your Committee has considered and supports the proposed 2013 Prepaid Service Rates, as outlined in the attached report of the General Manager, Infrastructure Services Department dated August 16, 2013.

3. Reserve and Rate Sufficiency Review
(Files CK. 4216-1 and LS. 4216-1)

RECOMMENDATION: 1) that the 2013 Parks and Recreation Levy component rate on residential lots be increased as follows:

Neighbourhood:	\$233.15
District:	\$ 95.55
Multi-District:	<u>\$ 24.40</u>
	\$353.10

2) that the 2013 Community Centre Levy rates be approved for each developing neighbourhood, as outlined in the August 19, 2013, report of the General Manager, Community Services Department.

Your Committee has considered and supports the proposed 2013 rate increases for the Parks and Recreation Levy and the Community Centre Levy, as set out in the attached report of the General Manager, Community Services Department dated August 19, 2013.

**4. 2013 Education for Sustainable Development Partnership
(Files CK. 375-4 and WT-7550-031)**

RECOMMENDATION: that the information be received.

Your Committee has considered the attached report of the General Manager, Utility Services Department dated July 12, 2013, regarding an Education for Sustainable Development program being piloted by the Environmental Services Branch with various local partners, during the 2013-2014 school year. As reported to the Committee, the program will engage students and teachers from both public and catholic school systems in action projects that will reduce classroom, school and/or household greenhouse gas emissions and other environmental impacts.

Your Committee supports the initiative and looks forward to further reporting following completion of the pilot. The report is submitted to City Council for information.

Respectfully submitted,

Councillor R. Donauer, Chair

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: August 6, 2013
SUBJECT: Vacant Lot and Adaptive Reuse Incentive Program
525 20th Street West – Stewart Properties
FILES: CK. 4110-45, PL 4110-71-34

- RECOMMENDATION:** that a report be submitted to City Council, recommending:
- 1) that City Council approve a five-year tax abatement equivalent to 100 percent of the incremental taxes for the redevelopment of 525 20th Street West;
 - 2) that the five-year tax abatement take effect in the next taxation year following completion of the project; and
 - 3) 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 for the incremental property tax for the redevelopment of the property located at 525 20th Street West under the Vacant Lot and Adaptive Reuse (VLAR) Incentive Program.

REPORT HIGHLIGHTS

1. The Administration recommends the approval of a five-year tax abatement for the incremental property taxes for redevelopment of a mixed use development at 525 20th Street West. The redevelopment includes 12 condominium units on the second and third floors, as well as leasable space for a restaurant on the main floor.
2. The estimated incremental property tax abatement for 525 20th Street West, based on the 2013 tax value, is \$4,268 annually or \$21,340 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 housing.

BACKGROUND

During its March 7, 2011 meeting, City Council approved the VLAR Incentive Program. The VLAR Incentive Program is designed to encourage infill development on chronically

vacant sites and adaptive reuse of vacant buildings within Saskatoon's established neighbourhoods.

Applicants have the choice of a five-year tax abatement, or a grant with the maximum incentive amount calculated based on the increment between the existing municipal taxes and the taxes owing upon completion, multiplied by five years. Applications are scored against an evaluation system where points are awarded for features included in a project that meet a defined set of policy objectives. The score out of 100 that a project earns determines what proportion of the maximum incentive amount it receives.

REPORT

On June 25, 2013, the Planning and Development Branch, Neighbourhood Planning Section, received an application under the VLAR Incentive Program from Stewart Properties for the construction of a 12 unit condominium development at 525 20th Street West in the Riversdale neighbourhood (see Attachment 1). The project will involve redevelopment of a former vacant building that has a history of public nuisance. Previously, the building had 20 rooms and 8 shared bathrooms with a main floor restaurant. The commercial and residential components of the building meet the 48 month vacancy requirement. In addition to meeting the vacancy requirement, the building also qualifies as a Derelict Vacant Building due to numerous Orders to Remedy. The residential units were deemed as unsanitary and unfit for human occupation under the *Public Health Act*, Section 22 on July 29, 2009. The redevelopment of 525 20th Street West will support the continued revitalization of the 20th Street West corridor.

The application was reviewed using the program's evaluation system. The project at 525 20th Street West received the full 100 points on the development features as outlined below:

- a) 50 base points;
- b) 20 points for a residential multi-unit dwelling;
- c) 15 points for a mixed-use development with commercial and residential;
- d) 10 points for being located approximately 33 metres from an existing transit stop; and
- e) 5 points for the restoration of heritage features.

As outlined in Attachment 2, the heritage restoration on the façade consists of:

- i. repairing the existing cornice piece and parapet;
- ii. restoring the original brickwork as it features historical brick inlay detail;
- iii. replacing all windows to the original size on the second and third floors; and
- iv. inserting storefront windows and glass doors on the main floor.

The applicant is applying for a five-year tax abatement of the incremental property taxes. According to the office of the City Assessor, the incremental increase in annual property taxes for the property is estimated to be \$4,268 based on the 2013 tax year. The estimated maximum incentive amount would be \$21,340 (over five years).

After a review of this application, the Administration has concluded that this project is consistent with the intent of VLAR Incentive Program Policy No. C09-035. The Administration is recommending that City Council approve the five-year property tax abatement commencing in the next taxation year after completion of the project.

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. The Administration is not recommending this option.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The incremental property tax abatement for the project at 525 20th Street West 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 development at 525 20th Street West is expected to be completed in December 2013. 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.

ATTACHMENT

1. Location Map – 525 20th Street West
2. Proposed Façade Enhancements

Written by: Pamela Larson, Planner

Reviewed by: “Alan Wallace”
 Alan Wallace, Manager
 Planning and Development Branch

Approved by: “Randy Grauer”
 Randy Grauer, General Manager
 Community Services Department
 Dated: “August 21/13”

Approved by: “Murray Totland”
 Murray Totland, City Manager
 Dated: “August 23/13”

Location Map - 525 20th Street West

Printed: August 6, 2013
Scale: 1:817



Disclaimer: This information is supplied solely as a courtesy and the City of Saskatoon makes no guarantee as to its accuracy. The recipient accepts all risks and expenses which may arise from the use of this information.

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Proposed Facade Enhancements – 525 20th Street West

Proposed Façade Enhancements - 525 20th Street West



TO: Secretary, Planning and Operations Committee
FROM: General Manager, Infrastructure Services Department
DATE: August 16, 2013
SUBJECT: 2013 Prepaid Service Rates (Direct and Offsite)
FILES: CK. 4216-1, IS. 4216-1

RECOMMENDATION: that the following report be submitted to City Council recommending that the attached 2013 Prepaid Service Rates be approved.

TOPIC AND PURPOSE

This report is to obtain City Council approval for the 2013 Prepaid Service Rates.

REPORT HIGHLIGHTS

The Infrastructure Services Department reviews and recommends rates for the installation of services on non-serviced land. The net overall effect for the 2013 year will be an increase of 5.8% for the residential prepaid service rates. Of this change, the net effect that impacts private developers that may utilize our direct rates is also an increase of approximately 5.8%.

STRATEGIC GOALS

This report supports the City of Saskatoon Strategic Goal, Asset and Financial Sustainability as it will assure that the City is recouping the cost of constructing municipal services on new land.

BACKGROUND

The City of Saskatoon's financial source of revenue for the construction of infrastructure in new areas within the city is the prepaid service rates. The prepaid service rates were established on the premise that new development should pay the cost of the services provided. City Council has resolved that general revenues are not to be used to fund the services covered by these rates.

The prepaid rates are divided into two major servicing categories: direct services, which benefit the frontage of new property; and offsite services, which benefit the neighbourhood or catchment area as a whole.

Infrastructure Services has prepared the rates with the understanding that shortfalls may be absorbed in the following year's process. The risk in this method is the possibility of a following year where limited construction is forecasted but shortfalls are evident. To mitigate this potential problem, Infrastructure Services attempts to wait for a considerable cross section of tenders to be awarded in order to arrive at a reasonable overall prepaid service rate.

The prepaid service rates were last approved on August 15, 2012. Infrastructure Services has reviewed the actual 2012 costs of land developed by the City of Saskatoon, as well as the 2013 tenders received to date, in order to establish the proposed 2013 offsite and direct service rates.

The proposed rates were discussed and received by the Community Services Department, Land Branch, as well as with the Developers' Liaison Committee.

If City Council continues the policy whereby new development funds the entire cost of servicing new development, the proposed rate increases are required to meet projected and actual expenditures. The present rates do not reflect the cost of interest or carrying costs.

REPORT

The City of Saskatoon has awarded a majority of the planned tenders for construction of various services in 2013. This year's program will eventually entail awarding tenders for the partial direct servicing of 895 residential lots in the Evergreen and Kensington neighbourhoods; continued offsite service construction in various areas; as well as servicing within the Marquis Industrial area. Other direct service construction includes road and utility work not completed from 2012 contracts in the Rosewood, Evergreen and the Kensington neighbourhoods. Offsite service tenders will include primary water main construction in the University Heights area, Hampton Village, as well as in the Marquis Industrial area; trunk sewers within Kensington, the Holmwood Sector, and the University Heights Sector north of Fedoruk Drive; as well as arterial road work along Fedoruk Drive and 33rd Street.

The net effect is a construction program considerably higher than in 2012, with expected land development costs totalling \$158 million.

The offsite levies comprise services that are common to the entire neighbourhood or geographical catchment area. These services usually benefit a number of neighbourhoods and are derived from studies that encompass very large piping and roadway systems. The majority of the tenders have been awarded this year, and the cost analysis of these tenders, including information on construction costs from last year, are the basis for the prepaid service rates. The net overall inflationary pressures for new development have slightly increased in 2013. Oil and gas prices, which are a major component within the rates, have remained constant after showing a substantial escalation last year, which is verified by the average Statistics Canada Industry Price Indexes. Contract unit prices, as reviewed within tenders, are fairly consistent in many instances from last year's levels. It is assumed that contract prices will stay fairly constant through most of the tendering process until capacity issues result in contract prices exceeding normal pricing patterns. Within the analysis of individual rates, changes have occurred. The main difference in the prepaid service rates for 2013 has been the analysis and inclusion of projected services for the Holmwood Sector as well

as the North Commuter Parkway Project. These changes will require an adjustment to the prepaid rates (Attachment 1).

A. Water and Sewer Servicing

Water and Sewer Mains, Trunk Sewers, Primary Water Mains and Lift Stations

- 1) Water, Sewer Mains and Service Connections – Five tenders have been awarded within the residential neighbourhoods of Evergreen and Kensington as well as two tenders in the Marquis industrial area for the construction of water and sewer direct servicing. There has been a high level of interest shown towards these projects with as many as six contractors bidding. Most unit prices were within a narrow band and inflation was subdued. The main change noted this year is the inclusion of subdrainage piping as part of our storm sewer system. This system is costing about \$200.00 per lineal metre and is being utilized within 50% of all local and collector roadways to alleviate the impact of high water tables. The net result is an increase in the water and sewer prepaid service rate of 3.0%.

- 2) Trunk Sewers and primary Watermains – Primary watermains are currently being constructed along Fedoruk Drive in the University Heights Sector and along 37th Street in Hampton Village. Primary water mains include the larger piping systems that serve entire neighbourhoods, typically equal or greater than 400 mm in size. Primary water mains have, in most cases, lagged initial development and may include a variety of components that are not necessarily utilized consistently for each job, such as pumped drain structures or concrete bulkheads. A common component is piping, however, this can also vary between sizes, material type, construction required through pavement structures or undeveloped land. Depending on the size and the length of individual pipes needed in any one contract, different types of piping materials are utilized. Most of the unit prices were comparable to last year. The main change that is affecting the overall cost of these services is the inclusion of the Holmwood sector within our rate structure. This area has been analyzed and will include a large number of 1050mm primary watermain pipes versus the smaller 600mm pipes resulting in additional costs. Also, the North Commuter Parkway project will contain further extensions of primary watermains that have also added to the overall cost of the system.

Trunk sewers will be tendered later this year in the Holmwood Sector. Analysis of the frontage yield within this sector will include environmental wetland reserves that will reduce the available frontage and have an impact on the Trunk Sewer rate. Within our studies, sanitary and storm sewer piping comprises 74.7% of the trunk sewer levy cost. The remaining 25.3% of the levy funds storm ponds, where the primary cost is

the excavation of large amounts of earth material. From an evaluation of prices, an estimate for trunk sewer pricing was derived. This information, along with information from Statistics Canada for items included for these types of projects used during construction, a modification of the trunk sewer rate was derived for 2013. An analysis of the components required within Holmwood as well as Statistics Canada Indexes for similar type of construction and components has indicated a change is necessary in the Trunk Sewer levy of 3.3% and 12.7% in the Primary Watermain levy.

- 3) Lift Stations – This is a smaller levy that funds the construction of lift stations within neighbourhoods. Additional costs identified during the progress of the current lift station in Kensington as well as a post-budget item for the shortfall in the Lorne Avenue Lift station demonstrated a need to increase this levy by 2.6%.

Taken as a whole, the net price change for various services and calculated frontages has resulted in a cost increase for 2013. It is recommended that the general construction rate change by the following percentages, with similar changes noted within Attachment 1 for other zoning classifications:

Water and Sewer Mains	3.0%
Water and Sewer Connections	0.0%
Trunk Sewers	3.3%
Primary Water Mains	12.7%
Lift Stations	2.6%

B. Roadways

Grading, Sidewalks, Paving, Lanes, Buffers, Fencing and Arterial Roadways

This year as well as the previous number of years the City has embarked on an extensive road building program, including over 27,000 metres of sidewalk and curbing, compared to an impressive 22,000 metres in 2012. The 2013 program will be balanced between residential/industrial direct and arterial roadways. This year, the main projects include two-lane construction on Fedoruk Drive, as well as residential sidewalk and roadway construction in Evergreen, Kensington and Marquis Industrial. All of the roadwork that was planned for 2013 has now been awarded. Areas of noted significance are as follows:

- 1) Grading and Buffers – This component involves the excavation, transportation and placement of large quantities of dirt to facilitate the overall drainage pattern within a development area. In the spring of 2013, area-grading contracts were awarded for Evergreen, Kensington and Marquis Industrial. A storm pond in Kensington was also tendered. In total, the proposed work includes the excavating and moving of over

560,000 cubic metres of earth material. The main component utilized within this area is diesel fuel, which has stabilized on a year-over-year basis. For the last number of years we have experienced unit price increases for the stripping of topsoil and excavation of material. Prices have fluctuated from between \$5.34 to \$7.91 per cubic metre as opposed to last year where the range was \$4.98 to \$6.99. The net average increase to the grading rate worked out to 3.4% after considering frontage and rock excavation.

The main components within the Buffer levy are berming which also utilizes the movement of earth material and fine grade and seeding. As noted previously, excavation costs have moved upwards. Fine grade and seeding from last year are relatively the same, while berming costs increased based on values pertaining to excavation to embankment costs. The net effect will be an increase for 2013 of 2.3%.

- 2) Sidewalk and Curbing – This area is normally tendered as part of the overall roadway contract and was very competitive in 2013. Different components are included within residential versus multi-family/commercial areas, which are then blended together in arriving at a rate for each classification. As a result, the multi-family/commercial rate, used primarily in suburban areas and on collector roadways, is traditionally 1.7 times greater in cost than the residential rate. In 2013, the expected ratio of construction between the more expensive separate walk and curb collector street application versus the less expensive local combined walk and curb was constant. It was not necessary in 2013 to increase the walk and curb rate.
- 3) Paving, Lanes, Arterial Roadways and Interchanges – Unit prices from eight direct service tenders and two arterial roadway tenders were used to arrive at the arterial roadway rate and paving rates, as well as an analysis of frontage that changed due to the inclusion of the Holmwood Sector and the revisions to the University Heights Sector plan.

As with sidewalks mentioned previously, an analysis was performed and costs were again averaged between local residential roadways and multi-family/commercial rates. The amount of multi-family/commercial roadways constructed this year, as a ratio to narrower residential roads, is very close to the historical average. Even though prices have been fairly stable, the residential and commercial rate will be adjusted upwards to mitigate the problems encountered due to the wet conditions we are again experiencing this year. As reported in previous years, the City has been constructing some local roadways and rear lanes with a modified design due to high water tables within residential neighbourhoods. In 2013, however, a large amount of roadway subgrade is substandard with a CBR factor below 5, resulting in a modified design that will be required for all

local and collector roadways. The modified design for wet subgrade construction will see two layers of geotextile added, a 220 mm drainage layer, as well as drainage piping. The net result, after averaging commercial/institutional frontages within the City's active neighbourhoods, is a significant increase in the rate for residential and commercial classifications of 11.3% for roadway construction and 9.4% for lanes. The industrial classification, which has a very favourable frontage ratio in 2013 will experience an increase of .3%.

Arterial roadways will be built this year along 33rd Street and Fedoruk Drive. These roadways are constructed to convey traffic between neighbourhoods and are normally developed as two lanes initially before traffic conditions warrant the addition of two final lanes including a centre median. In 2013, the North Commuter Parkway project has been included within the arterial road levy. This roadway will connect neighbourhoods on the east side of the city with the Marquis Industrial area. The project will add a considerable amount of length to the planned roadway system within the University Heights Sector and as a result the arterial levy is recommended to increase by 5.4%

The interchange levy is one source of funding for the construction of interchanges where the construction benefits new land development. Concrete and earthwork information together with frontage analysis from the four existing sectors and the new Holmwood sector was conducted. The net result, after also analyzing revenues to date and costs to date, is an adjustment to the global interchange rate. Within our study areas costs have been extrapolated to determine a projected value for 12 interchanges identified as requiring funding from the interchange levy, including flyovers in Stonebridge and Rosewood. It was decided that an increase was warranted in the rate of 3.7%.

The net effect on the prepaid service rates for this category is as follows:

Grading	3.4%
Buffers	2.3%
Sidewalks and Curbing	0.0%
Paving	11.3%
Arterial Roadways	5.4%
Interchanges	3.7%
Lanes	9.4%

C. Utilities

Street Lighting, Gas and Underground Electrical

City developed land includes a prepaid levy for street lighting, gas and underground electrical servicing. Private developers contract directly with the respective crown corporation for telephone and gas servicing. A data base exists that includes two decades of street lighting service applications where costs and revenues are tracked. In 2013, planned construction is forecasted to produce at least the same level of frontage on roadways as was experienced in 2012. Increases have occurred for material and labour price changes and the street lighting rate should be increased in order to break even.

SaskEnergy provides natural gas servicing to all classifications of property. The gas servicing levy is composed of a header allocation charge that is calculated by the utility for each neighbourhood separately, as well as a gas distribution charge. SaskEnergy absorbs a portion of these costs by applying a capital contribution investment charge of \$1,145 per lot. During 2012, SaskEnergy, SaskTel and SaskPower undertook a pilot project whereas an option now exists for developer's to privately construct the capital cost of underground services. As a consequence of this option, Sask Energy has reviewed the various components that are noted within their traditional quotations to developers including the header, distribution and administration costs. As a result of this review and in analyzing the various applications that have been received this year it was evident that an adjustment in the Underground Gas Servicing Rate was essential. A change to the prepaid rate is currently needed to break even in 2013.

New underground electrical service within Saskatoon is almost entirely provided by SaskPower. The exception to this was a portion of the Evergreen neighbourhood, which is included within Saskatoon Light & Power's franchise area. In 2012, 1,113 residential lots received underground electrical servicing. Both the crown corporation and the City also provide a \$1,300 per lot capital contribution. SaskPower has also undergone a similar review of costs and indicated to us that they will be increasing the cost charged to customers, as part of a province-wide initiative, to around \$1,600.00 per lot, which we are currently experiencing on applications this year. Our model indicates that a rate of \$1,586 per lot should be adequate for 2013.

The recommended change to the utility rates is as follows:

Street Lighting	5.6%
Gas Servicing	44.1%
Underground Electrical Servicing	48.9%

D. Administration**Planning, Municipal Administration, Servicing Agreement Fees, Inspection**

The servicing fees for the administration of the land development program are increased each year in tandem with the changes to the standard collective agreement and the car allowance rate, where applicable. For 2013, the change is between 3.0% and 3.3%.

E. Parks and Recreation Levy, Community Centres

The Parks and Recreation Levy is a significant portion of the total offsite levies and is submitted as a separate report from the Community Services Department. The inclusion within this report is to illustrate completeness of the prepaid service rate schedule.

The levy for community centres has been implemented as a separate charge per residential neighbourhood, calculated on a front metre basis for all saleable property. This levy will also be reported on by the Community Services Department.

OPTIONS

One option would be to phase in the change in the rates. The Administration does not recommend this method as all costs for the various reserves would not be recouped for the 2013 program.

A second option would be to not change the prepaid rates. The Administration does not recommend this as it would increase pressure on the mill rate; prepaid service rates are expected to reflect the current cost of construction wherever possible; and a higher-than-normal increase would be required for next year's rates.

POLICY IMPLICATIONS

There are no policy implications.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications in changing the prepaid service rates. The process of servicing land has negative greenhouse gas emission implications. The overall environmental impacts of development have not been quantified at this time.

COMMUNICATIONS PLAN

A communications plan to the public is not required. The rates were brought forward and received at a recent Developers' Liaison Committee meeting.

FINANCIAL IMPACT

The financial impact of increasing the prepaid rates is to ensure the costs to prepare serviced lots for sale in Saskatoon is in equilibrium with the revenue generated from the sale of these lots.

PUBLIC NOTICE

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

ATTACHMENT

1. Proposed Prepaid Servicing Rates.

Written by: Daryl Schmidt, Manager, Land Development Section
Construction and Design Branch

Approved by: Chris Hallam, Manager
Construction and Design Branch

Approved by: Shelley Korte, Manager
Administration Branch

Approved by: "Mike Gutek"
Mike Gutek, General Manager
Infrastructure Services
Dated: "August 21, 2013"

Copy to: Murray Totland
City Manager

SCHEDULE I

2013 RESIDENTIAL PREPAID SERVICE RATES

Application:

All lots and/or parcel having an area less than 1,000 square metres and zoned R1, R1A, R1B, R2, RMHC, RMHL, R2A, RM1, RM2. RMTN, RMTN1 < 40 metres in depth.

Cost Per Front Metre:

	2012 Final Rates	Proposed 2013 Rates	% Change
Direct Services:			
1. Water Mains, Sanitary Sewer Mains, and Storm Sewer Mains	\$1,339.05	\$1,379.25	3.0
2. Grading	406.90	420.90	3.4
3. Sidewalks	410.00	410.00	0.0
4. Paving	810.30	901.75	11.3
5. Street Lighting	69.20	73.10	5.6
Subtotal Direct Services	3035.45	3185.00	4.9
Offsite Services:			
1. Trunk Sewer Levy	523.35	540.40	3.3
2. Primary Watermain Levy	127.35	143.50	12.7
3. Arterial Road Levy	470.85	496.50	5.4
4. Interchange Levy	88.35	91.65	3.7
5. Parks and Recreation Levy	331.45	353.10	6.5
6. Buffers	38.60	39.50	2.3
7. Signing and Signals	16.25	16.25	0.0
8. Fencing	11.75	11.75	0.0
9. Planning	14.70	15.15	3.1
10. Municipal Administration	10.60	10.95	3.3
Subtotal Offsite Services	1633.25	1718.75	5.2
TOTAL	\$4,668.70	\$4,903.75	5.0
Others: (Where Applicable)			
1. Water and Sewer Connection (per lot)	\$4,091.50	\$4,091.50	0.0
2. Lift Station Levy (where applicable)	86.00	88.25	2.6
3. Inspection (Private Development)	18.10	18.65	3.0
4. Long Term Warranty	17.25	17.25	0.0
5. Lanes (Where Applicable)	221.35	242.20	9.4
6. Telephone/Gas (per City lot)	819.00	1180.00	44.1
7. Electrical Servicing (per lot)	1065.00	1586.00	48.9
8. Servicing Agreement Fee	2262.00	2330.00	3.0
9. Community Centres (per neighbourhood)			

SCHEDULE II

2013 INSTITUTIONAL, COMMERCIAL AND SCHOOL

PREPAID SERVICE RATES

Application:

All lots and/or parcels zoned M1, M2, M3, M4, MX, B1A, B1, B2, B3, B4, B5, B6, DCD1, B1A, B1, B2, B3, B4, B5, B6, RA. RMTN, RMTN1 > 40 metres in depth.

All lots having an area greater than 1,000 metres and zoned R1, R1A, R2, RMHC, RMHL, RM1, RM2, RM3, RM4, RM5, AG, FUD, APD, PUD, PPD.

All lots and/or parcels zoned contract zoning and located in a Residential, Commercial or Institutional Subdivision.

Cost Per Front Metre:

	2012 Final Rates	Proposed 2013 Rates	% Change
Direct Services:			
1. Water Mains, Sanitary Sewer Mains, and Storm Sewer Mains	\$1,635.45	\$1,684.50	3.0
2. Grading	532.65	551.00	3.4
3. Sidewalks	698.00	698.00	0.0
4. Paving	1929.45	2147.20	11.3
6. Street Lighting	79.60	84.05	5.6
Subtotal Direct Services	4875.15	5164.75	5.9
Offsite Services:			
1. Trunk Sewer Levy	736.65	760.65	3.3
2. Primary Watermain Levy	127.35	143.50	12.7
3. Arterial Road Levy	470.85	496.50	5.4
4. Interchange Levy	176.65	183.30	3.8
5. Parks and Recreation Levy	331.45	353.10	6.5
6. Buffers	38.60	39.50	2.3
7. Signing and Signals	16.25	16.25	0.0
8. Fencing	11.75	11.75	0.0
9. Planning	14.70	15.15	3.1
10. Municipal Administration	10.60	10.95	3.3
Subtotal Offsite Services	1934.85	2030.65	5.0
TOTAL	\$6,810.00	\$7,195.40	5.7
Others: (Where Applicable)			
1. Lift Station Levy (where applicable)	\$86.00	\$88.25	2.6
2. Inspection (Private Development)	18.10	18.65	3.0
3. Long Term Warranty	17.25	17.25	0.0
4. Lanes (Where Applicable)	221.35	242.20	9.4
5. Servicing Agreement Fee	2262.00	2330.00	3.0
6. Community Centres (per neighbourhood)			

SCHEDULE II - Continued

Notes:

- a) Parcels over 60 metres in depth.

Charges are assessed on an area basis at the rate of 169 front metres per hectare for underground services, area grading, arterial roads, interchanges and the parks & recreation levy.

Area rate: $169 \times \$4,172.55 = \$705,160.95$ per hectare.

- b) School property is assessed for prepaid services at the same rates as Institutional and Commercial for all items except the Trunk Sewer Levy. The trunk Sewer Levy rate for schools is the same as the Residential Trunk Sewer Levy, therefore:

1) For parcels less than 60 metres in depth, the total rate for underground services, area grading, arterial roads, interchanges, and parks and recreation is \$3,952.30 per front metre.

2) For parcels greater than 60 metres in depth, the total rate for underground services, area grading, arterial roads, interchanges, and parks and recreation is $169 \times \$3,952.30 = \$667,938.70$ per hectare.

- c) Water and Sewer Service connection costs are not included. The owner is responsible for installation of the required connections at his own expense.

- d) Institutional, Commercial and School Buildings are subject to a connection fee based on calculated electrical demand.

SCHEDULE III

2013 INDUSTRIAL PREPAID SERVICE RATES

PREPAID SERVICE RATES

Application:

All lots and/or parcels zoned IL1, IL2, IB, ID3, IH, AG, FUD, DCD2.

All Lots and/or parcels zoned contract zoning and located in an Industrial Subdivision.

Cost Per Front Metre:

	2012 Final Rates	Proposed 2013 Rates	% Change
Direct Services:			
1. Water Mains, Sanitary Sewer Mains, and Storm Sewer Mains	\$1,366.30	\$1,441.35	5.5
2. Grading	454.60	470.25	3.4
3. Curbing & Boulevards	197.85	197.85	0.0
4. Paving	1525.15	1529.80	0.3
5. Street Lighting	71.80	75.80	5.6
Subtotal Direct Services	3615.70	3715.05	2.7
Offsite Services:			
1. Trunk Sewer Levy	1006.65	1039.50	3.3
2. Primary Watermain Levy	191.05	215.25	12.7
3. Arterial Road Levy	509.30	537.05	5.4
4. Interchange Levy	114.85	119.15	3.7
5. Parks Levy	40.38	40.38	0.0
6. Buffers	7.70	7.70	0.0
7. Street Signing and Traffic Controls	13.30	13.30	0.0
8. Fencing	11.75	11.75	0.0
9. Planning	17.75	18.30	3.1
10. Municipal Administration	10.60	10.95	3.3
Subtotal Offsite Services	1923.33	2013.33	4.7
TOTAL	\$5,539.03	\$5,728.38	3.4
Others: (Where Applicable)			
1. Lift Station Levy (where applicable)	43.15	43.15	0.0
2. Inspection (Private Development)	25.40	26.25	3.3
3. Long Term Warranty	23.00	23.00	0.0
4. Lanes (Where Applicable)	221.35	242.20	9.4
5. Servicing Agreement Fee	2262.00	2330.00	3.0

SCHEDULE III - Continued

Notes:

- a) Water and Sewer Service connection costs are not included. The owner is responsible for installation of the required connections at his own expense.
- b) Industrial buildings are subject to a connection fee based on calculated electrical demand for electrical service.
- c) Lots over 88 Metres in Depth (underground)

Charges are assessed on an area basis at the rate of 113 front metres per hectare for underground services, area grading, arterial roads, interchanges and the parks levy.

Area rate: $113 \times \$3,862.93 = \$436,511.09$ per hectare.

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: August 19, 2013
SUBJECT: Reserve and Rate Sufficiency Review
FILE NO.: CK. 4216-1 and LS. 4216-1

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

- 1) that the 2013 Parks and Recreation Levy component rate on residential lots be increased as follows:

Neighbourhood:	\$233.15
District:	\$ 95.55
Multi-District:	<u>\$ 24.40</u>
	\$353.10

- 2) that the 2013 Community Centre Levy rates be approved for each developing neighbourhood, as outlined in this report.

TOPIC AND PURPOSE

The purpose of this report is to provide rationale for the proposed 2013 rate increases for the Parks and Recreation Levy and the Community Centre Levy.

REPORT HIGHLIGHTS

1. To seek approval for the 2013 Parks and Recreation Levy and Community Centre Levy rates.

STRATEGIC GOAL

Under the Strategic Goal of Quality of Life, this report supports the long-term strategy to ensure existing and future leisure centres and other recreation facilities are accessible physically and financially, and meet community needs.

BACKGROUND

The City of Saskatoon (City) established the Parks and Recreation Levy as a means to fund neighbourhood local parks (including core neighbourhood parks, neighbourhood parks, and linear parks) and recreation facilities, district parks and recreation facilities, and residential funds for multi-district parks and recreation facilities. During its January 18, 1999 meeting, City Council adopted, in part, the following recommendation:

“that the Administration coordinate the review by departments involved, of any rate increase on levies for unsold residential lots in order to ensure the considerations of all components of a levy increase takes place at the same time.”

Attachment 1 provides a chronological timeline listing the changes that have impacted the Parks and Recreation Levy since 2008.

At its August 15, 2012 meeting, City Council approved a report from the General Manager, Community Services Department, recommending the establishment of a single blended, city-wide formula for the calculation of the Community Centre Levy, beginning with the Kensington neighbourhood, and all new neighbourhoods moving forward.

City Council also approved the 2012 Community Centre Levy rates for the Hampton Village, Stonebridge, Rosewood, Evergreen, and Kensington neighbourhoods.

REPORT

Parks and Recreation Levy

The proposed Parks and Recreation Levy rate increase includes a 6.53 percent increase in the costs to construct parks in 2013. In preparation of the 2013 Park Development Capital Budget for City Council's consideration, the Parks Branch, Infrastructure Services Department, and the Leisure Services Branch, Community Services Department, met to review actual costs to prepare a park design and construction cost estimate for the 2013 construction season.

The construction cost estimate used to prepare the 2013 Park Development Capital Budget also determines the 2013 Parks and Recreation Levy rate. The Parks and Recreation Levy rate change is summarized in Table 1 below.

Table 1: Parks and Recreation Levy Rate Change

	2012 Approved Rate	2013 Proposed Rate	Percent Change
Neighbourhood Park	\$218.75	\$233.15	6.85%
District Park	\$ 88.30	\$ 95.55	8.21%
Multi-District Park	\$ 24.40	\$ 24.40	0.00%
Total	\$331.45	\$353.10	6.53%

The construction cost increases are due to the following factors:

1. increased costs for site drainage, mobilization, and demobilization for all park classifications;
2. increased costs for landscape maintenance and inspection fees, which is offset by a decrease in the number of trash units, picnic tables, bike racks and wooden bollards on a per hectare basis;
3. increased costs for irrigated, dry land areas, and pathways/hard surfaces, which is offset in part by a decrease in the number of planting beds/shrubs on a per hectare basis; and
4. increased costs for play equipment and signage in neighbourhood parks.

Community Centre Levy

Previously, the Community Centre Levy was calculated on an individual neighbourhood basis. Relatively large neighbourhoods, with a correspondingly large amount of lot frontage, have relatively low Community Centre Levy rates per front metre. Conversely, smaller neighbourhoods have relatively high levy rates per front metre.

In order to provide a level of fairness across neighbourhoods, provide for improved financial planning, and to achieve smaller, more consistent year-to-year adjustments in the levy rate, City Council approved the recommendation that the Community Centre Levy calculation will be based on a blended rate of all proposed new neighbourhoods, beginning with Kensington.

This is the same principle behind the existing Parks and Recreation Levy Rate, whereby the rate is calculated for all developing areas, even though there may be differences in actual costs between them. The proposed Community Centre Levy rate is summarized in Table 2.

Table 2: Community Centre Levy Rate Change

	2012 Approved Rate	2013 Proposed Rate	Percent Change
Stonebridge	\$107.75	\$107.75	0.0%
Rosewood	\$140.65	\$140.65	0.0%
Evergreen	\$167.85	\$167.85	0.0%
Kensington	\$160.15	\$162.50	1.5%

The 2013 Community Centre Levy rate changes are described below:

1. The rate increase in the Kensington neighbourhood of 1.5 percent is due to a small increase in land costs and is based on the new methodology of applying a city-wide rate;
2. The Evergreen and Rosewood neighbourhoods do not require a rate increase to accumulate the required funds as there has been a reduction in the estimated number of years it will take to fully build out the neighbourhood. This reduces the estimated amount of interest that will be charged; therefore, counterbalances the increased cost of the land; and
3. The Stonebridge neighbourhood will remain at the 2012 rates, as the neighbourhood is almost fully serviced (6,000 front metres remaining) and a rate increase will not result in any more significant funding.

OPTIONS TO THE RECOMMENDATION

There are no options.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The financial implications have been outlined in this report.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

The new levy rates were tabled with the Developers Liaison Committee during its August 9, 2013 meeting for comments. The Developers Liaison Committee members asked questions and received clarification on the proposed rate increase.

COMMUNICATION PLAN

A Communication Plan is not applicable as the Developers Liaison Committee has been informed of the proposed 2013 rate increases for the Parks and Recreation Levy and the Community Centre Levy.

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)

No Safety/CPTED review is required at this time.

PUBLIC NOTICE

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

ATTACHMENT

1. Park and Recreation Levy Rate Increases - Chronological Timeline

Written by: Brad Babyak, Integrated Facility Supervisor

Reviewed by: “Brad Babyak” for
Cary Humphrey, Manager
Leisure Services Branch

Approved by: “Randy Grauer”
Randy Grauer, General Manager
Community Services Department
Dated: “August 22/13”

Approved by: “Murray Totland”
Murray Totland, City Manager
Dated: “August 27/13”

Park and Recreation Levy Rate Increases - Chronological Timeline

Year	Approved Rate per Front Metre	Percent Increase Over Previous Year	Reasons for Increase
2008	\$273.00	8.6%	Increases in costs primarily due to site drainage, asphalt, plant material, and site furniture.
2009	\$273.00	0.0%	Levy rate remained the same as 2008 rate because there had been no significant increases in park construction costs.
2010	\$306.00	11.8%	Increase in costs primarily due to site drainage, landscaping surface costs (e.g. irrigation, asphalt), and landscaping material costs (e.g. benches, park lighting, trash units).
2011	\$312.10	1.99%	Increase in costs primarily due to landscaping surface costs (e.g. irrigation, rough grading), and landscaping material costs (e.g. benches, trash units, back stops).
2012	\$331.45	6.19%	Increase in costs for insurance and bonding, irrigation, site furnishings (e.g. picnic tables, player's benches, backstops), and trees for boulevards.
2013	\$353.10	6.53%	Increase in costs for site drainage, mobilization and demobilization, landscape maintenance and inspection fees, and landscaping surface costs (irrigation, dry land areas, pathways/hard surfaces).

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Utility Services Department
DATE: July 12, 2013
SUBJECT: 2013 Education for Sustainable Development Partnership
FILE NO: CK. 375-4 and WT. 7550-031

RECOMMENDATION: that a report be forwarded to City Council recommending the information be received.

TOPIC AND PURPOSE

An Education for Sustainable Development program has been developed in partnership with a variety of partners and will be piloted during the 2013-2014 school year.

REPORT HIGHLIGHTS

1. The City of Saskatoon's Environmental Services Branch is piloting an Education for Sustainable Development (ESD) program with various local partners.
2. The program will engage students and teachers from both public and catholic school systems in action projects that will reduce classroom, school, and/or household greenhouse gas emissions and other environmental impacts.

STRATEGIC GOALS

The Education for Sustainable Development program supports a number of priorities under the strategic goal of Environmental Leadership. Specifically, energy efficiency and consumption, waste elimination and diversion, water consumption, and community and backyard gardens will be areas of focus. It also supports the strategic goal of Moving Around through a focus on concepts such as transit ridership and the modal split of the community.

BACKGROUND

The *Energy and Greenhouse Gas Management Plan* was adopted by City Council on December 3, 2007. This Plan sets out targets for the reduction of greenhouse gases by the City of Saskatoon and by the community as a whole.

At its December 4, 2012 meeting, City Council adopted the recommendations outlined in the *2013 Energy and Greenhouse Gas Reduction Projects* report. One of the identified initiatives included "support community environmental education program partners." This is among the first initiatives to directly address the community emissions targets set out in the Energy and Greenhouse Gas Management Plan.

REPORT

One of the goals of the Energy and Greenhouse Gas Management Plan is to leverage a

reduction in community greenhouse gas emissions. One strategy that has been shown to be very successful at resulting in greenhouse gas reductions is to implement education programs that support individual and collective action, as well as changes in environmental behaviour.

As such, the City of Saskatoon has been participating as a member of an Education for Sustainable Development (ESD) committee since November 2012. Represented on this committee are members from the Environmental Services Branch, Saskatoon Light & Power, Saskatoon Public Schools, Greater Saskatoon Catholic Schools, the Saskatchewan Environmental Society, and the Sustainability Education Research Institute (University of Saskatchewan), as well as various educational consultants.

The choice to pursue this particular partnership was based on existing partnerships between many of the stakeholders, a strong desire to work together, personal enthusiasm and dedication to support educational programs for sustainability, the collective desire to plan a program that could be implemented by the following school year, and the potential to leverage resources. These factors allowed the committee to make tremendous progress since its initial meeting in November 2012.

The resulting program that was developed by the ESD committee partners is focused on providing support to teachers to facilitate action projects with their students to reduce greenhouse gas emissions in their classrooms, schools and/or homes. Each action project will relate to one of five areas: water, waste, food, transportation, and energy. 12 elementary teachers from grades 4 to 8 from both public and catholic school systems will be accepted to participate in the pilot program for the 2013-2014 school year.

The 2013-2014 ESD program is scheduled as follows:

- September 2013: An Expression of Interest will be sent out to teachers.
- October 2013: A Professional Development workshop will be offered to participating teachers. The day will focus on, for example, how to reduce greenhouse gas emissions, the meaning of sustainability (both in theory and action), how to plan for and conduct successful action projects, and the layout of the program as a whole.
- November 2013 – February 2014: The teachers and their students will plan and conduct an action project to address one of five areas: water, waste, food, transportation, or energy. The Saskatchewan Environmental Society will help the participants determine their environmental impacts before and after implementing their projects in order to measure the results of their action projects.
- March 2014: Students will report their results at a student conference. The results will also be communicated to the public (see Communication Plan).

The expected outcomes of this program include:

- leveraging the reduction of community emissions by reflecting the goals set out in the City of Saskatoon's Energy and GHG Management Plan

- meeting the strategic direction of the City of Saskatoon's Strategic Plan
- meeting a variety of curricula outcomes and indicators, as well as broad areas of learning
- pursuing learning that is action-, experience-, and inquiry-based
- making connections to the local community (e.g. place-based education)
- reflecting multiple ways of knowing (e.g. Indigenous knowledge and practice)
- achieving outcomes that are measurable
- having a public component/impact

POLICY IMPLICATIONS

There are no identified policy implications at this time.

FINANCIAL IMPLICATIONS

The cost to implement the Education for Sustainable Development pilot program is \$60,000. Funding for this initiative is available under Capital Project #2183 – Greenhouse Gas Reduction Strategy.

PUBLIC/STAKEHOLDER INVOLVEMENT

Stakeholders have been directly involved from the beginning of program development. These stakeholders include: Saskatoon Light & Power; Saskatoon Public Schools; Greater Saskatoon Catholic Schools; the Saskatchewan Environmental Society; the Sustainability Education Research Institute (University of Saskatchewan); and educational consultants.

COMMUNICATION PLAN

The ability of youth to make a difference in their community and inspire others will be recognized and supported through this program and the supporting communications. Program information, milestones and results will be communicated through the news media, social media and the City's website. In addition, students will report their results at a student conference.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

Follow up with Council will take place in September 2014.

ENVIRONMENTAL IMPLICATIONS

The environmental and greenhouse gas implications are unknown at this time, as they are dependent on the types of projects the teachers and students choose to pursue. These will be reported on upon completion of the pilot program.

PRIVACY IMPACT

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.

PUBLIC NOTICE

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

Written by: Shannon Dyck, Environmental Coordinator, Environmental Services Branch

Reviewed by: Amber Jones, Education and Environmental Performance Manager, Environmental Services Branch
Brenda Wallace, Manager, Environmental Services Branch

Approved by: "Jeff Jorgenson"
Jeff Jorgenson, General Manager,
Utility Services Department
Dated: Aug. 27, 2013

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. **Nutana Neighbourhood Traffic Management Plan
AND
Enquiry – Councillor C. Clark (September 12, 2011)
Safety and Functionality – Main Street/Clarence Avenue Intersection
(Files CK. 6320-1 and IS. 6280-1)**

- RECOMMENDATION:**
- 1) that the information be received;
 - 2) that the Administration be directed to conduct public consultation and report to the Administration and Finance Committee prior to any changes as a result of the Nutana Neighbourhood Traffic Management Plan study.

Your Committee reviewed the attached report of the General Manager, Infrastructure Services Department dated August 15, 2013, providing information in response to an enquiry from Councillor Clark regarding an analysis of the intersection of Main Street and Clarence Avenue. This information was presented to the community and will be used as part of the neighbourhood-wide traffic review to be undertaken this fall.

Your Committee was advised that public engagement in Nutana will occur this fall to review neighbourhood wide traffic concerns, including the Main Street/Clarence Avenue intersection proposal outlined in the report. It was noted that prior to any changes, formal public notice will be provided.

Following review of this matter, your Committee puts forward the above recommendation.

2. **Enquiry – Councillor R. Donauer (January 7, 2013)**
Lane Markings
AND
2013 Road Painting Program
(Files CK. 6315-1 and IS. 6315-04)

RECOMMENDATION: that the information be received.

Your Committee considered the attached report of the General Manager, Infrastructure Services Department dated August 16, 2013, responding to an enquiry from Councillor Donauer regarding line markings. The report also responds to a City Council referral to the Administration for a further report on permanent pavement markings, including the break-even point and the cost differential.

Your Committee discussed cost comparisons between different types of materials and their durability, application methods and feasibility and submits the information to City Council.

3. **Traffic Noise Sound Attenuation Program 2012 Annual Report**
AND
Enquiry – Councillor A. Iwanchuk (April 22, 2013)
Additional Funding Options – Building Sound Attenuation Walls in Existing Neighbourhoods
AND
Enquiry – Councillor T. Davies (June 10, 2013)
Sound Attenuation Walls on Circle Drive
(File No. CK. 375-2)

RECOMMENDATION: 1) that the information be received;

- 2) that the matter be referred back to the Administration to provide a further report to Administration and Finance Committee, in time for 2014 Business Plan and budget deliberations:
 - a) providing options to increase funding the sound attenuation program from \$500,000 per year to up to \$2 Million per year as outlined in this report; and
 - b) providing information on property values where sound attenuation walls have been retrofitted in existing neighbourhoods.

Your Committee considered the attached report of the General Manager, Infrastructure Services Department dated August 12, 2013 outlining the status of the Traffic Noise Sound Attenuation program, including completed projects and the priority list of sound attenuation devices to be installed in the future.

Your Committee discussed prioritization of locations to be retrofitted (as outlined in Attachment 2 of the August 12 report) and was advised that when recommendations are brought forward to City Council for installation at priority locations, occasionally lower priority locations are included in that project. Sound attenuation walls are done in segments and there are instances of a lower priority location being brought forward to avoid having "breaks" of wall.

Your Committee was advised that use of other materials, such as earth berms, has been explored and used successfully when there is space. Discussion continued regarding costs of sound attenuation walls. Your Committee expressed concern that older neighbourhoods have been waiting for a number of years for sound walls and exploration of increased funding for the program is necessary to accelerate the program. Your Committee is requesting a report in time for 2014 Business Plan and budget deliberations providing options to increase funding the sound attenuation program from \$500,000 per year to up to \$2 Million per year as outlined in this report, including the following funding options costs and potential impact to taxpayers:

- more competitive pricing from contractors
- mill rate
- dedicated tax incremental funding option (TIF)
- base tax

- City borrowing with pay back options to construct all remaining locations on the priority list
- Federal and Provincial funding programs

Your Committee also requests receiving information regarding the impact to property values where sound attenuation walls have been retrofitted in existing neighbourhoods.

Following review of this matter, your Committee puts forward the above recommendations.

4. Walkway Status Report
(File No. CK. 6395-1)

RECOMMENDATION: that the information be received.

Your Committee has considered the attached report of the General Manager, Infrastructure Services Department dated August 12, 2013, providing an update on walkway closure requests.

5. Traffic Safety Annual Report
(Files CK. 6320-1 x 6150-1 and IS. 6320-1)

RECOMMENDATION: that the information be received.

Your Committee has considered the attached report of the General Manager, Infrastructure Services Department dated August 12, 2013, providing information on current and future plans for the Traffic Safety Program.

6. 2012 Access Transit Annual Report
(Files CK. 430-17 and WT – 7305-1)

RECOMMENDATION:

- 1) that the information be received; and
- 2) that a copy of the report of the General Manager, Utility Services dated July 25, 2013, be forwarded to the Accessibility Advisory Committee for information.

Report No. 14-2013
Monday, September 9, 2013
Administration and Finance Committee
Page 5

Your Committee has considered the attached report of the General Manager, Utility Services Department dated July 25, 2013, presenting the 2012 Access Transit Annual Report outlining the performance of Access Transit in 2012 including a comparative analysis to previous years. A copy of the 2012 Access Transit Annual Report can be found in the City Clerk's Office, Frances Morrison Public Library, and on the City's website at www.saskatoon.ca, City Clerk's Office, Reports and Publications.

Your Committee held discussion regarding the cost per trip and denials based on capacity. It was noted that incrementally it would be more cost effective to provide more operators which would expand the number of trips that can be done in a day.

Following review of this matter, your Committee submits the report as information.

Respectfully submitted,

Councillor Z. Jeffries, A/Chair

1.

TO: Secretary, Administration and Finance Committee
FROM: General Manager, Infrastructure Services Department
DATE: August 15, 2013
SUBJECT: Enquiry – Councillor C. Clark (September 12, 2011)
Safety and Functionality - Main Street/Clarence Avenue Intersection
FILE: IS. 6280-1 and CK. 6320-1

RECOMMENDATION: that the following report be forwarded to City Council for its information.

TOPIC AND PURPOSE

This report is to provide information in response to an enquiry from Councillor Clark regarding an analysis of the intersection of Main Street and Clarence Avenue. This information will be presented to the community and used as part of the neighbourhood-wide traffic review to be undertaken this fall.

REPORT HIGHLIGHTS

1. The intersection of Clarence Avenue and Main Street was reviewed using current data, including traffic and pedestrian volumes, collision data and analysis of operational and safety conditions.
2. From a traffic safety perspective, it has been determined that the most effective and practical measure is to prohibit through and left turn movements on Main Street at Clarence Avenue.
3. The proposed median modification will be presented to the community as part of the Nutana Neighbourhood Traffic Management Plan in Fall 2013.

STRATEGIC GOALS

The changes to the intersection at Main Street and Clarence Avenue, as outlined in this report, support the City of Saskatoon Strategic Goal, Moving Around, as traffic safety measures provide safety for motorists, cyclists and pedestrians and optimize the flow of people and goods in and around the city.

BACKGROUND

The following enquiry was made by Councillor Clark at the meeting of City Council held on September 12, 2011:

“Would the Administration please do an intersection analysis of Main Street at Clarence Avenue to assess the safety and functionality of the intersection and to reduce the traffic using Main Street as an arterial roadway.”

A similar study was conducted in 2002 in response to requests from residents that measures are taken to reduce traffic volume and speed, and to improve safety at intersections in the Nutana neighbourhood.

At its meeting held on June 9, 2003, City Council approved a recommendation that the eastbound and westbound through and left turn movements on Main Street at Clarence Avenue be prohibited in a temporary manner for a period of six months, and that a report on this matter follow. Following the Council meeting, opposition was received from nearby residents concerned about the impact on the changes to the traffic patterns. The changes were subsequently put on hold. In 2005, a pedestrian activated signal was installed to address pedestrian safety concerns.

Some of the concerns raised in 2002 still persist today, such as excessive traffic volume and speed along Main Street, and infiltration of non-local traffic.

REPORT

The intersection of Clarence Avenue and Main Street was reviewed again in 2012 and 2013 using current data, including traffic and pedestrian volumes, collision data and analysis of operational and safety conditions.

Clarence Avenue is a major arterial roadway with a traffic volume of approximately 12,500 vehicles per day, and Main Street is a local street carrying up to 5,000 vehicles per day, substantially more than acceptable for a local street, which typically carries up to 1,000 vehicles per day. It was determined that approximately 50% of traffic on Main Street was not turning off of Main Street at Clarence Avenue, but were simply making a through movement. As a result, Main Street has been a large generator of traffic collisions at the intersection with Clarence Avenue.

A review of the collision history revealed that there were 84 collisions reported in the past five years at this location. Of these, 36 collisions (43%) were classified as right angle collisions. It is evident that motorists on Main Street are having difficulties seeing and judging oncoming traffic on Clarence Avenue, due to the large trees lining Clarence Avenue, and finding adequate gaps to safely proceed across the intersection.

A number of different measures to discourage or eliminate the use of Main Street as a thoroughfare, and to improve safety at the intersection with Clarence Avenue have been examined. It has been determined that the most effective and practical measure is to prohibit through and left turn movements on Main Street at Clarence Avenue. To force the movements, the centre median on Main Street would need to be modified to physically prevent cross traffic and left turn movements and to force right turns onto Clarence Avenue. Proper signage will also help to deter motorists crossing through on Main Street. The proposed median modification is illustrated in Attachment 1 and will be presented to the community during the Nutana Neighbourhood Traffic Management review in Fall 2013.

It is anticipated that this measure would reduce traffic volume on Main Street by approximately 50% and would also reduce the number of collisions at this intersection by 46%. A main concern with this measure is the diversion of traffic to other local streets, such as, 9th and 10th streets. However, a close examination of the potential alternate routes did not identify such direct alternatives. The neighbouring local streets are not considered inviting to shortcutting traffic due to their narrow geometry resulting in low speeds. With the existing yield signs on these alternate streets, it would be too inconvenient and unreasonable for commuter traffic to cut through the area using 9th or 10th Streets.

Traffic volume reduction usually requires use of restrictive traffic measures that prevent certain movements in order to be effective. The physical restriction at the intersection of Main Street and Clarence Avenue may cause some inconvenience to local residents; however, it would result in significant reduction of traffic volumes and collisions. This is one of the trade-offs in a neighbourhood traffic calming plan.

The proposed changes will be presented to the public as part of the Nutana Neighbourhood Traffic Management Plan in Fall 2013. If general support is received, the changes will be incorporated into the neighbourhood-wide traffic management plan and implemented on a temporary basis to evaluate their effectiveness.

OPTIONS TO THE RECOMMENDATION

A variation of the proposed design is to only allow left and right turning movements on Main Street at Clarence Avenue, as illustrated in Attachment 2. This alternative will only restrict the through movements across Clarence Avenue, which would be less restrictive to local residents. However, a major disadvantage is the remaining safety concern for left turning traffic onto Clarence Avenue from Main Street; therefore, the Administration is not pursuing this option.

POLICY IMPLICATIONS

There are no policy implications.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

As part of the Nutana Neighbourhood Traffic Management Study, to be conducted later in 2013, Infrastructure Services will consult with residents on the proposed changes and implications at this intersection.

The feedback received from the previous study in 2002 was largely positive. The proposed restriction was deemed acceptable, especially from residents living on Main Street though some residents expressed concerns about traffic shifting from Main Street to neighbouring streets. Residents were, however, willing to give the plan a chance on a trial basis.

Based on the feedback that will be received from residents on these proposed modifications, Infrastructure Services will evaluate and recommend a future course of action.

COMMUNICATION PLAN

As part of the community engagement activities for the Nutana Neighbourhood Traffic Management Study, residents will be invited, through direct mail and the community association, to participate in the discussion and learn about how changes will affect them. With input collected from the public engagement activities, a report will be presented to City Council for a decision on the study's final recommendations.

As with all changes to traffic movement on arterial roads, once the new medians are installed, signage will be in place to notify drivers of the restrictions.

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

Upon completion of the public consultation for the Nutana Neighbourhood Traffic Management Study, a report will be presented with recommendations for the entire neighbourhood. The public consultation is planned for fall 2013, with a report in spring 2014.

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.

PUBLIC NOTICE

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

ATTACHMENTS

1. Clarence Avenue & Main Street Proposed Intersection Improvements Concept 1;
and
2. Clarence Avenue & Main Street Proposed Intersection Improvements Concept 2.

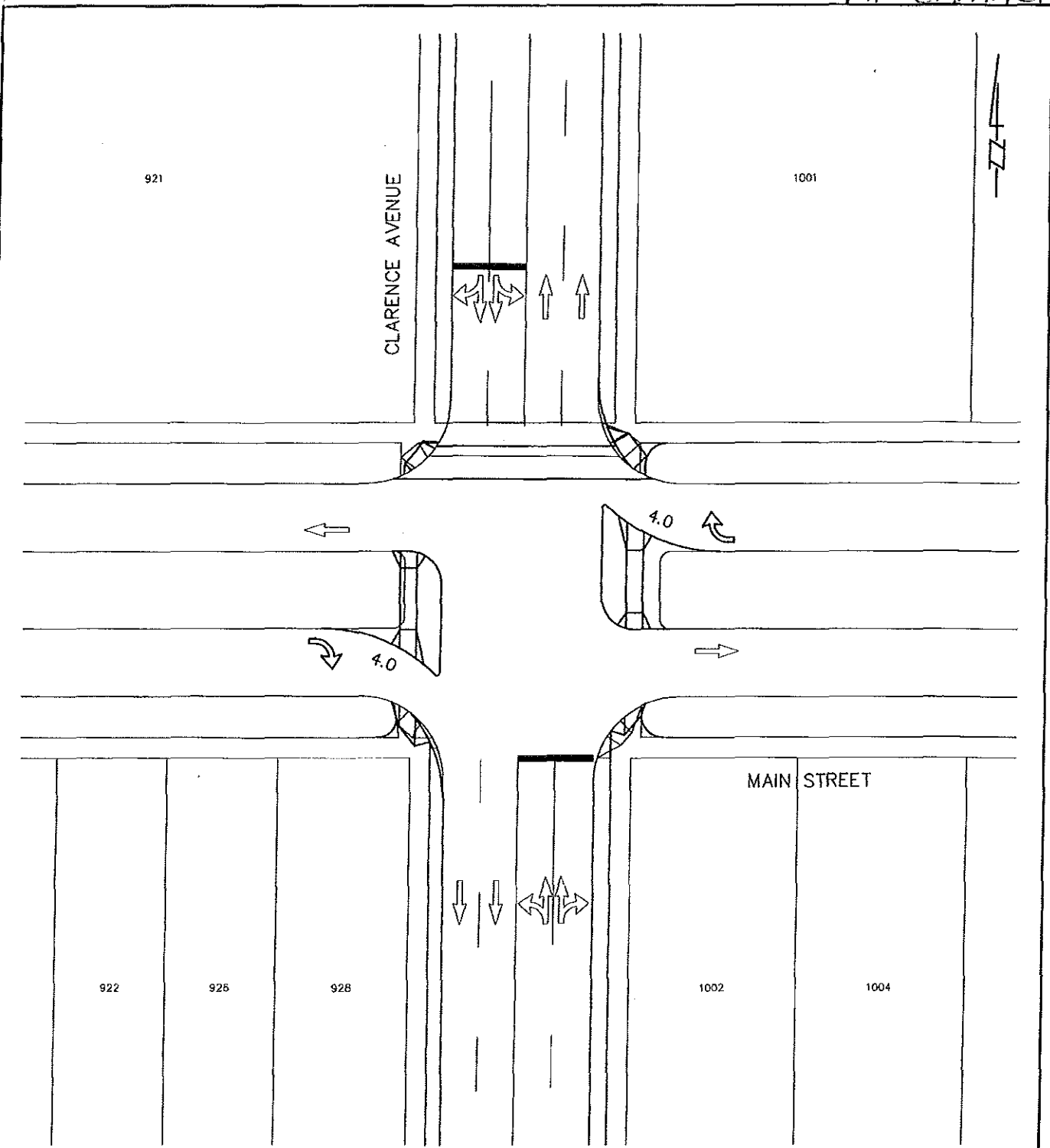
Written by: Lanre Akindipe, Traffic Systems Engineer
Transportation Branch

Approved by: Angela Gardiner, Manager
Transportation Branch

Approved by: Angela Gardiner
Mike Gutek, General Manager,
Infrastructure Services Department
Dated: Aug 26/13

Copy to: Murray Totland
City Manager

AF LA Clarence Avenue Main Street



FUNCTIONAL

PROJECT NO. 504-0065-001/001

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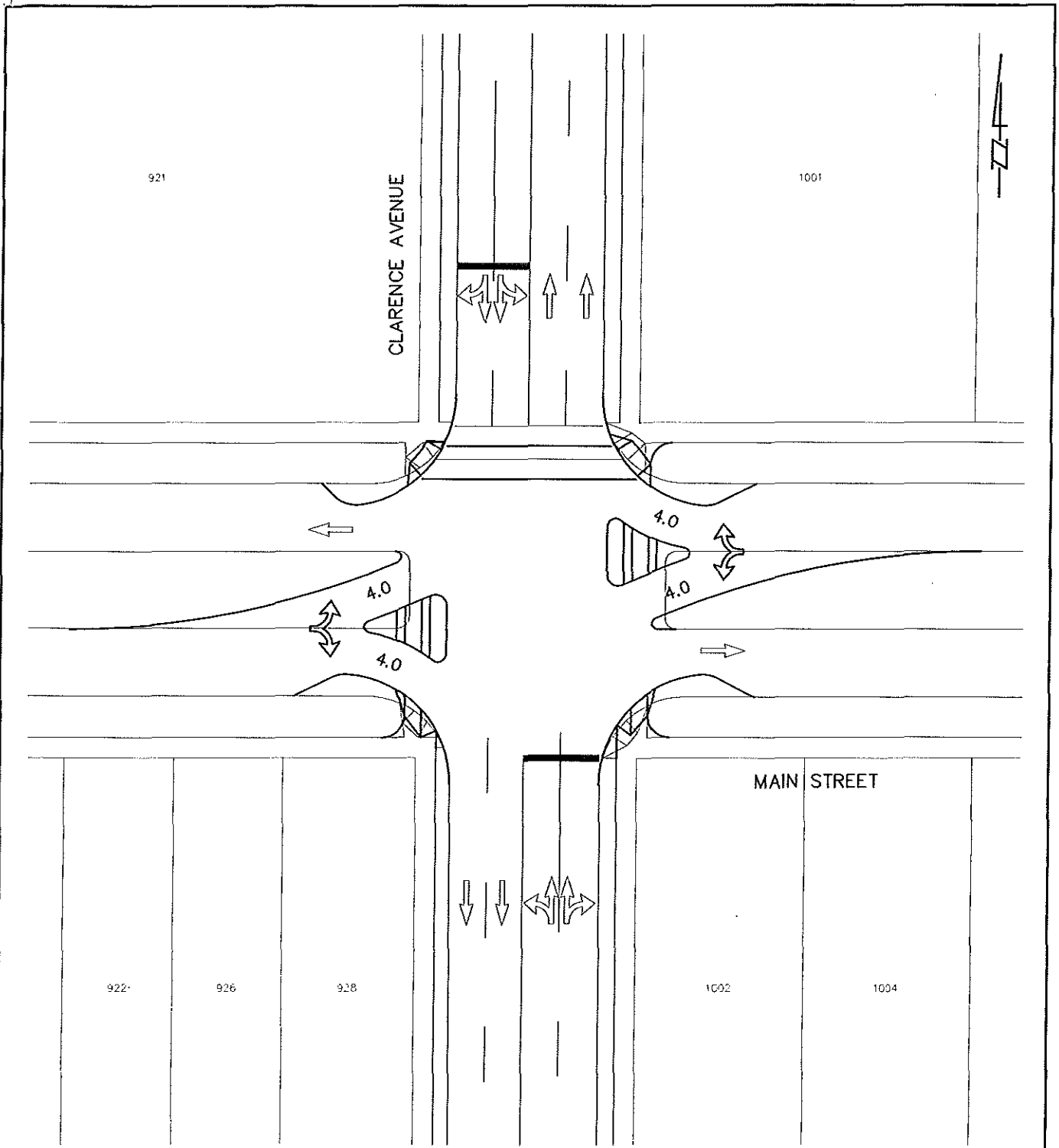
PLAN DESCRIPTION/REVISIONS	
4	
3	
2	
1	
DRAWN BY <u>BAJ / LCI</u>	
DATE <u>2013-MAR-15 / 2013-AUG-26</u>	
SCALE : HOR. <u>1:500</u> VERT. _____	



City of Saskatoon
Infrastructure Services Department

CLARENCE AVENUE & MAIN STREET
PROPOSED INTERSECTION IMPROVEMENTS
CONCEPT 1

APPROVED	
GENERAL MANAGER	<u>[Signature]</u>
ENGINEER	<u>[Signature]</u>
ENGINEER	<u>[Signature]</u>
PLAN NO.	ATTACHMENT 1



FUNCTIONAL

PROJECT NO. 504-0065-002/001

PLAN DESCRIPTION/REVISIONS	 <p>City of Saskatoon Infrastructure Services Department</p>	APPROVED
4		
3		GENERAL MANAGER _____
2		ENGINEER _____
1		ENGINEER _____
DRAWN BY <u>BAJ</u>	<p>CLARENCE AVENUE & MAIN STREET PROPOSED INTERSECTION IMPROVEMENTS CONCEPT 2</p>	ENGINEER _____
DATE <u>2013-MAR-15</u>		PLAN NO. <u>ATTACHMENT 2</u>
SCALE : HOR. <u>1:500</u> VERT. _____		

TO: Secretary, Administration & Finance Committee
FROM: General Manager, Infrastructure Services Department
DATE: August 16, 2013
SUBJECT: Enquiry – Councillor R. Donauer (January 7, 2013)
 Lane Markings
 AND
 2013 Road Painting Program
FILE: IS. 6315-04

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

TOPIC AND PURPOSE

This report is to respond to an enquiry from Councillor Donauer regarding line markings, and provides information regarding the City's program, including cost comparisons between different types of materials and their durability, application methods and feasibility.

REPORT HIGHLIGHTS

1. A summary of the various materials used in road marking, their approximate costs, durability and characteristics.
2. A description of the most common materials used in road marking.
3. A brief discussion of the benefits and lifecycle costs of various materials.

STRATEGIC GOALS

This report supports the following City of Saskatoon Strategic Goals:

- Moving Around, as the Durable Pavement Marking program promotes the safe movement of motorists, cyclists and pedestrians within the City of Saskatoon; and
- Environmental Leadership, as the Administration continually searches for materials which have the least deleterious effect on our environment.

BACKGROUND

The following enquiry was made by Councillor Donauer at the meeting of City Council held on January 7, 2013:

“Would the Administration please report back concerning the possibility of creating lane markings that remain visible during winter, especially for the ramp from Warman Road southbound to Circle Drive eastbound. Currently, there are two lanes on that off ramp that merge into one, than merge into traffic. Not having clear lane markings is causing some dangerous driving conditions, as people do not realize they should be merging until it is almost too late.”

City Council, at its meeting held on April 22, 2013, during consideration of Clause 4, Report No. 6 of the Administration and Finance Committee, considered a report of the General Manager, Infrastructure Services Department, dated March 22, 2013 regarding the 2013 Road Painting Program. Council resolved:

- "2) that the Administration report further to the Administration and Finance Committee within two months on permanent pavement markings, including the break-even point on the cost differential."

REPORT

Pavement markings play an important role in ensuring that motorists, cyclists and pedestrians are able to understand and navigate the roadway safely and efficiently, reducing the risk of accident or injury.

The following table outlines the pavement markings commonly used:

Pavement Marking Products

Product	Estimated Cost per metre	Estimated Life cycle	Minimum Application Temperature	Advantages	Disadvantages
Latex Paint	\$0.32	~ 4 months	+10° C	<ul style="list-style-type: none"> • inexpensive 	<ul style="list-style-type: none"> • poor durability • requires minimum storage temperature
Alkyd Paint	\$0.32	~ 4 months	+10° C	<ul style="list-style-type: none"> • inexpensive 	<ul style="list-style-type: none"> • Poor durability
Low VOC Alkyd Paint	\$0.38	~ 4 months	+ 5° C	<ul style="list-style-type: none"> • inexpensive • low VOC 	<ul style="list-style-type: none"> • Poor durability
Surface Applied Cold Plastic	\$9.50	~ 3 – 5 years	0° C	<ul style="list-style-type: none"> • moderate lifecycle 	<ul style="list-style-type: none"> • Can be peeled off by grader
Inlaid Thermoplastic	\$20.00	~ 10 - 15 years	0° C	<ul style="list-style-type: none"> • long lifecycle 	<ul style="list-style-type: none"> • High initial cost
Spray Epoxy	\$3.20	~ 3 years	+ 7° C	<ul style="list-style-type: none"> • low cost • long lifecycle 	<ul style="list-style-type: none"> • slow curing • needs +7° C • heavy bead cover needed

Further details regarding the various types of paints and pavement markings can be found in Attachment 1.

The City of Saskatoon is fully equipped to install all forms of paint; however, contractors install all of the durable road markings. In 2013, the City has installed Low Volatile Organic Compound (VOC) Alkyd paint. A third-party contractor will be applying Surface Applied Cold Plastic and Inlaid Thermoplastic markings primarily on heavy traffic roads, such as Circle Drive, Idylwyld Drive and 8th Street, where the expected surface life of the asphalt warrants the installation or where new asphalt has been installed; and on all newly built or rehabilitated major and minor arterial roadways, such as 8th Street, 22nd Street, College Drive and select streets in the downtown core that meet the selection criteria.

Ensuring the visibility of line marking in the winter is highly dependent on the ability to ensure the roadway is cleared. Of the durable pavement markings available, profiled

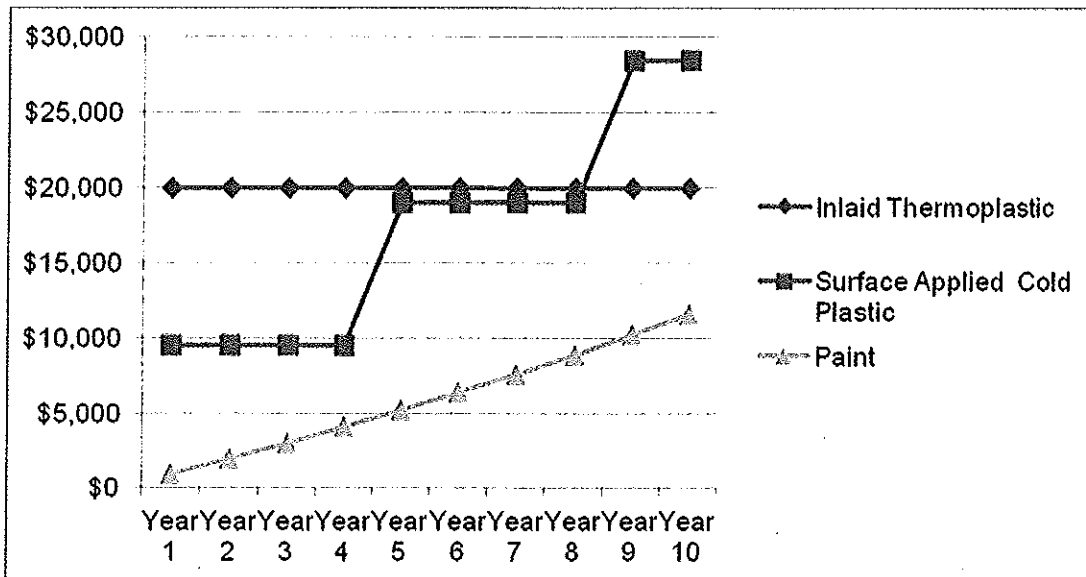
markings, which are durable pavement markings with a textured surface pattern to provide auditory feedback to motorists driving over them (see Attachment 1 for a detailed description), would have marginal benefit, when snow levels are minimal (late fall and early spring). However, the auditory aspect of the design is nullified if more than a few millimetres of snow are packed onto the material, thus rendering the durable marking surface smooth, with no difference in surface texture to the adjacent roadway. They are not specifically designed for winter driving and appear to offer no advantage when compared to conventional inlaid thermoplastic markings.

In 2013, inlaid thermoplastic lane lines have been installed on the Warman Road ramp, southbound to Circle Drive eastbound. These lane markings are inlaid into the surface of the asphalt to a depth of between three to five millimetres and to assist in ensuring visibility throughout the winter months. However, even a few millimeters of snow cover may render the lane markings invisible and the current level of service does not provide for sweeping or clearing of lane lines.

Cost Analysis

The cost per metre of installed longitudinal painted line is approximately \$0.32/m. Taking into account that paint has an average lifecycle of four months, the annual cost is \$0.96 per lineal metre (assuming three rounds are completed per year). A breakdown of these costs is outlined in Attachment 2.

The graph below illustrates the costs over 10 years when comparing Inlaid Thermoplastic and Surface Applied Cold Plastic versus Paint annual cost for paint (assuming a 4% escalation). Costs are based on 1,000 lineal metres (see Attachment 2 for further detail).



In purely financial terms, paint is the most cost-effective option and there is no break-even point compared to inlaid thermoplastic or surface applied cold plastic. However, when deciding on what type of pavement markings to apply, other factors need to be considered such as:

- 1) In each year of the painting program, the missing paint lines may need to be pre-marked, requiring additional work on a seasonal basis. Inlaid markings only require pre-marking in the first year.
- 2) Paint lines are likely to be missing after the snow melt each year, which could pose safety issues as motorists have no road markings to guide them until the weather warms sufficiently to enable paint to be reapplied. Inlaid markings are visible each spring.
- 3) Seasonal painting requires increased staff exposure to adjacent vehicular traffic during painting operations thus increasing the safety risk to staff.
- 4) Traffic may be impacted (up to three times per year) during painting.

The current cost of the road painting program is approximately \$800,000 per year. This includes a minimum of two rounds of paint, one in the spring and one in the fall. In certain locations such as the downtown core, arterials and freeways/expressways, three rounds are desired to ensure visibility. Third round painting isn't always completed, due to weather, etc.

The Administration will be identifying opportunities to install more durable pavement markings; however, consideration must also be made to ensure coordination with road maintenance and rehabilitation (i.e. if a road is intended to be rehabilitated in five years, applying a 10+ year product is not recommended).

OPTIONS TO THE RECOMMENDATION

There are no options to the recommendation.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The annual Durable Pavement Marking Program is funded through the Capital Project 1513 – IS-Pavement Marking Program and is intended for rehabilitation work on existing durable markings. Various project specific capital budgets are used for the installation of new durable markings on newly paved or constructed roads. In 2013, Capital Project 1513 – IS-Pavement Marking Program was allocated \$210,000 in funding for capital rehabilitation of existing durable markings.

Budgeted	Unbudgeted	Capital	Operating	Non-Mill Rate	External Funding
X		\$210,000			

If additional roadways are to be marked with durable markings, additional funds, or a reallocation from the existing paint program would be required.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

In recent years there has been increased awareness with regards to alternative modes of urban transportation which has prompted the City to evaluate its plans for bicycle usage, dedicated bicycle lanes and shared bicycle lane use. The public has requested clearly marked Bike Routes and the installation of bicycle and sharrow symbols. Where applicable, such work will be incorporated into the Durable Pavement Marking Contract.

COMMUNICATIONS PLAN

General information and priorities for the painted road markings, lanes and parking will be included on the website in order to educate residents on the level of service the City provides. Once line painting begins in the spring, City Councillors are notified regularly on the progress.

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

A follow up report is not required.

ENVIRONMENTAL IMPLICATIONS

The Durable Pavement Marking program will have resource consumption, greenhouse gas emissions and waste implications associated with road cleaning and painting activities. As the work will be performed by an outside contractor, these impacts have not been quantified at this time.

PRIVACY IMPACT

There are no privacy implications.

PUBLIC NOTICE

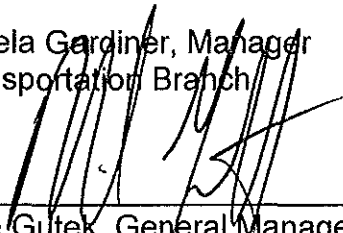
Public Notice, pursuant to Section 3 of Policy C01-021, Public Notice Policy, is not required.

ATTACHMENT

1. Details of Road Paint and Markings
2. Pavement Marking Costs

Written by: Kenneth G Pocha; Business Process & Project Supervisor, Sign Shop

Approved by: Angela Gardiner, Manager
Transportation Branch

Approved by: 
Mike Gutek, General Manager,
Infrastructure Services Department
Dated: Aug 23, 13

Copy to: Murray Totland
City Manager

AF KP 2013 Durable Pavement Markings

Attachment 1

Details of Road Paint and Markings

Latex Paint:

This product is water soluble which means that it can be thinned down by the use of water. Application equipment can also be cleaned with water, after usage. Latex Paint for road marking is sold by many manufacturers and is quite common. The disadvantages are that it has poor durability and must be stored in a heated compound during the winter months.

Alkyd Paint:

This product is oil based and must be thinned by the use of Toluene or Toluene based formulas. Equipment, hoses and guns must also be cleaned by the use of Toluene. This product also exhibits poor durability. Alkyd paint can be stored outside during cold weather. A disadvantage is that most products of this nature are high in Volatile Organic Compounds (VOC) and do not meet the new Federal Environmental Guidelines, which are VOC levels < 150 g/l.

Low VOC Solvent Based Paint:

As the title suggests, this paint has a VOC maximum of less than 150 g/l and so complies with the current Federal Environmental Guidelines. It is a solvent based paint and so must be thinned and/or cleaned by the use of Acetone. This product can be applied at slightly lower temperatures than conventional fast dry road marking paint. It is slightly more expensive, with durability similar to conventional paint products.

Surface Applied Cold Plastic:

This product falls is a type of Durable Marking Material. Cold plastic is a methyl methacrylate durable road marking material that uses a chemical catalyst to create a bond with the aggregate in the road surface. This means it can be applied at lower temperatures than thermoplastic (up to 0 Celsius). Cold plastic is mostly used for surface road markings and as the base for Pathfinder profiled markings. There are many brand names, by various manufacturers, but they all have almost identical chemical compositions. This product is compliant with the Federal Government legislation for VOC.

This product is a 2 part material that consists of Methyl Methacrylate Liquid and a catalyst powder, Benzoyl Peroxide. The Benzoyl Peroxide powder provides the catalyst that begins the curing process. This product is extruded directly onto the surface of the

asphalt. Glass Reflective Beads are distributed across the liquid surface before curing begins.

Thermoplastic Material:

A type of durable road marking material, Thermoplastic uses a heat process to create a hydrocarbon bond with the oil in the road surface. It's primarily used for inlaid road markings.

The application process for inlaid marking begins with grinding out sections in the asphalt to depths of 5mm. A heated thermoplastic liquid is poured into this ground out section of asphalt that fills up the groove to a level slightly above the roadway surface. Glass Reflective Beads are distributed across the liquid surface before curing begins.

White thermoplastic material is applied at a temperature of 200C while yellow material is applied at 185C to preserve the colour properties.

Epoxy Paint:

This is a 2 component material consisting of modified Urethane Resins and Organic Pigments. The material can be applied through a specialized spray gun affixed to a moving vehicle. Glass Beads are deposited upon the still liquid material. Curing time is from 3 to 4 minutes under normal temperature conditions.

This material is a good choice for asphalt that has been micro-sealed or has a thin overlay type of surface. It is relatively low in cost and is more durable than paint. The drawbacks are that it needs at least +7 C asphalt temperature to bond properly and that the bead coverage needs to be quite heavy. Beads need to be swept up after the material has cured to insure the safety of pedestrians, cyclists and vehicular traffic as the road may become slippery.

Reflective Glass Beads:

Glass beads are tiny spherical glass balls that are used to make pavement marking materials retroreflective. Glass beads are dropped on top of freshly applied conventional paints and durable materials. In some cases, portions of the beads are mixed in with paint before it is applied (pre-mixed paint). Glass beads can also be untreated or treated. Treated glass beads have a coating on their surface that enables the bead to sink into the paint, while the untreated beads float on the surface. Having a portion of the beads on the surface and in the paint allow continued retroreflectivity as the paint wears. The proper application of beads is key in creating the marking's retroreflectivity, as shown in Figure 1.

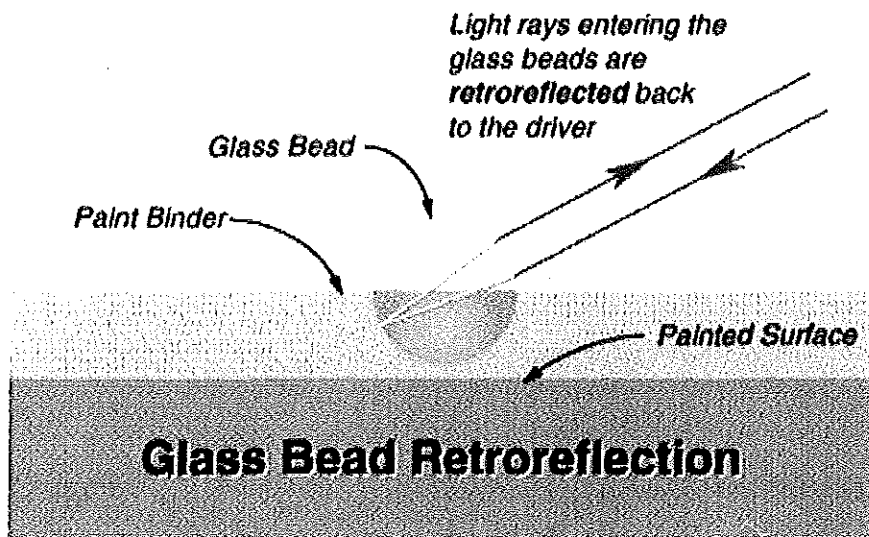


Figure 1 – Glass Bead Retroreflectivity

Profiled Thermoplastic Markings:

There is a class of pavement markings commonly referred to as, "Profiled Thermoplastic". These markings are, in simple terms, inlaid thermoplastic lines to which a pattern has been stamped onto the surface whilst the material is still in a malleable condition. These lines have a patterned appearance which may be diamond, diagonal or other design.

These profiled markings transmit a noise when driven over by vehicular tires and provide an auditory warning to drivers that may stray off the intended driving lanes. We do not currently have these lines installed within the City.

Profiled markings exhibit the same durability as conventional inlaid thermoplastic lines and are approximately the same price. Some of the drawbacks are that because of the patterned surface, reflectivity is not the same across the surface of the line. For example, when you are driving into the sun the line does not appear as visible as it does when observed in your rear view mirror. This is caused by reflective light scattering. Another issue is that the patterns sometimes can fill up with dirt, dust, etc and cause a decrease in reflectivity.

And example of Profiles Thermoplastic Lines is shown in Figure 2.

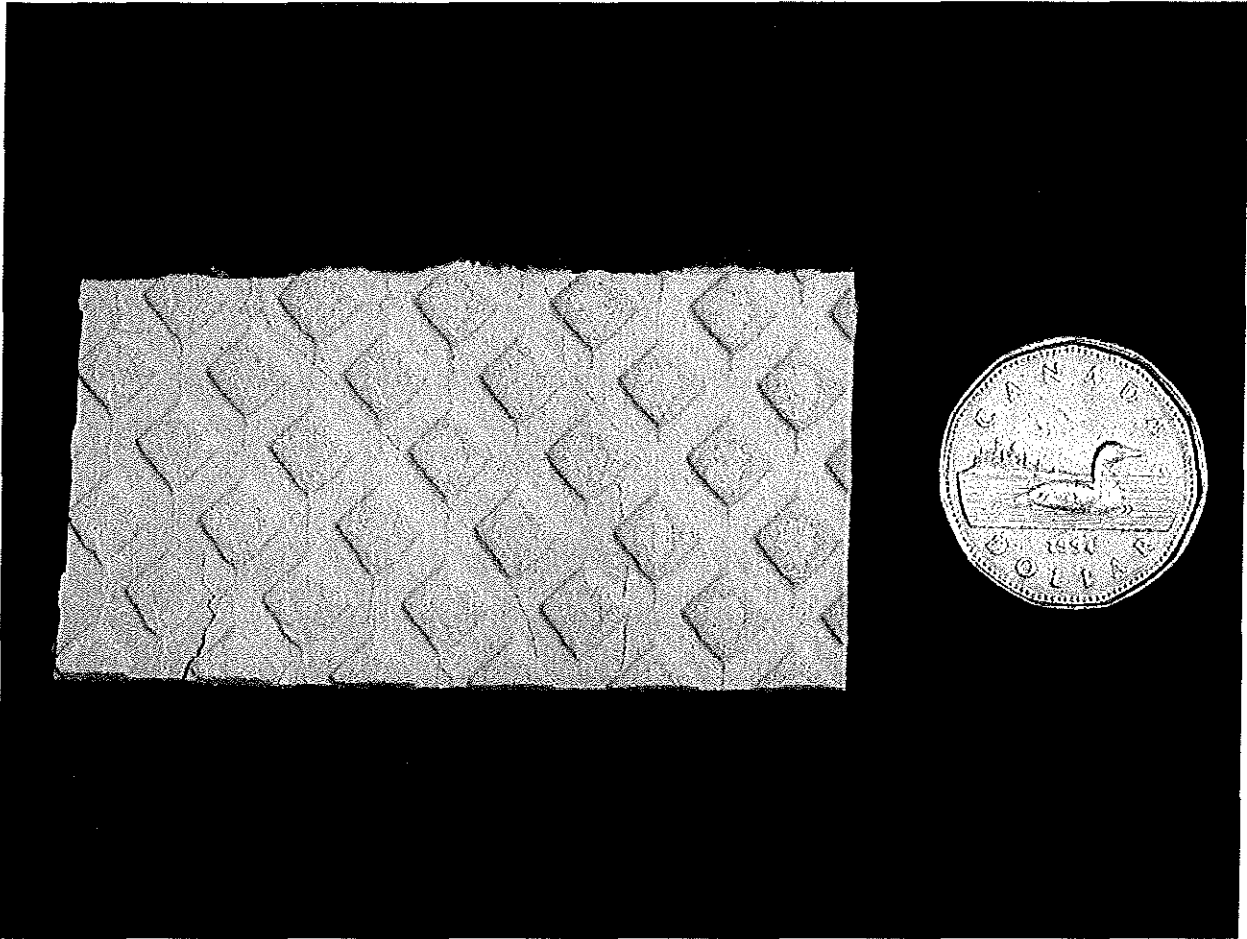


Figure 2 – Example of surface texture for Profiled Thermoplastic Markings

ATTACHMENT 2 – PAVEMENT MARKING COSTS

The following data illustrates the costs associated with paint being applied by the Line Marker truck operated by the Sign Shop.

Paint Costs:

- Average rate of lineal metres of paint applied..... 1,546 m/hr
- Hourly cost of paint & beads..... \$340/hr
- Labour cost (crew of 3)..... \$106/hr
- Equipment Cost (including fuel, lease & maintenance..... \$44/hr
- Total cost per hour \$490/hr
- Total cost paint per metre..... **\$0.32/m**

The table below illustrates the costs per 10 years when comparing inlaid thermoplastic and Surface Applied Cold Plastic versus Paint year cost for paint (assuming a 4% escalation). Costs are based on 1,000 lineal metres.

10 year costs per 1000 lineal metres)

	Inlaid Thermoplastic	Surface Applied Cold Plastic	Annual Paint Cost	Paint Rolling Sum
Year 1	\$20,000	\$9,500	\$960	\$960
Year 2	\$0	\$0	\$998	\$1,958
Year 3	\$0	\$0	\$1,038	\$2,997
Year 4	\$0	\$0	\$1,080	\$4,077
Year 5	\$0	\$9,500	\$1,123	\$5,200
Year 6	\$0	\$0	\$1,168	\$6,368
Year 7	\$0	\$0	\$1,215	\$7,582
Year 8	\$0	\$0	\$1,263	\$8,846
Year 9	\$0	\$9,500	\$1,314	\$10,159
Year 10	\$0	\$0	\$1,366	\$11,526

TO: Secretary, Administration & Finance Committee
FROM: General Manager, Infrastructure Services Department
DATE: August 12, 2013
SUBJECT: Traffic Noise Sound Attenuation Program 2012 Annual Report
AND
 Enquiry – Councillor A. Iwanchuk (April 22, 2013)
 Additional Funding Options – Building Sound Attenuation Walls in Existing Neighborhoods
AND
 Enquiry – Councillor T. Davies (June 10, 2013)
 Sound Attenuation Walls on Circle Drive
FILE: CK. 375-2

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

TOPIC AND PURPOSE

This report outlines the status of the Traffic Noise Sound Attenuation (TNSA) program, including completed projects and the priority list of sound attenuation devices to be installed in the future.

REPORT HIGHLIGHTS

1. Creation of Traffic Noise Attenuation Warrant and Priority Rating System and Reserve.
2. Construction of Sound Walls Adjacent to Highway 16 Between Circle Drive and Boychuk Drive; and Circle Drive South Near Preston Avenue.
3. Sound Attenuation Work Undertaken Since the Creation of the Traffic Noise Sound Attenuation Reserve.
4. Priority Locations.
5. Traffic Noise Sound Attenuation Funding.

STRATEGIC GOALS

The Traffic Noise Sound Attenuation program supports the City of Saskatoon Strategic Goals of Moving Around and Quality of Life, as attenuating traffic noise helps to maintain the quality of the outdoor amenity space in residential areas located adjacent to high speed roadways.

BACKGROUND

Councillor Iwanchuk made the following enquiry at the meeting of the City Council held on April 22, 2013:

"Would the Administration please report on additional funding options that would address decreasing the time frame for building sound attenuation walls in existing neighbourhoods. The current process of including the cost of sound attenuation walls for current and future projects is appropriate for those residents who are impacted, but we have a long list of sound attenuation walls that are required to improve the quality of life for residents in existing neighbourhoods and those needs are not being addressed. I would like to have this report in time for the 2014 budget deliberations."

Councillor Davies made the following enquiry at the meeting of City Council held on June 10, 2013:

"Will the Administration please let myself and the residents of Mount Royal and Massey Place know when the City of Saskatoon plans on building sound attenuation walls on Circle Drive. With the much anticipated opening of Circle Drive South Bridge, the amount of traffic travelling past these neighbourhoods will increase dramatically."

Creation of Traffic Noise Attenuation Warrant and Priority Rating System and Reserve

City Council, at its meeting on January 14, 2008, adopted a new traffic noise attenuation warrant and priority rating system, which compares potential locations for consideration for sound attenuation measures based on the following factors:

- noise levels;
- classification and proximity of adjacent roadway; and
- proximity to existing wall and development.

Traffic noise sound attenuation is included in the construction of all new residential areas and is built and paid for by land developers. It is also included in all new transportation infrastructure projects, with the costs included in the projects' costs. The Traffic Noise Sound Attenuation program was created for existing neighborhoods along existing roads.

In 1991, a city-wide Saskatoon Traffic Noise Study was conducted in order to establish traffic noise level policy guidelines for existing and proposed development areas; and to identify areas within the City that would warrant the installation of noise attenuation devices based on those guidelines.

In 2001, City Council approved the creation of the Traffic Noise Sound Attenuation Reserve to address existing residential properties subjected to high traffic noise levels, with initial funding in the amount of \$250,000. Since 2002, the Reserve has received \$500,000 in funding annually, for a total of \$5,750,000. To date, over \$29,000,000 has been spent on sound wall construction throughout the City, with senior government

programs providing approximately \$5,000,000 of the cost, and the balance being funded from other capital projects or reallocated funds.

REPORT

Construction of Sound Walls Adjacent to Highway 16 Between Circle Drive and Boychuk Drive; and Circle Drive South Near Preston Avenue

In 2012 construction commenced on a sound wall adjacent to Highway 16 between Circle Drive and Boychuk Drive, which will be completed in 2013. At that time, there was insufficient funding in the TNSA Reserve; therefore, City Council approved a borrowing plan whereby the contractor provided the interim financing, with the City of Saskatoon committing to a schedule of payments between 2012 and 2015. There are two remaining payments to be made (in 2014 and 2015) which are equivalent to the funding allocated to the Reserve on an annual basis. Therefore, funding will not be available for a new project until 2016.

City Council had also allocated funding for the construction of a sound wall on Circle Drive South near Preston Avenue (adjacent to the South Nutana Park and Eastview neighborhoods) in previous years. Construction was partially undertaken but was not completed adjacent to the Preston Avenue interchange. This construction will commence at the conclusion of the Circle Drive and Preston Avenue interchange project.

Sound Attenuation Work Undertaken Since the Creation of the Traffic Noise Sound Attenuation Reserve

There has been a considerable amount of sound attenuation work undertaken since the creation of the TNSA Reserve in 2001. Attachment 1 provides a summary of sound wall locations that have been completed or committed to, including year of completion, construction cost, the senior government funding contribution, as well as the sound measurement contained in the 1991 Traffic Noise Study, where applicable, or the most recent sound measurement. This listing does not include any of the sound attenuation measures provided by developers in the form of earth berms or sound walls.

Priority Locations

The Administration maintains a list of priority locations where requests have been made from the public. Attachment 2 includes a list of all locations that are currently being monitored. The list is not necessarily indicative of the order in which locations will be constructed and it is subject to modifications when additional sound measurements are taken and/or as development occurs. Attachment 3 provides a graphical representation of the locations listed in Attachment 2.

At this time, the Administration is not recommending proceeding with the construction of any sound attenuation for existing neighborhoods along existing roads until 2016.

The next sound attenuation project is proposed to be along Circle Drive West, between Laurier Drive and Airport Drive. This project would correspond to segments B, I and S on the priority list. Noise measurements, evaluations and design work will be proceeding in 2014 in preparation for potential construction in 2016. Cost savings can be achieved by bundling segments together to create a larger contract and undertaking the work all at once. As well, the industry has shown interest in providing financing for projects such as this and that model may be pursued as well.

Traffic Noise Sound Attenuation Funding

The Traffic Noise Sound Attenuation program is currently funded from mill rate sources. The Administration also continues to seek senior government funding, when available.

The Administration has also investigated the following funding models:

Local Improvement – Local Improvements are a special assessment of properties which benefit from specific work. This special assessment is included on the property tax bill. Local improvements are, by definition, not paid by everyone – they are paid by the immediately benefitting properties. Given the costs of sound attenuation and the few directly benefitting properties, this mechanism has never been chosen by prior City Councils due to the onerous impact that it would have on benefitting property owners.

Development Levy – *The Cities Act* does not allow sound walls to be considered as a public utility, therefore, the types of levies which are collected to fund water and sewer infrastructure are not an option.

Special Addition to the Mill Rate – A special addition to the mill rate can be added to the taxes and the funds from this addition would be dedicated to sound attenuation. This can be called a levy but it is, in fact, simply a specific mill rate increase. It is based on the assessment tax of the property and cannot be a flat amount. This could be an option, if City Council wishes to pursue it.

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

There has been no public or stakeholder involvement in the development of this report. The Administration receives requests from the public and Community Associations regarding locations requiring sound attenuation, which forms the basis of the priority locations.

During the evaluation which will take place in 2014 for Circle Drive West between Laurier Drive and Airport Drive, the adjacent community will be consulted to determine the level of support. Further details on the project will be reported at the appropriate time.

COMMUNICATIONS PLAN

There are many outstanding requests for new sound attenuation walls in various neighbourhoods in the city. When a request or concern from a resident is received, staff advise the resident if and where that location is on our priority list. If it's a new location, it will be evaluated and sound level readings will be taken. Each location evaluation generates a score which is used to prioritize the location on the outstanding list of walls the City recommends for future budgeting.

A current list of locations is available on the website, along with the criteria used to evaluate a location for consideration. As funding becomes available, the Administration recommends a project location to City Council for their approval for design. The design work includes consultation with the adjacent property owners. As projects are scheduled for construction, they will be included in the online construction project map for that season. Communication activities for construction include advising drivers and adjacent residents of any work that will interrupt their daily routines.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

The Administration reports annually on the status of the Traffic Noise Sound Attenuation Program, therefore, an update report will be submitted in 2014.

ENVIRONMENTAL IMPLICATIONS

The construction and maintenance activities associated with the TNSA program require the use of land, materials and equipment resulting in consumption of resources and generation of greenhouse gas (GHG) emissions. The overall impact has not been quantified at this time.

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED review was not required.

PUBLIC NOTICE

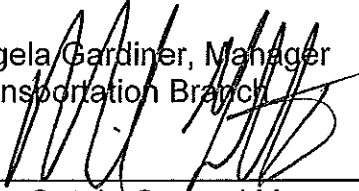
Public Notice, pursuant to Section 3 of Policy C01-021, Public Notice Policy, is not required.

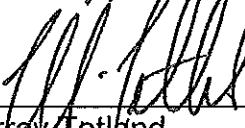
ATTACHMENTS

- 1. Traffic Noise Attenuation Funded Projects;
- 2. 2013 Retrofit Sound Attenuation Locations Priority List; and
- 3. Plan – Proposed Sound Attenuation Walls

Written by: Chelsea Lanning, Traffic Engineer-in-Training
Transportation Branch

Approved by: Angela Gardiner, Manager
Transportation Branch

Approved by: 
Mike Gutek, General Manager,
Infrastructure Services Department
Dated: August 13, 2013

Approved by: 
Murray Totland
City Manager
Dated: July 20, 13

Attachment 1

Attachment 1: Traffic Noise Attenuation Funded Projects

Location	Limits	1991 Noise Level (dB(A))	Year Completed / Funded	Project Cost (\$ M)	TNSA Reserve Funding	Senior Gov't Funding	Other Capital Project Funding
Warman Road	Primrose Dr to Circle Dr	69	2003	\$0.40	\$0.40	n/a	
Warman Road	Circle Dr to Hazen St	73	2003	\$0.20	\$0.20	n/a	
Warman Road	Hazen St to 7 th Ave	n/a	2003	\$0.50	\$0.40	n/a	\$0.10
Idylwyld Freeway	Ruth St to Circle Dr	69	2003	\$0.30	\$0.30	n/a	
Circle Drive	Warman Rd to Preston Ave	67	2004	\$1.27	\$0.60	\$0.67	
Idylwyld Freeway	Sen. Sid Buckwold Bridge to 8 th St	74	2005	\$1.35	\$0.20	\$1.15	
Idylwyld Freeway	8 th St to Taylor St	66	2006	\$1.16	\$1.00	\$0.16	
Circle Drive	College Dr to 14 th St	n/a	2006	\$1.10	\$0.00	\$0.00	\$1.10
College Drive	Circle Dr. To Central Ave	n/a	2006	\$1.40	\$0.00	\$0.00	\$1.40
Idylwyld Freeway	Taylor St to 2 nd St	n/a	2007	\$0.40	\$0.10	\$0.30	
Circle Drive	Clarence Ave Interchange	n/a	2008	\$1.60	\$0.00	\$1.20	\$0.40
Circle Drive	8 th St to 14 th St	n/a	2008	\$3.00	\$1.50	\$1.50	
Lenore Drive & Wanuskewin Road	Warman Rd to Primrose Dr & Lenore Dr to Adilman Dr	63	2009	\$3.35			\$3.35
Circle Drive	Clarence Ave to Preston Ave	62	2009	\$3.06			\$3.06
Circle Drive	Preston Ave to Highway 16	62	2010	\$2.20			\$2.20
Circle Drive	Taylor St to 8 th St	63	2009	\$2.00			\$2.00
Boychuk Drive	8 th St to Highway 16	59	2009	\$1.30			\$1.30
Circle Drive	South River Crossing	n/a	2009	\$1.92			\$1.92
Highway 16	Circle Drive East to Boychuk Drive	65	2012	\$2.50	\$2.50		
				\$29.01	\$7.20	\$4.98	\$16.83

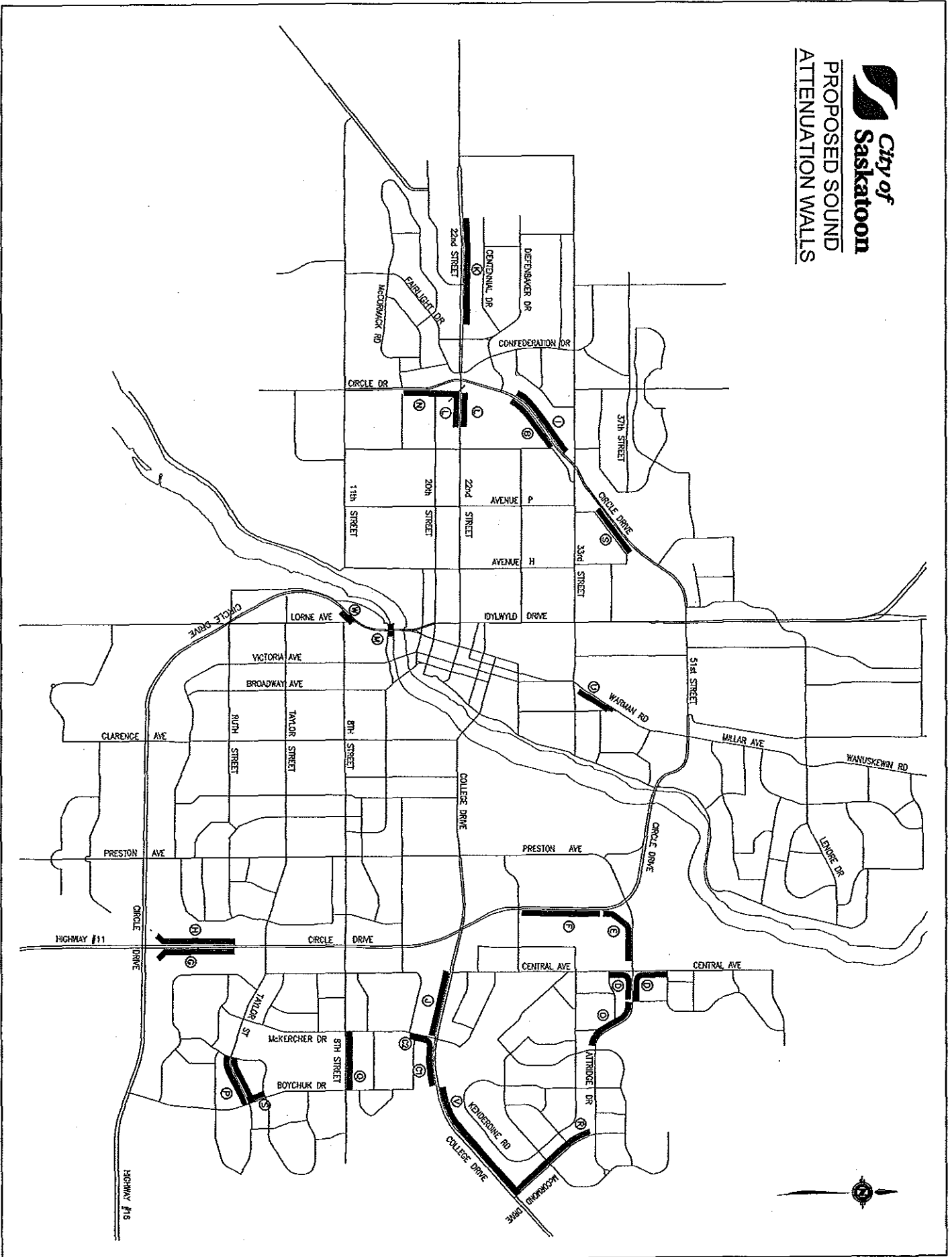
Attachment 2: 2013 Retrofit Sound Attenuation Locations										
	Location			Sound Level Reading	Noise	Proximity	Points			Estimated Cost
	Adjacent Roadway	Adjacent Neighborhood	Limits				Extension	Development	Total	
B	Circle Drive West	Mount Royal	29th Street to 31st Street	67	50	30	5	6	91	\$ 1,980
J	College Drive	College Park West	Central Avenue to McKercher Drive	67	50	30	5	6	91	\$ 1,980
G	Circle Drive East	Lakeview	Taylor St to Hwy 16	67	50	30	5	4	89	\$ 2,420
S	Circle Drive West	Hudson Bay Park	adjacent to Howell Ave	64	45	30	0	6	81	\$ 2,145
S	Boychuk Drive	Wildwood	Taylor St to Heritage Cr	65	50	25	0	6	81	\$ 0,220
O	Attridge Drive	Forest Grove	Kellins Crescent	66	50	25	0	4	79	\$ 1,320
V	College Drive	Arbor Creek	Rail Line to McOrmond Dr	63	40	35	0	4	79	\$ 2,805
C-1	College Drive *	College Park East	McKercher Boulevard to CPR Bridge	62	35	35	0	6	76	\$ 1,320
W	Idylwyld Drive	Buena Vista/Nutana	Kilburn Ave to Saskatchewan Cr	62	35	30	5	0	70	\$ 1,320
D	Central Ave **	Silverspring / Forest Grove	Attridge Drive to Konihowski Road	63	40	25	0	4	69	\$ 2,145
E	Circle Drive East	Forest Grove	Attridge Interchange	62	35	30	0	4	69	\$ 1,760
H	Circle Drive East	Eastview	Taylor St to Hwy 16	61	30	30	5	4	69	\$ 2,200
I	Circle Drive West	Massey Place	Milton Street to Avenue W	61	30	30	0	6	66	\$ 2,420
F	Circle Drive East	Sutherland	108th Street to CPR Bridge	61	30	30	0	4	64	\$ 2,200
K	22nd Street	Pacific Heights	Haviland Crescent to Michener Crescent	60	25	25	0	8	58	\$ 2,475
L	22nd Street	Mount Royal / Meadowgreen	Circle Drive West to Witney Avenue	61	30	25	0	2	57	\$ 1,485
N	Circle Drive West	Meadowgreen	Vancouver Avenue South	59	20	30	0	6	56	\$ 1,760
M	Idylwyld Drive	Nutana	Sen. Sid Buckwold Bridge	59	20	30	5	0	55	\$ 1,440
P	Taylor Street	Lakeridge	Weyakwin Drive to Boychuk Drive	58	15	25	5	6	51	\$ 1,155
U	Warman Road	North Park	7th Ave to Empress St	59	20	25	5	0	50	\$ 0,743
Q	8th Street	College Park East	McKercher Drive to Boychuk Drive	59	20	25	0	2	47	\$ 0,990
C-2	McKercher Drive	College Park East	Boychuk Dr to College Dr	59	20	25	0	2	47	\$ 0,330
R	McOrmond Drive	Erindale	Kerr Rd to Attridge Dr	58	15	25	0	6	46	\$ 0,770

\$ 37,383

Notes

- * Projects C-1 and C-2 should be undertaken concurrently
- ** Proposed to be constructed in conjunction with the Central Ave & Attridge Drive Intersection project

**City of
Saskatoon**
PROPOSED SOUND
ATTENUATION WALLS



TO: Administration and Finance Committee
FROM: General Manager, Infrastructure Services Department
DATE: August 12, 2013
SUBJECT: Walkway Status Report
FILE NO: 6295-1

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

TOPIC AND PURPOSE

This report is to provide an update on walkway closure requests.

REPORT HIGHLIGHTS

1. As of October 2011, there were 28 outstanding walkway closure requests, all of which received a Crime Prevention Through Environmental Review.
2. Letters were sent to the applicants asking if they wished to proceed with closure, and allowing them the option of continuing under the previous policy. Nine responses were received requesting to continue under the previous policy and the remainder will be dealt with under the new policy, and will not be considered for closure at this time.
3. Of the 9 responses, 3 were approved for closure in 2012/13; 1 has been cancelled; 3 will remain open; and 2 are still under review.

STRATEGIC GOALS

The maintenance of walkways is supported by the City of Saskatoon Strategic Goal, Moving Around, as it optimizes the flow of people and goods in and around the city; and contributes to the development and integration of a transportation network that is practical and useful for all pedestrians.

BACKGROUND

Due to the increasing number of requests for walkway closures and the effect this had on the walkability of a neighbourhood, City Council approved changes to Policy C07-017 - Walkway Evaluation and Closure on April 16, 2012. With these changes, resources are now being used to investigate ways to improve the infrastructure of a walkway rather than closing it.

With the new procedures, upon receipt of request for the closure of a walkway, a Crime Prevention through Environmental Design (CPTED) review is completed to determine the condition of the walkway and surrounding property and whether anything can be done to alleviate concerns, such as:

- Removal of vegetation which restrict sight lines;
- Installation of street lighting;
- Installation of posts or bollards to prevent vehicle access; and

- Notifying Saskatoon Police Services of concerns related to graffiti.

If, within a one-year period, Saskatoon Police Services identifies that illegal activity, vandalism or public safety issues are unmanageable, a recommendation may be made for closure.

REPORT

As of October 2011, there were 28 outstanding walkway closure requests. The new policy resulted in all 28 outstanding walkways being reviewed under Crime Prevention Through Environmental Design (CPTED), which identified changes that could be made to improve safety (Attachment 1).

In May 2012, letters were sent to the 28 outstanding walkway closure applicants asking them if they still wished to proceed with the closure of the walkway, and allowing them the option of continuing under the previous policy. Of those, nine replied requesting to continue under the previous policy. The remainder will be dealt with under the new policy, and will not be considered for closure at this time.

From the nine eligible walkway closure requests:

- 3 were approved for closure in 2012/13;
- 1 has been cancelled;
- 3 will remain open (see below for an explanation); and
- 2 are still under review.

The CPTED review findings for the three walkways that will remain open are as follows:

- 722-726 Trent Crescent – Residents were encouraged to contact Saskatoon Police Services regarding public safety issues and graffiti, and to keep shrubs adjacent to the walkway trimmed and shortened so as not to encroach on the walkway entrance. The City is responsible for repairs to the walkway when needed and for garbage pickup.
- 159-203 Ball Crescent - Residents were encouraged to contact Saskatoon Police Services regarding public safety issues and graffiti. The City will replace a light and a waste receptacle at the back of the property where it connects with the Meewasin Trail, which will be installed in 2013.
- 314-318 Nesslin Crescent and 303-235 Jan Crescent – Due to underground water and sewer and over ground drainage that this walkway provides, it will not be closed. An onsite meeting was held with homeowners to inform them of a plan to place a drainage swale along side of the walkway to aid in the drainage of water. Construction of the swale is to be completed in 2013.

A new application for closure of the walkway located at 2501 Clarence Avenue has been received. This request will be considered under the new policy.

OPTIONS TO THE RECOMMENDATION

There are no options.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

Annual funding in the amount of \$50,000 is allocated to Capital Project 2234 - Walkways from the Reserve for Capital Expenditures. This funding is used to evaluate concerns, make improvements to the walkways, and support the costs of closure, if necessary.

It is estimated that the cost to close a walkway, including advertising and administrative, legal and surveying fees is approximately \$11,500.

Until April 2012, a \$1,000 application fee was received from each property owner adjacent to the walkway being closed (typically \$4,000 per walkway) and \$1,000 from each property owner purchasing the land (minimum of \$2,000) for a total of \$6,000. The City, therefore, subsidized the cost of closing a walkway by approximately \$5,500 per walkway, or \$77,000 annually, based on 2010 figures (14 walkway closures at a total estimated cost of \$161,000).

In April 2012, City Council approved an increase to the application fees to \$2,000 per property. Even with the increase, the City subsidizes the cost of closures by approximately \$3,000 per walkway.

COMMUNICATION PLAN

Information on the walkway management policy is available on the City's website. When requests are received from the public, additional information is provided. If a walkway is being considered for closure, stakeholders, including a catchment area in the community, are notified by mail regarding the matter.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

The Administration will provide an annual update on the status of walkway closure requests.

ENVIRONMENTAL IMPLICATIONS

The closure of walkways has the potential to alter localized transportation choices. However, as the overall impact is minimal, no environmental and/or greenhouse gas emissions implications have been identified at this time.

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

As outlined in this report, all walkway closure requests now undergo a CPTED review in order to identify areas of improvement.

PUBLIC NOTICE

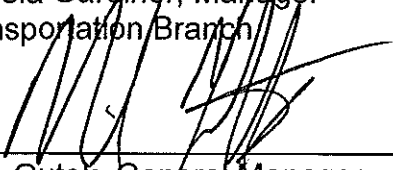
Public Notice, pursuant to Section 3 of Policy C01-021, Public Notice Policy, is not required.

ATTACHMENT(S)

1. 2011 CPTED Walkway Review.

Written by: Lana Dodds, Traffic Program Coordinator
Transportation Branch

Approved by: Angela Gardiner, Manager
Transportation Branch

Approved by: 
Mike Gutek, General Manager,
Infrastructure Services Department
Dated: AUG 13, 2013

Copy to: Murray Totland
City Manager

2011

CPTED Walkway Review



Lana Dodds
City of Saskatoon
2011/10/17

The purpose of **Crime Prevention Through Environmental Design (CPTED)** is to look at a holistic approach in the discouraging of illegitimate use of public/private spaces through both physical design and community support. The concept applies to both small-scale developments, such as convenience stores, walkways, and parking lots, to large-scale developments, such as new town centers, schoolyards, urban parks, and neighbourhoods.

The CPTED principles are divided into 1st Generation and 2nd Generation. 1st Generation CPTED includes both Basic and Advanced principles and mainly examines physical characteristics of an environment, which includes:

- Natural Surveillance
- Access Control
- Image/Maintenance
- Territoriality
- Activity Support
- Land Use Mix
- Movement Predictors

2nd Generation looks at community involvement such as connectivity between neighbourhoods, cohesion, capacity and culture.

In this report, each walkway was reviewed and any non-compliance with the principles is noted here within. The specific recommendations for each walkway are included at the end of this report.

Walkways Reviewed

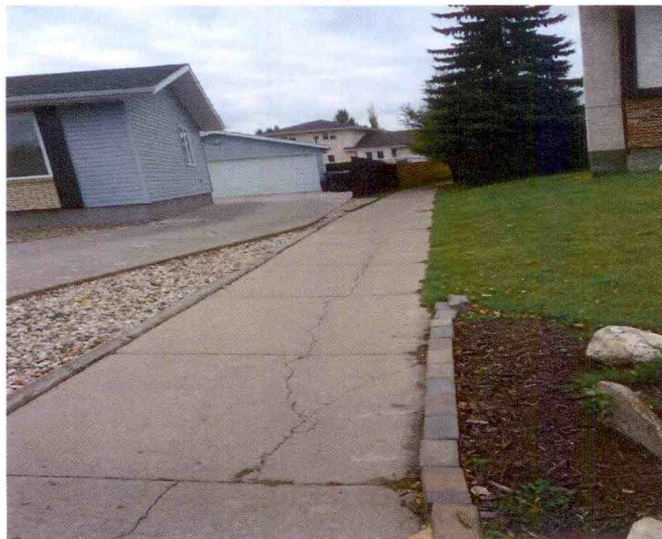
1. 244 & 240 Wakabayashi Way and 325 & 329 Russell Rd
2. 245 & 249 Wakabayashi Way and 447 & 451 Wakabayashi Cres
3. 46 & 50 Verbeke Court
4. 346 & 350 Allegretto Cres and 319 & 323 Sebestyen Cres
5. 354 & 402 Whitewood Rd and 1207 & 1211 Emerald Cres.
6. 3831 & 3903 Taylor Street and 370 & 375 Sylvian Cres
7. 159 & 203 Ball Cres
8. 50 & 54 Champlin Cres
9. 143 & 147 Huron Place and 335 & 341 La Ronge Road
10. 2614 & 2702 Cumberland Ave and 37 & 39 Mackenzie Cres
11. 115 & 119 Kingsmere Court and 187 & 191 Coldspring Cres
12. 322 & 326 Shea Cres and 3842 & 3847 John A Mac Donald Road
13. 1222 & 1302 Avenue J North
14. 234 & 238 Flavelle Cres and 206 & 210 Nesbitt Cres
15. 333 Turtle Cres & 403 Turtle Place
16. 59 & 61 Moxon Cres

17. 222 & 226 Roborecki Cres and 131 & 135 Charlebois Cres
18. 314 & 318 Nesslin Cres and 235 & 303 Jan Cres
19. 606 & 610 Nesslin Cres and 263 & 307 Weyakwin Dr
20. 569 & 603 Nordstrum Rd
21. 127 & 403 and 630 & 634 Trent Cres
22. 722 & 726 Trent Cres
23. 818 & 902 Pezer Cres
24. 48 & 50 Harrison Cres
25. 3455 Cassino Place
26. 1621 & 1625 Edward Ave
27. 22 & 26 McCully Cres
28. 60 & 64 Klaehn Cres

Natural Surveillance

Natural surveillance is the concept of putting “eyes on the street”, making a place unattractive for potential illegitimate behaviour. Street design, landscaping, lighting and site design all influence the potential for natural surveillance. The following non-compliance was observed:

1. Walkways offer a clear view from entrance to exit except for:
 - 143 & 147 Huron Place and 335 & 341 La Ronge Road
 - Bend in walkway prevents sight line to other side.
 - 222 & 226 Roborecki Cres and 131 & 135 Charlebois Cres
 - Bend in walkway prevents sight line to other crescent.



- 606 & 610 Nesslin Cres and 263 & 307 Weyakwin Dr
 - Shrubs block view from the road way.



2. Entrance/exit from/to streets offers visibility from local traffic and houses except for:

- 722 & 726 Trent Cres
 - Walkway joins Trent Cres to lane.
- 333 Turtle Cres & 403 Turtle Place
 - Walkway leads to pathway at rear of apartment building.
- 46 & 50 Verbeke Court / 159 & 203 Ball Cres
 - Walkway leads to open green space.
- 354 & 402 Whitewood Road and 1207 & 1211 Empress Cres
 - Both lead to linear park with solid fences on both sides.
- 50 & 54 Champlin
 - Walkway leads to apartment parking lot and lane.
- 569 & 603 Nordstrum Road
 - Connects to grass area between back of houses and sound wall.
- 22 & 26 McCully Cres / 48 & 50 Harrison Cres / 60 & 64 Klaehn Cres
 - Walkway leads to lane.
- 2614 & 2702 Cumberland Ave and 37 & 39 Mackenzie Cres
 - Spruce tree creates overhang and area not visible from the roadway.

The walkways leading to lanes, offer limited natural surveillance as most houses backing the lanes have solid wooden fences some with vegetation overhang thus blocking any view from the rear of the property.



3. Street lighting is present at all walkways either adjacent to the walkway or across the street, except where the walkway connects to a lane. Natural light is also present except when vegetation hangs over the walkway creating a canopy. This however is more of a problem in the evening and can be fixed by trimming back trees and shrubs from the walkway.

General Recommendations

Shrubs/trees need to be trimmed back or removed from blocking all entrances/exits and to eliminate heavy canopy that blocks out natural light.

Lights can be installed in lanes and parks close to walkways.

Walkways leading to lanes and are not part of a larger network or don't lead to a park, school or other direct location should be looked at for closure.

Access Control

Access control is controlling who goes in/out of a neighbourhood, park, building, etc.

Access control includes creating a sense of "turf" (for legitimate users), but focuses on formal and informal entry and exit points.

1. Walkways allow pedestrian traffic a means of accessing parks, neighbourhoods and school yards. Some of these walkways are part of larger network and by closing one, the access that these walkways allow

becomes compromised. The following are walkways that are part of a larger network of walkways needed to access specific areas:

- 244 & 240 Wakabayashi Way and 325 & 329 Russell Road
- 245 & 249 Wakabayashi Way and 447 & 451 Wakabayashi Cres
- 346 & 350 Allegretto Cres and 319 & 323 Sebestyen Cres
- 127 & 403 and 630 & 634 Trent Cres
- 722 & 726 Trent Cres
- 59 & 61 Moxon Cres and 507 & 509 Quance Ave
- 333 Turtle Cres & 403 Turtle Place

2. Walkway access is not clearly defined.

- 1621 & 1625 Edward Ave
 - Wide grass area with little show of use.
- 48 & 50 Harrison Cres
 - 50 Harrison Cres's driveway encroaches on walkway making the grass path less visible.



- 22 & 26 McCully Cres
 - Grass path with no visible worn path.
 - Can be accessed by vehicles.



3. Some walkways lead to areas that can be used for illegitimate use, such as lanes without any natural surveillance, light or dead end areas.
 - 60 & 64 Klaehn Cres
 - Leads to 3 way directional lane.
 - 22 & 26 McCully Cres / 48 & 50 Harrison Cres
 - Leads to lane.
 - 3455 Cassino Place
 - Walkway impassable at back due to chain link fence from backing property.



General Recommendations

Walkways that are part of a larger network need to remain open; by shutting down one walkway it affects the entire network.

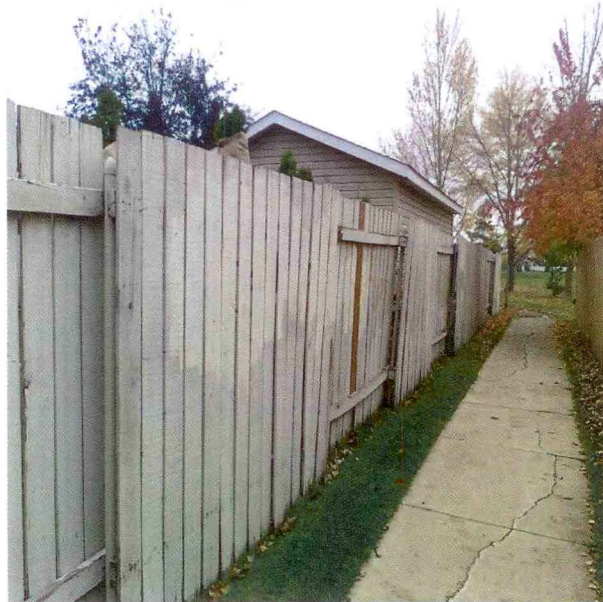
It is recommended that all walkways that have no defined path either have permanent asphalt or concrete pathway placed or be closed down. Walkways wide enough for vehicle access need to have bollards placed at both ends.

Walkways that lead to lanes and are not needed to access parks, schools or other walkway systems, should be closed as to prevent illegitimate activities happening in or around them.

Image/Maintenance

Image/Maintenance is the appearance of a place and how this is instrumental in creating a sense of place or territory for legitimate users of the space. A place that does not appear to be maintained or cared for may indicate to criminals that the place will not be defended and criminal activity in the area will be tolerated.

1. Graffiti/tagging seem to be a problem with most of the walkways. The majority of the graffiti/tagging is on fences and utility boxes, the following walkways have more graffiti/tagging than others;
 - 3831 & 3903 Taylor St E and 371 & 375 Sylvian Cres
 - Consistent tagging along both fences, mostly in chalk or marker and tagging on garage.
 - 222 & 226 Roborecki Cres and 131 & 135 Charlebois Cres
 - Large tagging and graffiti along entire length of fence.
 - 722 & 726 Trent Cres and 127 & 403 and 603 & 634 Trent Cres
 - Consistent tagging along fences in both walkways including on garage in back alley and on shed inside fences.
 - 346 & 350 Allegretto Cres and 319 & 323 Sebestyen Cres
 - Graffiti in alcove around utility box and signs of tagging/graffiti painted over along entire fence.
 - 46 & 50 Verbeke Court
 - Consistent tagging along both fences, large patches of painted over sections of fence to cover up older tagging.



- 159 & 203 Ball Cres
 - 203 Ball Cres has large graffiti along majority of fence.



- 2614 & 2702 Cumberland Ave and 37 & 39 Mackenzie Cres.
 - Large tags along chain link fence that takes up approx 3 panels and full height.
- 354 & 402 Whitewood Rd and 1207 & 1211 Emerald Cres
 - 354 Whitewood Rd shows signs of graffiti painted over on the majority of the fence. Also utility box 80% covered in graffiti.

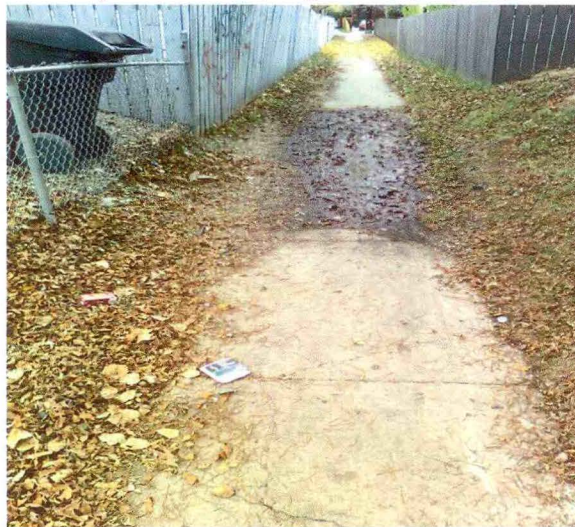


- 245 & 249 Wakabayashi Way and 447 & 451 Wakabayashi Cres
 - Both large and small tagging along entire length of fence.

- 244 & 240 Wakabayashi Way and 325 & 329 Russell Rd
 - Extensive graffiti/tagging on both fences on the south side of the walkway.



2. Garbage is also prevalent in most of the walkways, with the following walkways having excessive garbage;
- 244 & 240 Wakabayashi Way and 325 & 329 Russell Road
 - Garbage in walkway consists of granola bar wrappers, juice boxes, cigarette packages and broken glass.



- 333 Turtle Cres & 403 Turtle Pl
 - Garbage behind properties adjacent to walkway and along connecting walkway.
- 234 & 238 Flavelle Cres and 206 & 210 Nesbitt Cres
 - Dog feces present in walkway.

- 50 & 54 Champlin Cres
 - Broken glass and a considerable amount made up of papers and food wrappers and cups.
- 606 & 610 Nesslin Cres and 263 & 307 Weyakwin Dr
 - Garbage such as food wrappers and papers collected in the bushes at the entrance/exit on both ends.



- 59 & 61 Moxon Cres
 - Large amounts of cigarette butts located towards the front of the walkway.
3. Walkways are in poor condition either due to cracking, drainage problems or no concrete/asphalt path present.
- 222 & 226 Roborecki Cres and 131 & 135 Charlebois Cres
 - Concrete around catch basin deteriorated and needs repair.



- 50 & 54 Champlin Cres
 - Large cracks in the walkway.
- 22 & 26 McCully Cres / 48 & 50 Harrison Cres / 1222 & 1302 Ave J N / 1621 & 1625 Edward Ave
 - Grass pathway.



- 2614 & 2702 Cumberland Ave and 37 & 39 Mackenzie Cres
 - Uneven asphalt pathway with cracking.
 - 569 & 603 Nordstrum Rd
 - Cracks along the majority of the walkway
 - 244 & 240 Wakabayashi Way and 325 & 329 Russell Rd
 - Low spot causing drainage issues.
 - 59 & 61 Moxon Cres
 - Asphalt path has uneven areas with heaving.
 - 60 & 64 Klaehn Cres
 - Dirt/packed gravel walkway.
4. Property damage to surrounding structures/fixtures and walkways have a negative impact on the image of walkways.
- 159 & 203 Ball Cres
 - 203 Ball Cres' fence has fire damage on top.
 - Walkway has paint spilled along back part of walkway.
 - 3831 & 3903 Taylor St and 371 & 375 Sylvian Cres
 - Fences on both sides of walkway are in need of repair giving a sense of being unmaintained.

- 50 & 54 Champlin Cres
 - Fence has fire damage along walkway side at front of walkway.



- 244 & 240 Wakabayashi Way and 325 & 329 Russell Rd
 - Damage to mail boxes located adjacent to 240 Wakabayashi Way.

General Recommendations

In regards to graffiti, residents are encouraged to contact the graffiti team and/or the Police Services to report incidents or concerns. It is also recommended that residents remove/paint over tagging/graffiti as soon as possible to deter others.

Garbage receptacles located by mail boxes in walkways may help elevate some of the problem and must be maintained.

Administration would be responsible to make repairs to the walkways when needed and for garbage pickup. It should be noted that City crews were out clearing walkways of leaves and garbage while doing field reviews for CPTED.

It would be homeowners' responsibility to have fences maintained or removed.

Territoriality

Territoriality is the concept of creating/fostering places that are adopted by the legitimate users of the space, making it less likely that people who do not belong will engage in criminal nuisance behaviour at that location.

1. Almost all the walkways are surrounded by high fences and vegetation that obstructs the view and segregates the walkway from the surrounding houses. Neighbourhoods and homeowners do not take ownership of these walkways.
2. Walkways were meant to join neighbourhoods, parks, schools and streets. During daytime hours walkways are used mainly by legitimate users, however during the evening many legitimate users will use streets or drive instead of using walkways, this then leaves them available for illegitimate users.
3. Some of the walkways are taken over by the surrounding yards and are not visible to legitimate users who may not be familiar with the area.
 - 48 & 50 Harrison Cres
 - Driveway encroaches on walkway making the grass path less visible.
 - 1621 & 1625 Edward Ave
 - Walkway is not noticeable, looks like extension of the adjacent properties.



General Recommendations

Community Associations can start a walking club in the early evening that utilizes a majority of the walkways in the community.

By having the community help in the maintenance of the walkways such as garbage collection by school children, especially walkways used to access schools, the community can feel more pride in ownership of the walkways.

Activity Support

1. Walkways that lead to back alley, are trouble spots as they do not lead to anywhere and promote loitering and illegitimate activity.
2. Walkways that are overly wide offer a place to loiter.
 - 22 & 26 McCully Cres
 - Walkway wide enough for a vehicle to drive through, no bollards at either end to stop vehicle access. Low rolled curb on street would also allow for access by a vehicle.
 - 606 & 610 Nesslin Cres and 263 & 307 Weyakwin Dr.
 - The walkway was designed to be very wide, park like feel which encourages loitering.

General Recommendations

Walkways that lead to lanes and are not connected to another walkway or give direct access should be closed down as there is no benefit to them for legitimate users. The walkway on Nesslin Cres could be turned into a community area due to its size. Make it into a green space with benches or tables to be used by the members of the community.

Land Use Mix

Some of these walkways connect residential neighbourhoods to commercial areas i.e. 24hr Convenience Stores, bars and restaurants. This causes a problem as there is little to no natural surveillance in the residential area in the late evening hours.

- 50 & 54 Champlin Cres
 - Leads to apartment building parking lot and commercial area with convenience stores, bar, shopping center and restaurants.

General Recommendations

By installing motion lights on the side of the house, it might serve as a deterrent for illegitimate users while being helpful to legitimate users. This walkway serves the community to access the commercial area.

Movement Predictors

All walkways are movement predictors as they are a direct path from one area to another. However residential walkways are short in length and also offer exits from linear parks and green spaces.

Community Connectivity

Walkways allow access from one community to another. By offering this direct link it brings communities together by being able to share green spaces, schools, etc. with a more direct route.

Recommendations Summary

Walkways to remain open

The following walkways are to remain open:

- 244 & 240 Wakabayashi Way and 325 & 329 Russell Rd
 - This walkway is part of a series of walkways that leads to a school on Russell Rd. In regards to the graffiti/tagging residents are encouraged to contact the graffiti team and/or the Police Services to report incidents or concerns.
 - Administration's responsibility would be to make repairs to the walkway to correct the drainage issue and for garage pickup.
- 245 & 249 Wakabayashi Way and 447 & 451 Wakabayashi Cres
 - This walkway is part of a pathway system that allows for more direct access to park and school on Russell Rd. In regards to the graffiti residents are encouraged to contact the graffiti team and/or the Police Services to report incidents or concerns.
 - Administration would be responsible to make repairs to the walkway when needed and for garbage pickup.
- 46 & 50 Verbeke Court
 - This walkway gives direct access to the park and school on Russell Road. In regards to the graffiti residents are encouraged to contact the graffiti team and/or the Police Services to report incidents or concerns.
- 346 & 350 Allegretto Cres and 319 & 323 Sebestyen Cres
 - This walkway is part of a series of walkways, each dependant on the other to maintain an open route. In regards to the graffiti residents are encouraged to contact the graffiti team and/or the Police Services to report incidents or concerns.
- 354 & 402 Whitewood Rd and 1207 & 1211 Emerald Cres.
 - This walkway allows access to a linear park that connects with a larger park/recreation area and school. In regards to the graffiti residents are encouraged to contact the graffiti team and/or the Police Services to report incidents or concerns.
- 3831 & 3903 Taylor Street and 370 & 375 Sylvian Cres

- This walkway allows access from Wildwood to Taylor Street, a major thoroughfare with commercial businesses and recreational facilities to the west/east and south. In regards to the graffiti residents are encouraged to contact the graffiti team and/or the Police Services to report incidents or concerns.
- 159 & 203 Ball Cres
 - This walkway allows for direct access to the Trans Canada Trail. In regards to the graffiti residents are encouraged to contact the graffiti team and/or the Police Services to report incidents or concerns. In response to the fire set to the fence at 203 Ball Cres and the nature of where this pathway leads, increase police presence may be warranted.
- 50 & 54 Champlin Cres
 - Allows for more direct access to commercial businesses on McKercher Dr. However back ally across the street does need to be cleared of excessive vegetation. A garbage receptacle located close to the walkway may help to alleviate much of the garbage that is from the local corner stores. In regards to the graffiti residents are encouraged to contact the graffiti team and/or the Police Services to report incidents or concerns.
 - Administration's responsibility would be to make repairs to the walkway and for regular cleaning maintenance.
- 143 & 147 Huron Place and 335 & 341 La Ronge Road
 - This walkway gives direct access to a main thoroughfare, LaRonge Road. In regards to the graffiti residents are encouraged to contact the graffiti team and/or the Police Services to report incidents or concerns. The City needs to remove tree off shoots and trim back the hedges.
- 2614 & 2702 Cumberland Ave and 37 & 39 Mackenzie Cres
 - This walkway gives direct access from Cumberland Ave to the park and school west of Mackenzie Cres via connecting pathways. In regards to the graffiti residents are encouraged to contact the graffiti team and/or the Police Services to report incidents or concerns.
 - Administration's responsibility would be to make repairs to the walkway when needed and for garbage pickup.
- 115 & 119 Kingsmere Court and 187 & 191 Coldspring Cres
 - This walkway allows for more direct access to businesses, church and bus stop on Kingsmere and Taylor for those living on Coldspring and further south.

- Administration needs to replace the two metal posts that were removed on Coldspring Cres entrance.
- 322 & 326 Shea Cres and 3842 & 3847 John A Mac Donald Road
 - This walkway allows for direct access from Shea Cres to John A MacDonald Road. In regards to the graffiti residents are encouraged to contact the graffiti team and/or the Police Services to report incidents or concerns. The trees need to be trimmed back between 3847 & 3843 John A MacDonald to allow for better lighting.
- 1222 & 1302 Avenue J North
 - This walkway gives direct access from Ave I N to Ave J N which leads to a park along 34th Street. In regards to the graffiti residents are encouraged to contact the graffiti team and/or the Police Services to report incidents or concerns.
 - Administration recommends that a proper asphalt or concrete path be placed to define this area, as well as to replace the bollards on Ave I N. A permanent walkway would also allow for better maintenance by Public Works maintenance crews especially in the winter months.
- 234 & 238 Flavelle Cres and 206 & 210 Nesbitt Cres
 - This walkway gives direct access to the school on Nesbitt Cres east of Hunt Rd. This walkway is well maintained and except for the dog feces there did not appear to be any garbage issues. In regards to the graffiti residents are encouraged to contact the graffiti team and/or the Police Services to report incidents or concerns.
- 333 Turtle Cres & 403 Turtle Place
 - This walkway gives direct access to a major walkway path system in the area. 333 Turtle Cres is not interested in having this walkway closed at this time. In regards to the graffiti residents are encouraged to contact the graffiti team and/or the Police Services to report incidents or concerns.
- 59 & 61 Moxon Cres
 - This walkway is part of a larger network of walkways in the area. In regards to the graffiti residents are encouraged to contact the graffiti team and/or the Police Services to report incidents or concerns.
 - Administration's responsibility would be to make repairs to the walkway when needed and for garbage pickup. The administration also needs to make arrangements for the trees to be trimmed back or have the homeowners complete this.

- 222 & 226 Roborecki Cres and 131 & 135 Charlebois Cres
 - This walkway gives more direct access to the park and school on Russell Road. In regards to the graffiti residents are encouraged to contact the graffiti team and/or the Police Services to report incidents or concerns.
 - Administration's responsibility would be to make repairs to the walkway and for garbage pickup.
- 314 & 318 Nesslin Cres and 235 & 303 Jan Cres
 - This walkway is part of a larger network of walkways for the community.
 - Administration's responsibility would be to make repairs to the walkway and for garbage pickup.
- 606 & 610 Nesslin Cres and 263 & 307 Weyakwin Dr
 - This walkway is part of a larger network of walkways for the community and allows for more direct access to a Linear Park and school to the west. In regards to the graffiti residents are encouraged to contact the graffiti team and/or the Police Services to report incidents or concerns.
 - Administrations responsibility would be to trim down the vegetation to allow for greater visibility from the road as this is a wide walkway that has a park like feel to it and for garbage pickup. A permanent garbage receptacle would help to reduce the scatter garbage.
- 569 & 603 Nordstrum Rd
 - This walkway not only allows for access to a grassed area between the sound wall on Wanuskewin Dr and the houses backing this area, but it is also an exit for this linear park type green space.
- 127 & 403 and 630 & 634 Trent Cres / 722 & 726 Trent Cres
 - This walkway is part of a larger network of walkways in the area. In regards to the graffiti residents are encouraged to contact the graffiti team and/or the Police Services to report incidents or concerns.
 - Administration's responsibility would be to make repairs to the walkway and for garbage pickup.
- 818 & 902 Pezer Cres
 - This walkway connects Kristjanson Rd to Pezer Cres which joins to Konihowski Rd where there is a school and park. There is also a mid block crossing on Kristjanson Rd adjacent to walkway and bus stop.

Walkways to be closed

The following walkways are to be closed:

- 48 & 50 Harrison Cres
 - Originally designed as a lane, however at one point the part of the right of way was bought by 48 Harrison Cres and the lane was converted to a walkway. However there is no permanent walkway in place and it is a grass pathway with minimal show of use. This walkway leads to a three way intersection of lanes with no visibility for drivers to see pedestrians using this walkway, especially at night with minimal lighting. Pedestrians are able to access Glasgow Street by using Yorath Ave four properties west.
- 3455 Cassino Place
 - This walkway creates an entrapment area due to the back of the walkway being fenced off and now being used as a storage area for the neighbouring home owners. This walkway exits onto CN property and has been fenced off to prevent trespassing onto the train tracks.

Others

- 1621 & 1625 Edward Ave
 - Administration recommends that this walkway is closed unless a concrete/asphalt walkway is installed to identify this as a functioning walkway.
- 22 & 26 McCully Cres
 - As this walkway is not identified clearly for its purpose, shows modest use in the fact that there is no defined path marks in the grass and can be accessed by vehicles in its current state, Administration recommends that this walkway be closed. If this walkway is to remain open, then Administration's responsibility would be to create a permanent pathway either concrete or asphalt. The installation of bollards at both ends of the walkway would also be required to prevent any vehicle access. Pedestrian signage is also recommended to notify vehicles using the lane that a walkway is present.
- 60 & 64 Klaehn Cres
 - If there is enough interest in its closure, then Administration recommends that we proceed with the requested closure and purchase of the walkway. This walkway leads to three long lanes with no direct light. Travel through the lanes would pose more of a danger than travel along the street and is approximately the same

distance to access the park on Hnatyshyn Ave. Also both lanes exiting onto Hnatyshyn Ave would be unmarked mid block crossings. If however there is support to keep this walkway open then Administration would need to put in a concrete or asphalt pathway with lighting in the lanes.

TO: Secretary, Administration and Finance Committee
FROM: General Manager, Infrastructure Services Department
DATE: August 12, 2013
SUBJECT: Traffic Safety Annual Report
FILE NO.: IS. 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 provide information on current and future plans for the Traffic Safety Program.

REPORT HIGHLIGHTS

1. The Traffic Safety Program includes improvements at pedestrian crossings and high collision locations by installation of pedestrian actuated signals, pedestrian actuated corridors, improvements to roadway geometrics, signage and enhanced pavement markings.
2. In the past few years, the program has focused on smaller scale projects related to pedestrian safety.
3. In 2011 and 2012, the Traffic Safety Program was used to fund the installation of 3 pedestrian actuated signals, and 1 pedestrian active corridor.
4. In 2013, a pedestrian actuated signal will be installed at 33rd Street and Ontario Ave.
5. There is currently an outstanding list of traffic safety projects that require funding as well as priority list of intersections that are considered for pedestrian improvements under the Capital Project 631 – Traffic Safety Improvements.
6. A Strategic Traffic Safety Plan is being developed to integrate engineering, enforcement and education to assist the City of Saskatoon in the allocation of its limited budget in the most efficient way.

STRATEGIC GOALS

This report supports the City of Saskatoon Strategic Goal, Moving Around, as it ensures the safety of motorists, cyclists and pedestrians.

BACKGROUND

When a traffic safety concern is identified, a detailed study is undertaken, which includes the collection of traffic data, such as volume, speed, pedestrian counts and an analysis of the vehicle collision history. Site reviews are also conducted.

The Traffic Safety Program is intended to improve safety measures throughout the city and works hand in hand with the Neighbourhood Traffic Management program. It focuses primarily on high volume streets rather than neighbourhood streets.

Typically funding is used as follows:

- Improvements to pedestrian crossings, including installation of pedestrian actuated signals and active pedestrian corridors;
- Improvements to roadway geometrics, signage, pavement markings; and
- Improvements to school safety.

REPORT

In the past few years, the Traffic Safety program has focussed on improving the safety of pedestrians along major roadways as follows:

Location	Year installed
McKercher Drive and Parkdale Road (Pedestrian Actuated Signals)	2011
McEwen Avenue and Market Mall (Active Pedestrian Corridor)	2011
33 rd Street and Ave K (Active Pedestrian Corridor)	2012
22 nd Street/Avenue M (Pedestrian Actuated Signals)	2012
22 nd Street/Avenue R (Pedestrian Actuated Signals)	2012
Avenue K and 33 rd Street	2012

In 2013, a pedestrian actuated signal at 33rd Street and Ontario Avenue will be installed.

Attachment 1 shows a list of outstanding pedestrian safety locations, including the top three intersections requiring a pedestrian actuated signal and an active pedestrian corridor. This list is based on a number of factors, including the pedestrian warrant calculation, which considers the number of pedestrians, volume of traffic, number of lanes, etc.; consideration of the overall impact to the transportation network; and engineering judgement. These three locations were reviewed within the last five years. Construction will occur as funding is made available. A new traffic analysis study will be required after five years, as conditions may change within that time frame.

The Administration is currently working with the University of Saskatchewan in developing a "Strategic Traffic Safety Plan" (STSP). The STSP is a high level traffic safety policy that provides a scientific, data-driven, four to five year comprehensive safety document for the City of Saskatoon. The SHSP will assist the City of Saskatoon in the allocation of its budget in the most efficient way. It is expected that the plan will be completed in the fall of 2013.

POLICY IMPLICATIONS

There are no policy implications.

PRIVACY IMPLICATIONS

There are no privacy implications.

COMMUNICATION PLAN

Traffic safety improvements involve an overall area study which includes engaging the affected neighbourhoods through public meetings, open houses and face-to-face meetings. Each location will have a separate communications plan, depending on the stakeholders and the engagement requirements, but general communication activities may include a City Page ad, community association communications and/or direct letters at key milestones during the process, from the point of the study through to construction and implementation.

A red light camera public education campaign in August 2013 will promote some of the initiatives that the Traffic Safety program is funding with the fines collected. The campaign will include paid and earned media.

ENVIRONMENTAL IMPLICATIONS

Traffic safety 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 conditions for walking, cycling and transit use. By improving the safety in higher volume streets, residents will tend to walk and bicycle more often instead of using their vehicle.

FINANCIAL IMPLICATIONS

The Traffic Safety Program is funded by the Traffic Safety Reserve through the City's portion of the revenues collected from red light camera violations. Over the past few years, the funding to Capital Project 631 – Traffic Safety Program has been as follows:

2011	\$175,000
2012	\$ 55,000
2013	\$ 80,000

In addition, the Administration is in discussions with Saskatchewan Government Insurance (SGI) on the feasibility of partnering on various projects to reduce collisions on the City's roadway network.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

The Administration will provide a report on the results of the Strategic Traffic Safety Plan in the fall of 2013.

PUBLIC NOTICE

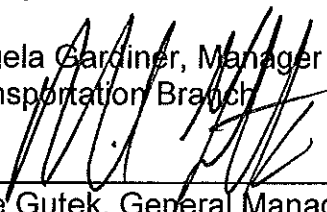
Public Notice, pursuant to Section 3 of Policy C01-021, Public Notice Policy, is not required.

ATTACHMENTS

1. Outstanding Pedestrian Safety List

Written by: Shirley Matt, Traffic Management Engineer
Transportation Branch

Approved by: Angela Gardiner, Manager
Transportation Branch

Approved by: 
Mike Gutek, General Manager
Infrastructure Services Department

Dated: Aug 13, 2013

Copy to: Murray Totland
City Manager

AF SM Traffic Safety Program Status Report

ATTACHMENT 1:

OUTSTANDING PEDESTRIAN SAFETY IMPROVEMENTS

Location	Project Details	Estimated Cost	Expected Date of Construction
33 rd Street & Avenue C	Active Pedestrian Corridor	\$30,000	2014
33 rd Street & Avenue D	Remove traffic signals and install active pedestrian corridor and right-in- and -out islands on Avenue D	\$60,000	2014

TOP THREE ACTUATED PEDESTRIAN SIGNALS LOCATIONS

Location	Last Study	Existing Pedestrian Device	Estimated Cost	Expected Date of Construction
20th Street & Avenue G	2012	Standard	\$60,000	When funds are available
22nd Street & Avenue V	2010	Nothing	\$60,000	
Confederation Drive & Milton Street	2012	Standard	\$60,000	

TOP THREE- ACTIVE PEDESTRIAN CORRIDOR LOCATIONS

Location	Last Study	Existing Pedestrian Device	Estimated Cost	Expected Date of Construction
Broadway Avenue & 9th Street	2010	Zebra	\$40,000	When funds are available
Confederation Drive and Massey Drive	2012	Zebra	\$40,000	
Lenore & LaLoche	2012	Standard	\$40,000	

TO: Secretary, Administration and Finance Committee
FROM: General Manager, Utility Services Department
DATE: July 25, 2013
SUBJECT: 2012 Access Transit Annual Report
FILE NO: WT – 7305-1

- RECOMMENDATION:**
- 1) that a copy of this report be forwarded to City Council for information; and
 - 2) that a copy of the final report be forwarded to the Accessibility Advisory Committee for information.

TOPIC AND PURPOSE

To present City Council with the 2012 Access Transit Annual Report that outlines the performance of Access Transit in 2012 and includes a comparative analysis to previous years.

REPORT HIGHLIGHTS

1. 2012 was the most successful year-to-date for Access Transit in terms of the total number of Revenue Trips provided (130,040). Annual Revenue Trips increased by 4.9% (6,048 trips) compared to 2011.
2. The denial rate was 7.9% in 2012 compared to 8.0% in 2011.
3. Productivity remains high at 2.6 Revenue Trips per Hour, exceeding the Canadian average.

STRATEGIC GOALS

This report supports the City of Saskatoon Strategic Goal of Asset and Financial Sustainability through continued fiscal responsibility, and a focused effort in meeting our business needs in a cost effective manner.

The report also supports the City of Saskatoon Strategic Goals of Quality of Life and Moving Around. Access Transit maintains a high quality of service that has a significant positive impact on the quality of life for our customers and their families.

REPORT

The 2012 Access Transit Annual Report (Attachment 1) identifies and reports on key performance indicators. A summary of the 2012 Annual Report is as follows:

Revenue Trips

A revenue trip is defined as a one-way trip from point A to point B. Access Transit provided 130,040 trips in 2012 which is an increase of 6,048 more trips (4.9%) compared to 2011.

Denials

A denial is a trip request by a customer that cannot be accommodated. Total denials increased by 354 denials in 2012 compared to 2011. However, when you take into account that we provided more revenue trips, our denial rate decreased in 2012 (7.9%) compared to 2011 (8.0%). This represents the third lowest denial rate since Access Transit was brought in house in 2004. Denials peak in the colder months when the demand for Access Transit services is the highest. Taxi service is utilized to assist with the extra demand.

Productivity

Revenue Trips per Hour is another key performance indicator. Revenue Trips per Hour total 2.6, which is higher than the Canadian average of 2.5 Revenue Trips per Hour.

COMMUNICATION PLAN

A copy of the 2012 Access Transit Annual Report is available for viewing at the Public Libraries under the August 13, 2013 Administration and Finance Committee Agenda, and on the City of Saskatoon website (www.saskatoon.ca, click on "c" for City Clerk's and look under Reports and Publications).

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

This report is provided on an annual basis and no further follow-up is required at this time.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.


PUBLIC NOTICE

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

ATTACHMENT

1. 2012 Access Transit Annual Report

Written by: Jamie Robinson, Access Transit Manager

Approved by: 
 Jeff Jorgenson, General Manager
 Utility Services Department
 Dated: Aug 21/2013

S A S K A T O O N
transit
Access



2012 Annual Report

Saskatoon Transit
Utility Services Department
July 2013

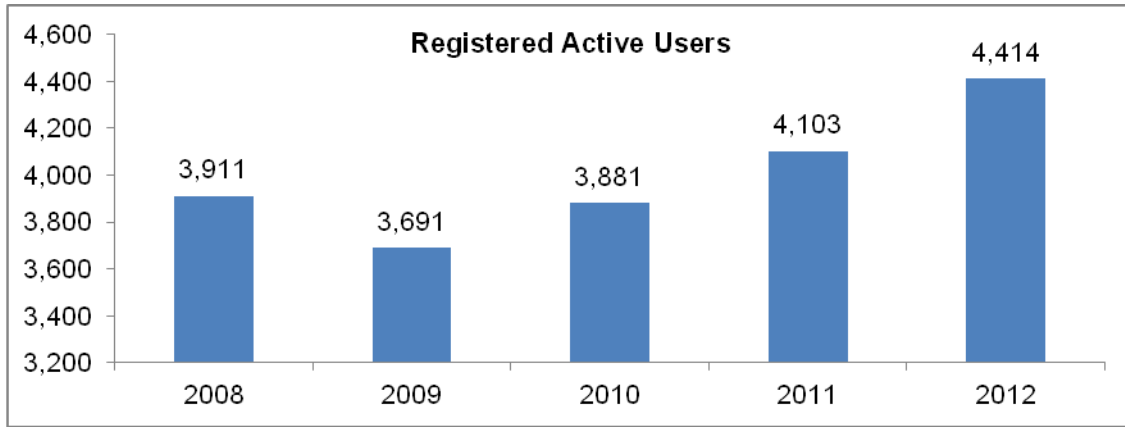
Introduction

Access Transit provides public transportation for people who by reason of a disability are unable to use regular transit with safety and/or dignity. It is not a taxi service (direct trip from A to B), but a shared ride service within Saskatoon city limits. Trip booking and scheduling decisions are made strategically to allow as many people to use the system as possible, while staying within our time constraints and budgetary guidelines. Trip booking requests for work, school, church, medical appointments, social outings, etc are provided on a first come first served basis depending on available capacity. Capacity is limited; the Access Transit fleet consists of 26 lift equipped buses in total.

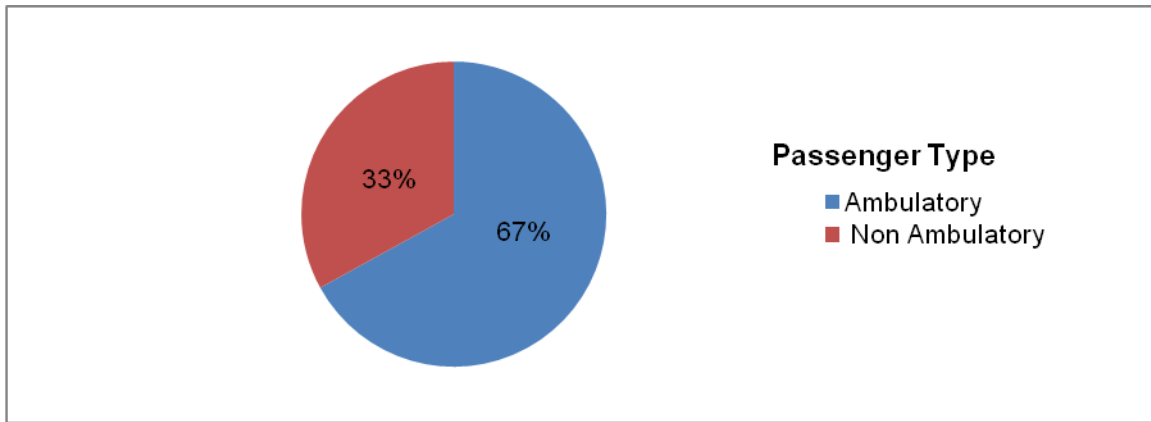
Access Transit is essential for people with little or no family support who may have no other means of transportation. For many of our customers, Access Transit is not just a service; it is their lifeline to the outside world. It is a key component which enables our customers to be active members of our community.

Our Customer

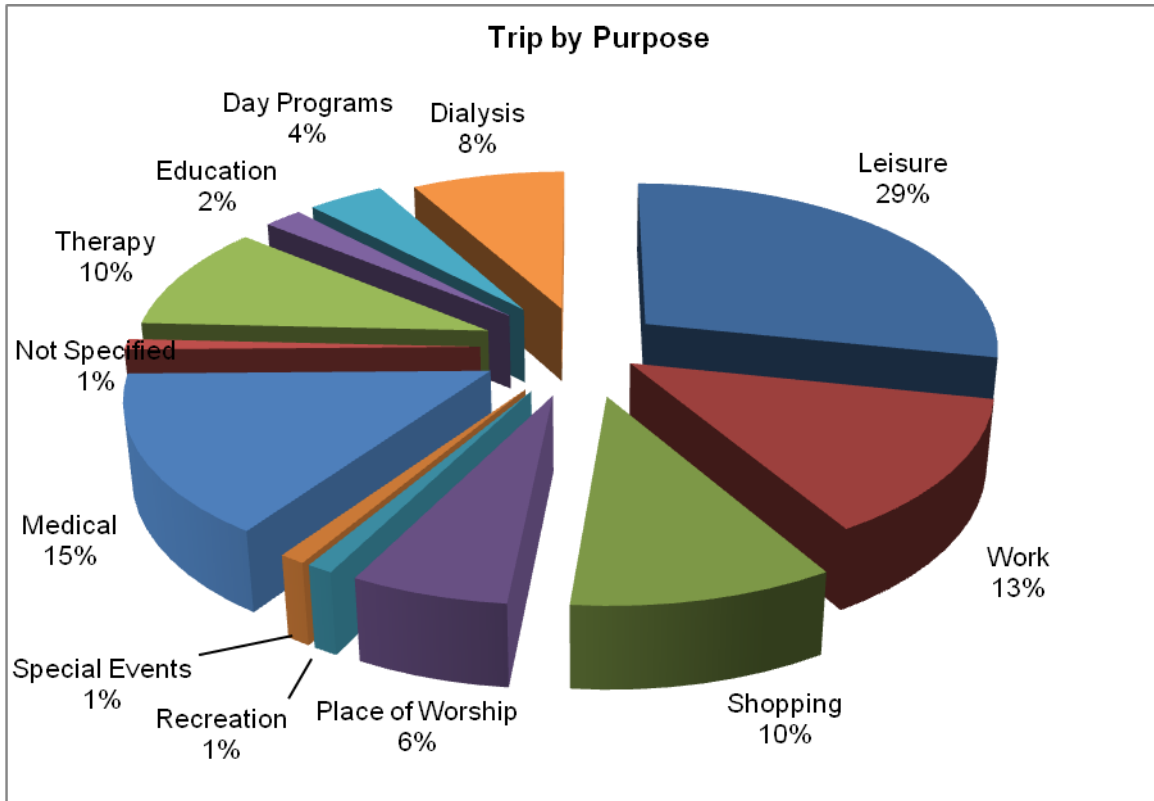
The number of active registered customers increased by 7.6% or 311, from 4,103 in 2011 to 4,414 in 2012. Since 2009, our customer base has grown between 5% and 8% per year, which is on par with demographic projections stated in a report entitled “The City of Saskatoon & The Saskatoon Health Region Populations Projections (2006-2026) Report”.



Ambulatory trips (passengers who do not require a mobility device like a wheelchair or scooter) increased by 5%. Non-Ambulatory trips decreased by 8% in 2012. It is our hope that more Ambulatory Access customers will use regular Transit low floor routes when the weather permits to help ease the demand and create more capacity on Access Transit buses.



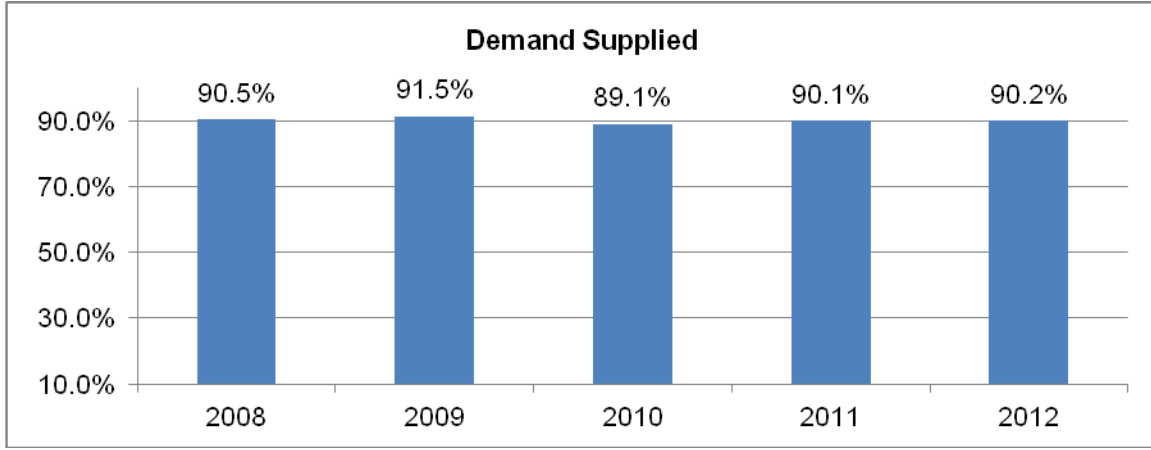
There was very little change in trips by purpose when comparing 2012 to the previous year. The most noticeable changes were a 3% decrease in leisure trips and a 3% increase in shopping trips. Education and Recreation trips were up by 1% while Work trips decreased by 1%. The remainder of the trip purpose categories remained the same when compared to 2011 travel patterns.



Service Demand

Access Transit service demand is calculated by the sum of Revenue Trips (one-way trips from point A to B), plus the number of Denials (trip requests that could not be accommodated), plus the number of No-shows (customers who are absent at the pickup location when the bus arrives, thus wasting a trip). In other words, demand for service is the total amount of trips that could have possibly been provided, had all variables been optimal.

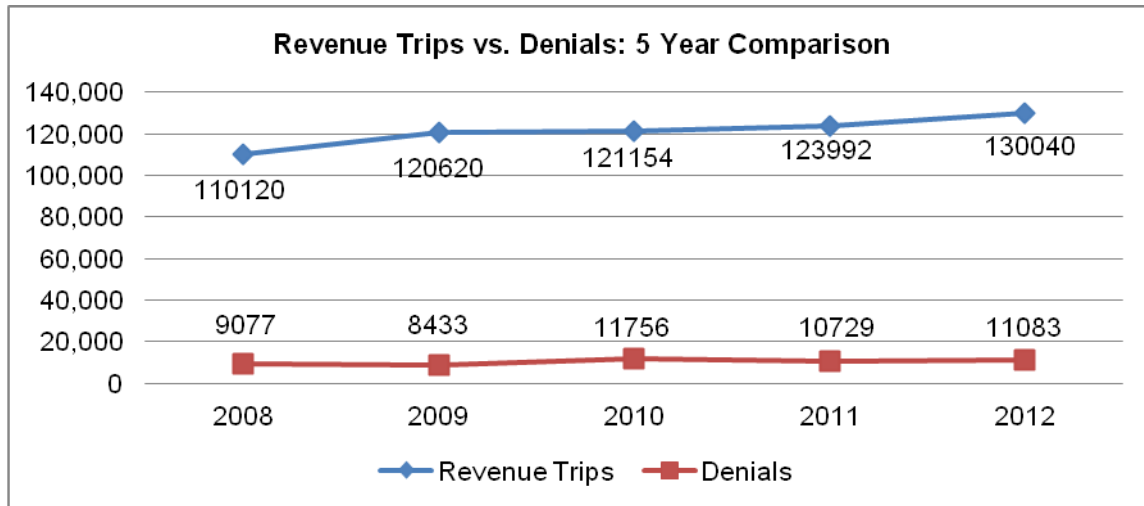
Our customer base increased by 7.6%, yet the overall demand for service increased by 4.8% in 2012. Weather is a significant contributing factor with regards to the demand for Access Transit service and directly impacts the number of revenue trips that we are able to provide. We experienced mild seasonal weather in 2012 which enabled Access Transit to provide service for 90% of our total demand.



Mild weather allows customers, especially those with mobility devices, to travel independently reducing the demand for Access Transit. This also helps to explain why there was only a 4.8% increase in service demand when our customer base increased by 7.6%. In short, our customers had more opportunities to travel on their own as opposed to using our service.

Revenue Trips

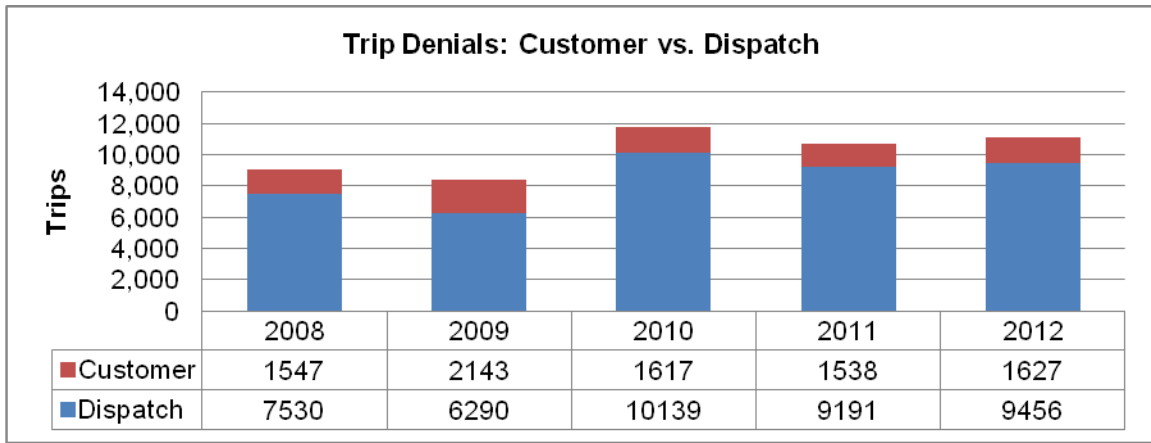
A Revenue Trip is defined as a one-way trip from point A to B. 2012 was our most successful year to date in terms of the number of trips provided to our customers.



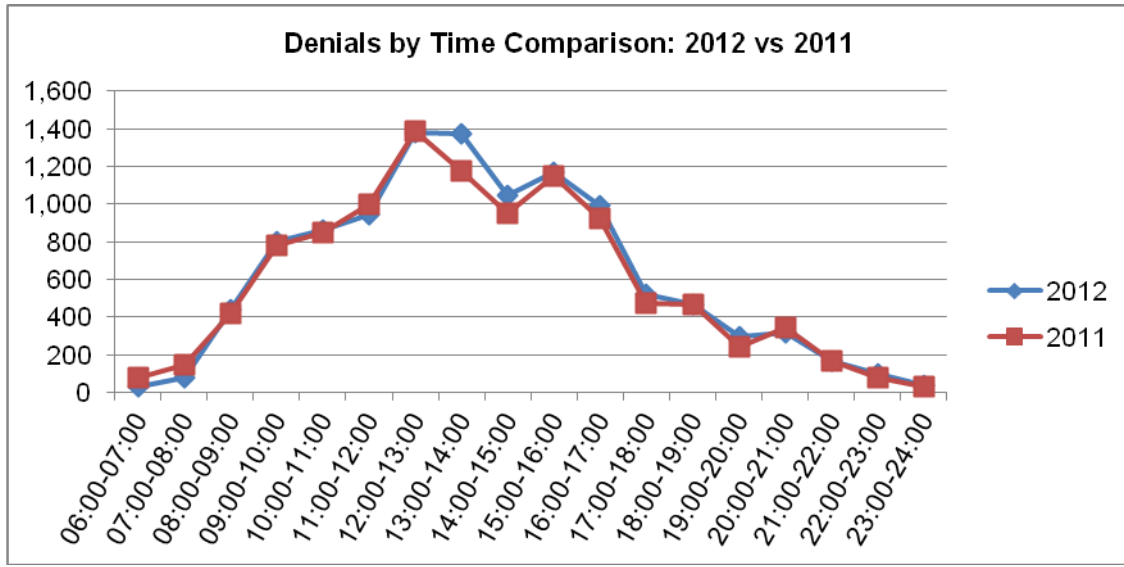
Access Transit provided 6,048 or 4.9% more Revenue Trips in 2012 compared to 2011. Some of the influential factors were the onset of an early winter, minor adjustments to operator shifts in conjunction with additional weekend service hours and increased taxi usage.

Denials

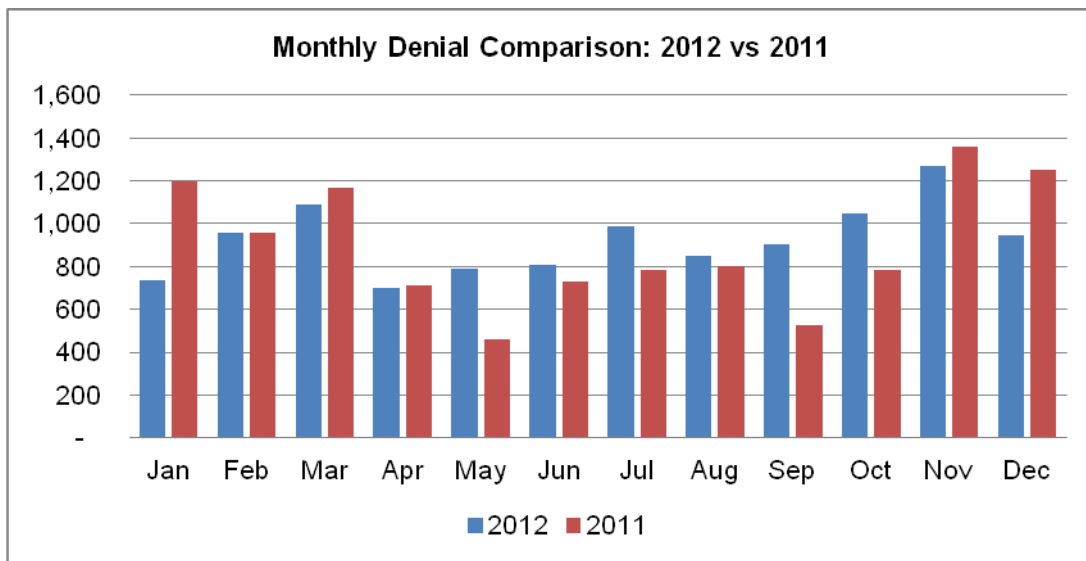
A Denial is a trip request by a customer that cannot be accommodated. There are two types of Denials; Customer Denials and Dispatch Denials. A Customer Denial is when a customer refuses an optional trip time offered to them by a Dispatcher regardless of the proximity to the time to the original request. A Dispatch Denial is a trip request that cannot be accommodated due to insufficient resources (insufficient run time, buses/capacity). Our denial rate decreased slightly in 2012 when compared to 2011. In 2012, Access Transit had a denial rate of 7.9% compared to an 8.0% denial rate in 2011. This represents the third lowest denial rate since Access Transit was brought in house in 2004.



The majority of the increase in Denials was realized in the 1:00 p.m. to 3:00 p.m. timeframe. This timeframe is during our peak hours when we have 19 buses on the road. To maintain our spare ratio and allow for an effective preventative maintenance program we will need to expand our fleet to add additional capacity during this timeframe.

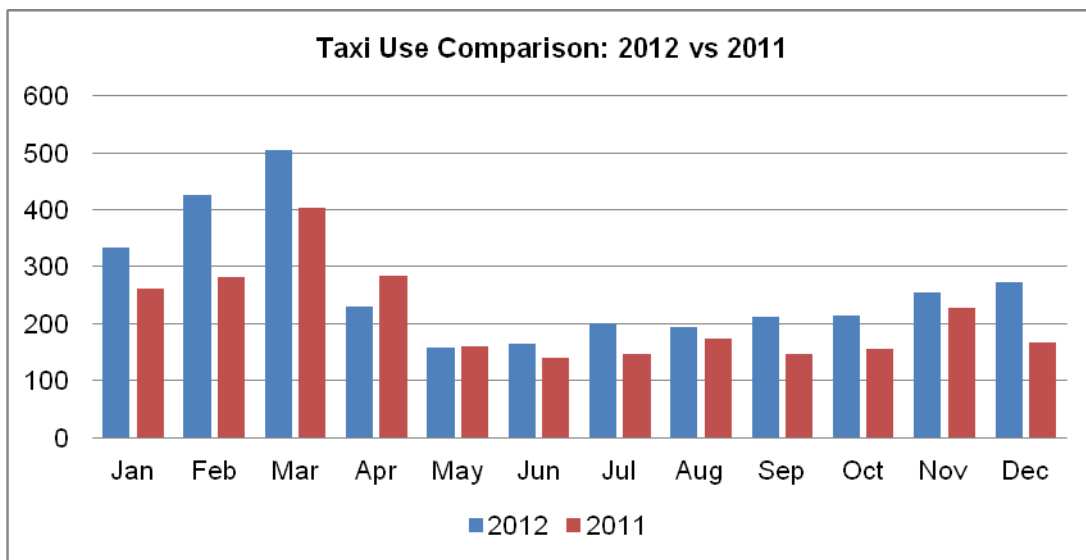


As illustrated by the graph below, it is during the winter months of the year where independent travel for people with disabilities is the most challenging. As a result, it is during these months that the demand for Access Transit services is the highest. Access Transit uses the majority of the taxi budget to assist with the extra demand for service during these months. However during extreme weather conditions such as blizzards, freezing rain, extreme temperatures, etc obtaining taxi service can be just as challenging for Access Transit as it is for the general public.



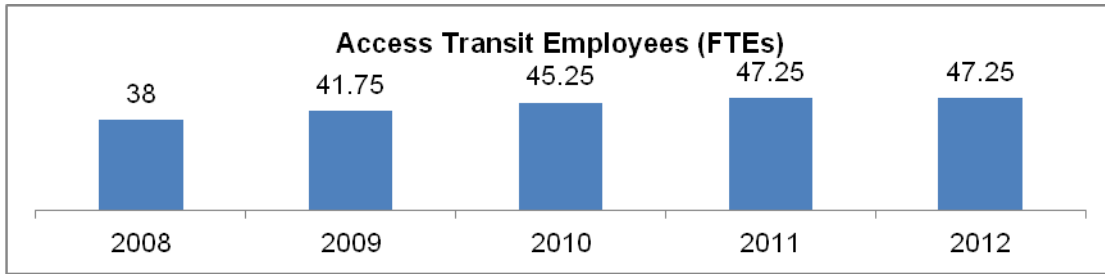
Taxi Cab Usage

Access Transit uses an alternative service delivery model which engages the taxi cab industry in the provision of service. In 2012, 3,171 revenue trips were provided via taxi cab. This represents a 24.6% increase compared to 2011. Taxi cabs are instrumental, especially in the winter months, assisting with providing service to our customers. Due to the finite capacity of service available the alternative service delivery model allows for a flexible, cost effective solution to help manage seasonal demand fluctuations. Cumulatively taxi cab use represented 2.4% of the total revenue trips provided in 2012. Access Transit buses are still the preferred mode of transportation by the vast majority of our customers.



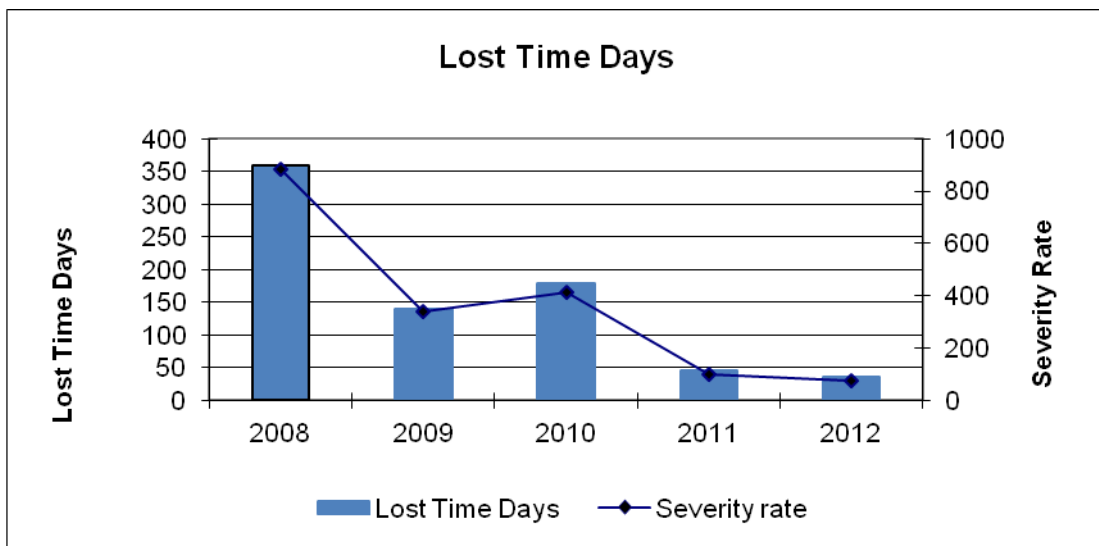
Staffing

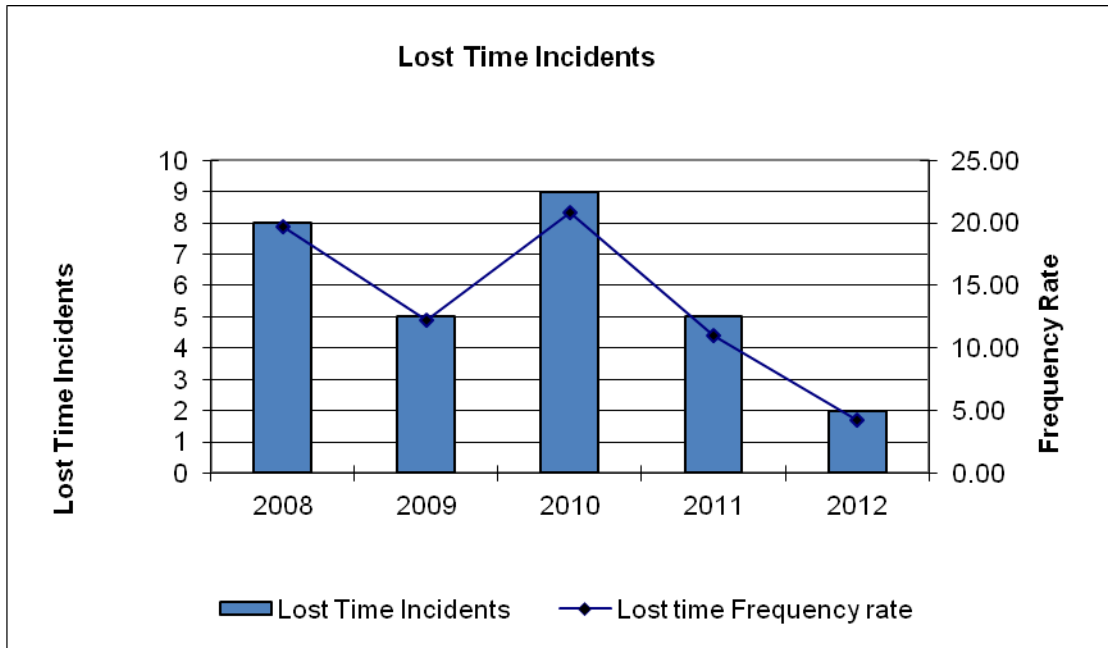
Access Transit provides service from 6:15 a.m. to 11:45 p.m., Monday through Friday and from 8:15 a.m. to 11:45 p.m. on weekends and holidays, 365 days a year regardless of weather and road conditions. However, when weather and/or road conditions are extremely severe, with safety as our primary concern, we reduce our service to essential trips only: Dialysis, Cancer Treatments, Specialist appointments, etc. Access Transit staffing levels remained the same in 2012 compared to 2011.



Employee Safety

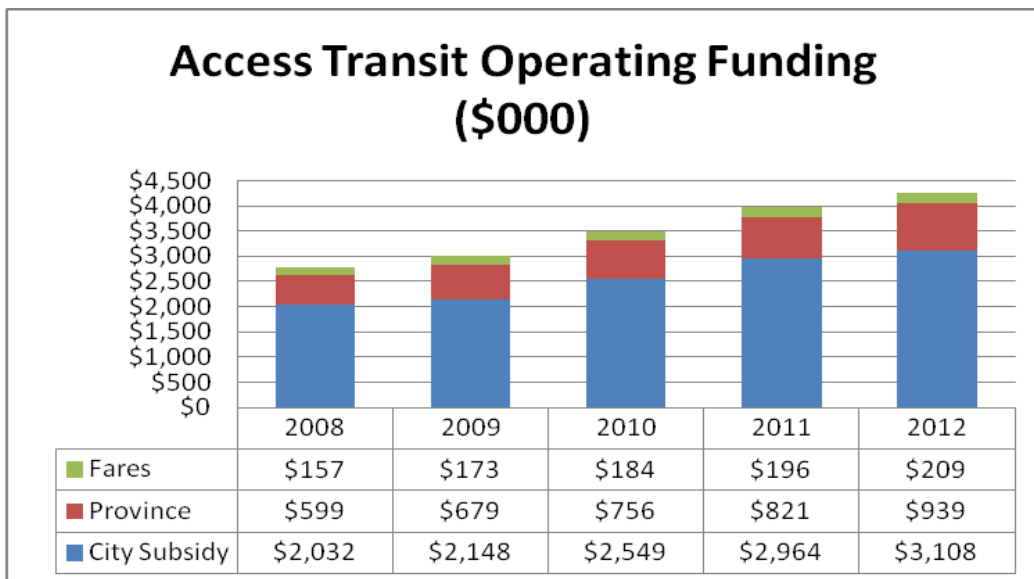
Access Transit Operators have a very physically demanding job. There are many occasions when operators are required to manoeuvre heavy manual wheelchairs up and down ramps and narrow winding sidewalks during all kinds of weather conditions. The safety of our customers and staff is paramount. Access Transit has introduced proactive safety initiatives including safe work observations and worksite inspections with the intent of reducing and eventually eliminating accidents in the workplace. We have improved over our 2012 statistics; however, improvements still need to be made.



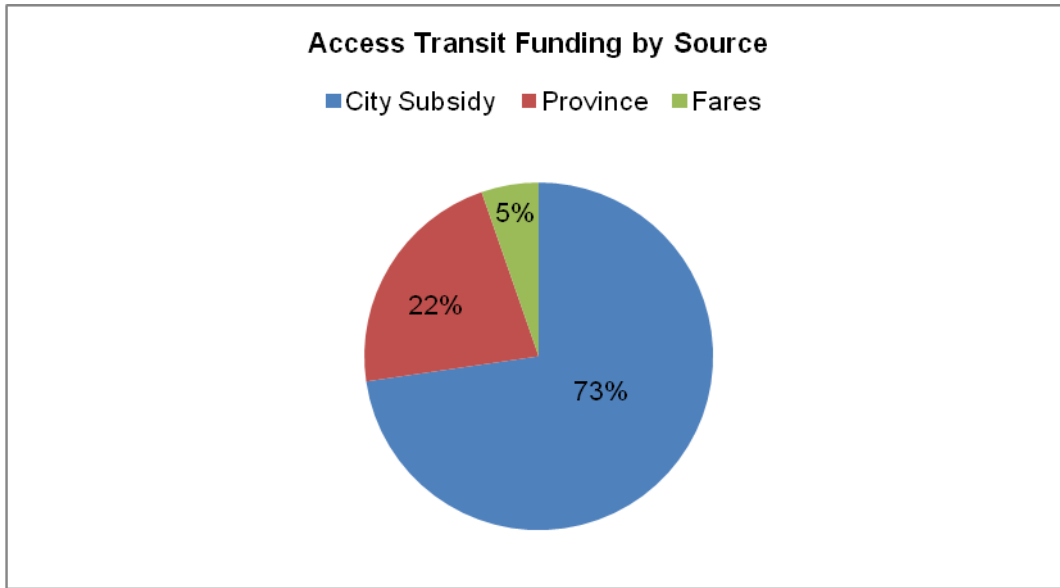


Financial

Operating and Capital funding to run Access Transit is provided by the City of Saskatoon, The Province of Saskatchewan, through the Transit Assistance for People with Disabilities (TAPD) Fund, and customer revenue.



The majority of the total funding (73%) is provided by the City of Saskatoon. There has been some additional TAPD program funding increases in the last several years, however, as demand for paratransit services increase, so does the need for additional provincial funding.

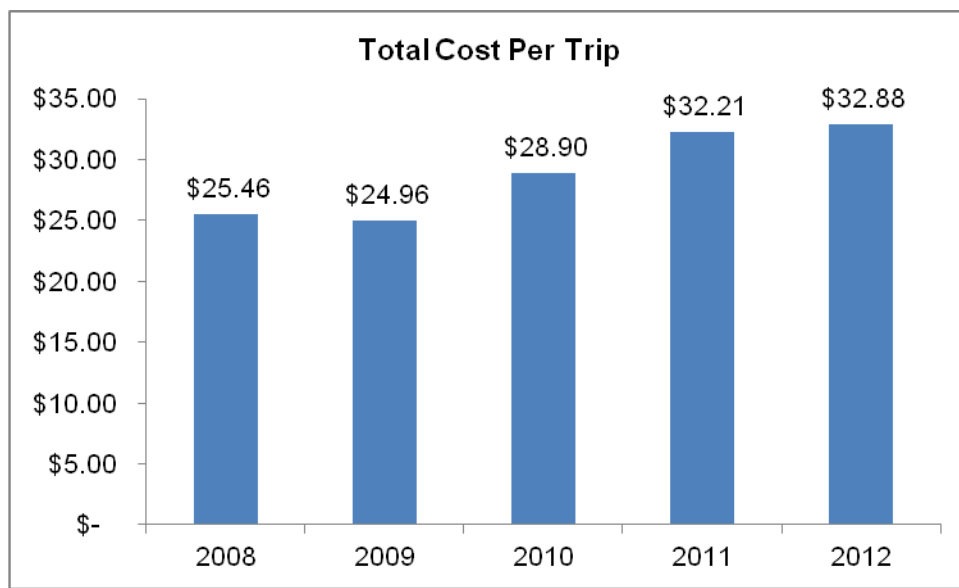


Access Transit experienced periods of being short staffed in 2012. Our primary goal is to provide as many trips as possible within our budgetary constraints. As a result of all of our trips being pre-booked, up to one week in advance, shifts must be filled to honor the commitments made to our customers. When short staffed it is common that we experience an increase in our overtime costs. This was the primary reason for exceeding our budget in 2012. On a positive note Access Transit exceeded fare revenue by 4% and realized a 6% increase in the operating grant from the Province of Saskatchewan as compared to the budgeted amounts. Yearend results show that the City subsidy will need to exceed the budget by \$149,000.

2012 Access Transit Operating Budget Variance (000's)

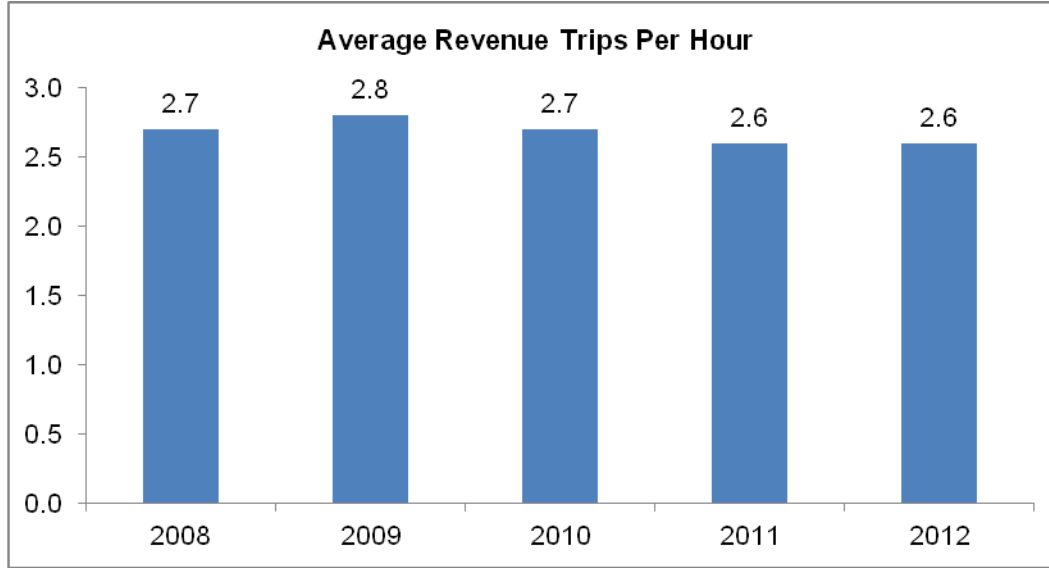
	Budget	Actual	Variance	%
City Subsidy	2,959	3,108	149	5.0%
Province of Sask grant	885	939	54	6.1%
Fares	219	228	9	4.1%
Revenue	<u>\$4,063</u>	<u>\$4,275</u>	<u>\$212</u>	<u>5.2%</u>
Expenses:				
Salaries & payroll	2,893	3,102	209	7.2%
Fuel,lube,oil	294	293	(1)	-0.3%
IS -Facilities services	214	214	0	0.0%
Maintenance equip & radio	198	205	7	3.5%
Debt cost	47	47	0	0.0%
Other expense	184	181	(3)	-1.6%
Transfer to reserves	233	233	0	0.0%
Total expense	<u>4,063</u>	<u>4,275</u>	<u>212</u>	<u>5.2%</u>
Revenue less expense	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	

Access Transit strives to provide maximum service as efficiently and cost effectively as possible. Due to increases in demand, labour, and capital costs the total cost per trip has been on the incline. Enhancing the accuracy of eligibility certifications is a proactive approach to managing demand, ensuring those who require our service receive it, and in doing so ensures that valuable budget dollars are used most effectively.



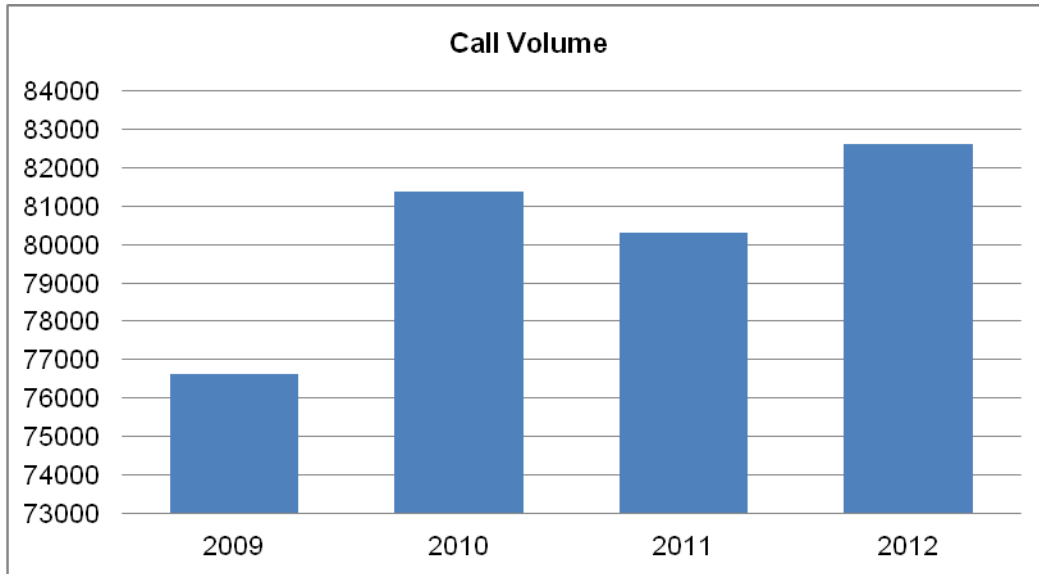
Productivity

Revenue Trips per Hour is a key performance indicator (KPI) in terms of productivity in the paratransit industry. In 2012 Access Transit provided 2.6 revenue trips per hour maintaining the level of productivity experienced in 2011. That stated, the city of Saskatoon continues to grow while traffic congestion and road conditions play an integral role with our overall productivity. Our operators do not have fixed routes; every day is different and is influenced by such factors as bridges, railroad crossings, and four seasons of distinct weather. Despite these challenges, our productivity remains high. The Canadian average is 2.5 Revenue Trips per Hour.



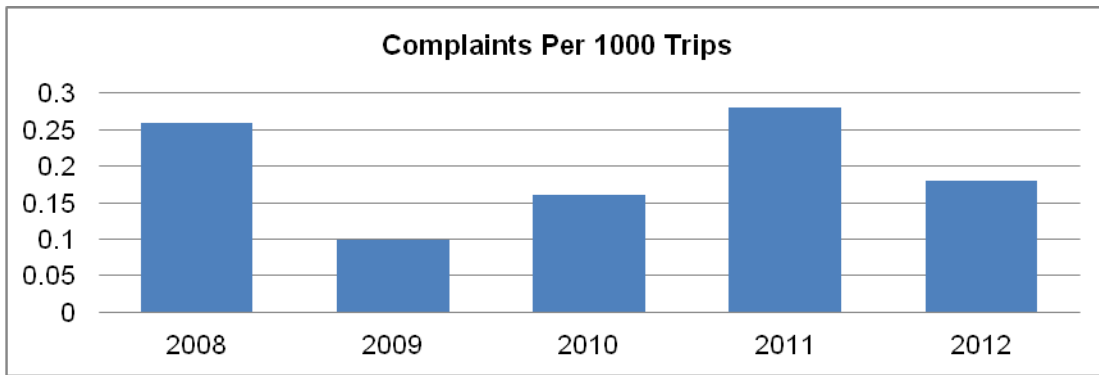
Phone Call Volume

Access Transit has 6 call stations in total. Due to technical difficulties call volume data from 2004-2008 was lost. However, we are able to report on call volume data from 2009 to the present. Access Transit customers can also send trip booking requests via email or fax. We have experienced an increase in the number of email bookings in 2012 and are identifying solutions to streamline this process. Needless to say our Booking and Scheduling Clerks are kept very busy.



Customer Complaints

There was a considerable decrease in the number of complaints received per 1,000 trips in 2012. In 2011, of the complaints received, approximately fifty percent were related to taxi cab use. In February, 2012 Access Transit met with taxi representatives to address and find solutions to the complaints received. This was largely successful and we noticed an immediate decrease in the number of complaints.



Summary

2012 was the most successful year Access Transit has had to date. That is not to say that it was without its challenges. A special thank you goes out to the staff

of Access Transit. Without their strong work ethic and dedication to our customers, Access Transit would not be successful.

The storage facility that was built in 2010 has been instrumental in keeping our fleet operational and reliable during seasonal weather extremes.

Access Transit replaced two buses in 2012 and will be replacing three buses in 2013. These replacement buses have a new air heating system as opposed to a coolant heating system that has proven to be quite successful. We hope that by the end of 2013 we will have retrofitted the entire fleet to ensure both passenger and operator comfort during the cold weather months.

In 2012 we slowed down our computerized booking and scheduling software due to traffic congestion, so that our travel times from point A to point B were realistic and attainable at safe operating speeds for our operators. We also worked closely with our vendor to optimize the way we book and schedule our trips to ensure that we can deliver the maximum number of trips possible. While this change technically slowed our system down, the efficiencies achieved enabled us to maintain our existing level of service.

It is important to note that our successes in 2012 were met and will continue to be met with challenges. We continue to experience an approximate 8% denial rate. An increasing customer base and demand for service continues to challenge our current resources. An increase in the number of lift equipped buses in the fleet will be required in the future to keep pace with our current level of service and meet the additional demand that we anticipate.

Looking forward, Access Transit plans to review and revise if necessary the current registration process and explore potential opportunities to involve private sector sponsorship in 2013.

Access Transit would like to take this opportunity to thank Saskatoon City Council, The Provincial Government, and the citizens of Saskatoon for your continued support for a very worthwhile service.

His Worship the Mayor and City Council
The City of Saskatoon

REPORT

of the

NAMING ADVISORY COMMITTEE

Composition of Committee

His Worship Mayor D. Atchison, Chair
Councillor T. Davies
Councillor A. Iwanchuk
Ms. E. Ballantyne
Ms. L. Hartney
Ms. P. Kotasek-Toth

**1. Application of Name to Roadway
and Addition of Names to the Names Master List
(File No. CK 6310-1)**

- RECOMMENDATION:**
- 1) that the name “Elk Point” be applied to the roadway that intersects 33rd Street and Kensington Road, creating “Elk Point Road”; and
 - 2) that the names “Westfield” and “Elk Point” be added to the Names Master List.

Your Committee has considered the following report of the General Manager, Community Services Department, dated August 6, 2013, and puts forward the above-noted recommendations.

“TOPIC AND PURPOSE

The Naming Advisory Committee (NAC) screens all requests and suggestions for naming or renaming municipally owned or controlled facilities, streets, suburban development areas, neighbourhoods, and parks to ensure that each suggestion or request meets the City Council Guidelines for naming as set out in the Naming of Civic Property and Development Areas Policy No. C09-008.

REPORT HIGHLIGHTS

1. A total of six names have been applied since the last meeting.
2. The following naming submissions require screening: Westfield and Elk Point.

STRATEGIC GOAL

This report supports the statement that Saskatoon is a city on the move and that growth has brought new roads and bridges that improve connectivity for all travel modes under the Strategic Goal of Moving Around.

BACKGROUND

According to the Naming of Civic Property and Development Areas Policy C09-008, all requests for naming from the Names Master List will be selected by His Worship the Mayor. All of the names on the Names Master List have been previously screened by the Naming Advisory Committee and meet City Council's guidelines for name selection. Name suffixes are circulated through the Administration for technical review.

REPORT

A. Names Assigned from the Names Master List

The following names have been assigned since the previous meeting:

- 1) Kensington Place– Kensington neighbourhood;
- 2) Diefenbaker Terrace – Kensington neighbourhood;
- 3) Horner Crescent – Evergreen neighbourhood;
- 4) Orban Way – Evergreen neighbourhood;
- 5) Payne Bend – Evergreen neighbourhood; and
- 6) Gillies Bay, Lane, and Street – Evergreen neighbourhood.

B. General Naming Request

The following name submission has been received and requires screening:

1. “Westfield” – Joyce Westfield – Joyce was a foster mother for many years in Edmonton and Saskatoon. She sat on numerous boards including Foster Parents Association, Kinsmen Children’s Centre, and FASD Support Network of Saskatchewan Inc.

This name was submitted at the last NAC meeting on June 6, 2013, to be considered for the renaming of Optimist Park in the Riversdale neighbourhood. The renaming request was not supported by the NAC. The applicant is now applying for the name to be considered to be added to the Names Master List for future use. More information about this submission is attached (see Attachment 1).

C. Specific Naming Request

“Elk Point”– The Land Branch, Community Services Department, has requested that the name “Elk Point” be applied to a roadway in the Elk Point neighbourhood.

Elk Point will be the second of five neighbourhoods located within the Blairmore Suburban Development Area. In recent neighbourhoods, it has been standard practice to apply the neighbourhood name to major roadways located within the neighbourhood. The Land Branch is requesting that the name “Elk Point” be added to the Names Master List, so it can be applied to one or two major arterial roadways once they are built. The name “Elk Point” was applied to the neighbourhood and was previously not on the Names Master List.

The proposed roadway suffixes have been reviewed and endorsed by the Infrastructure Services Department.

More information about this submission is attached (see Attachment 2).

OPTIONS TO THE RECOMMENDATION

There are no options to the recommendation.

POLICY IMPLICATIONS

The screening of requests and suggestions for naming or renaming of municipally owned or controlled facilities, streets, suburban development areas, neighbourhoods, and parks must be in compliance with the Naming of Civic Property and Development Areas Policy No. C09-008.

FINANCIAL IMPLICATIONS

There are no financial implications.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

PUBLIC NOTICE

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

ATTACHMENTS

1. Westfield Submission
2. Elk Point Submission"

The Names Master List is kept in the City of Saskatoon Mayor's Office and contains all screened and approved name suggestions for naming municipally owned or controlled facilities, streets, suburban development areas, neighbourhoods, and parks. There are currently approximately 150 entries on the Names Master List.

Respectfully submitted,

His Worship Mayor D. Atchison, Chair

Joyce Marie Annie Westfield

Born July 17, 1942 in Hawick, Scotland and passed away suddenly February 1, 2013 in Saskatoon. Joyce and her family moved to Saskatoon early in her childhood. Her father, an injured war veteran was working as a handyman in the Air Force section at the city airport until it was moved down to Moose Jaw. Joyce married young and moved away, but after a couple of marriages and some hardships she returned to Saskatoon in 1978 with her young family, a single mother of four. While she was away Joyce had been a foster mother in Edmonton where she adopted one of the children she was looking after. The Family Services of Alberta did not look kindly upon foster parents adopting children in care and it resulted in them no longer placing children in her home. This was one of the reasons that she returned to Saskatoon. Almost immediately after coming home, Joyce returned to caring for children, the greatest joy in her life. She had an ability to care for and love children with special needs and high needs medical care. She continued this, helping to raise countless children in the city, until her death. In the course of her life she has sat on numerous boards for the Foster Parents Association, Kinsmen Children's Center and too many more to mention all with the main focus of children. Recently I found out that she was the founding President for the Fetal Alcohol Spectrum Disorder Network of Saskatchewan. Joyce was never a person who wanted recognition for the work that she did, however having a place where children play named after her. is definitely an honor that would suite her just fine.

Thanks for your Consideration.

Robbie Westfield

1706 Ave F North Saskatoon Saskatchewan

S7L 1Y3 (306)290-1856

Clayton

From: Westfield, Robbie Jason (Robbie) [<mailto:WestfieldR@spsd.sk.ca>]
Sent: July 10, 2013 9:05 AM
To: 'billwestfield@yahoo.ca'; Waldbauer, Clayton (CY - Planning and Development)
Cc: 'Client Representative SktnHR'
Subject: RE: Joyce Westfield

So Clayton you can see how this has been an enormous undertaking, I have also contacted the Kinsmen Children's Center, the Saskatchewan Foster Families Association and the Optimist Club of Saskatoon with no response. Do I resubmit with the information that I have or should I wait? Again Clayton thanks so much for all your help and understanding as to the importance of this to me and my family.

Hello Cathy,

I have left numerous messages for Linda is there perhaps someone else that I could contact that would be able to access who sat on the KCC executive and when?

Rob Westfield

Building Operator Brownell School / VP Chief Shop Steward CUPE 8443
683-7124 work
290-1856 Home cell
220-1643 Work cell

From: Westfield, Robbie Jason (Robbie)
Sent: Wednesday, July 10, 2013 8:51 AM
To: 'Karen Mason'
Cc: billwestfield@yahoo.ca; Waldbauer, Clayton (CY - Planning and Development)
Subject: RE: Joyce Westfield

Karen this has been fabulous thank you so much! It is just one piece of the puzzle.

Rob Westfield

Building Operator Brownell School / VP Chief Shop Steward CUPE 8443
683-7124 work
290-1856 Home cell
220-1643 Work cell

From: Karen Mason [<mailto:fasdnetwork@sasktel.net>]
Sent: Wednesday, July 10, 2013 8:45 AM
To: Westfield, Robbie Jason (Robbie)
Subject: FW: Joyce Westfield

From: Shirley Hellquist [<mailto:tandshellquist@sasktel.net>]
Sent: Monday, July 08, 2013 12:36 PM
To: Karen Mason
Cc: Leslie Allen -; Anna Niessen; sharon taylor
Subject: Re: Joyce Westfield

Karen,

I apologize for being so slow to respond with any specifics and even now I don't have a lot. After talking with Sharon Taylor we believe that Joyce Westfield was the founding President of the Network in 1992. I'm not sure how long she was Pres. but she was Past Pres. for sure by 1997 and was still Past Pres. when Jonina Male became Pres. in 1998 (I think). I haven't been able to confirm this date with Jo yet. She remained Past Pres. until 2001-2002 when Marion Tudor became Pres. and then Jonina Male was Past Pres.

As Sharon and I tried to dig out this information we realized how important it is to have our history archived. Sharon has volunteered to contact some previous Network members that she knows and try to put together some of our "ancient" history!

I hope that this info is of some help to Joyce's son, Karen.

Have a good week!

Shirley

*Karen Mason
Office Administrator
975-0864
200- 510 Cynthia Street
Saskatoon, SK
S7L 7K7
fasdnetwork@sasktel.net*

From: Westfield, Robbie Jason (Robbie) [<mailto:WestfieldR@spsd.sk.ca>]
Sent: Monday, June 17, 2013 9:02 PM
To: Karen Mason
Cc: fasdexedir@sasktel.net
Subject: RE: Joyce Westfield

Absolutely Karen I would appreciate that.
Rob

From: Karen Mason [fasdnetwork@sasktel.net]
Sent: Monday, June 17, 2013 5:20 PM
To: Westfield, Robbie Jason (Robbie)
Cc: fasdexedir@sasktel.net
Subject: RE: Joyce Westfield

Sorry to hear of the loss of your mother. As we are all a fairly new staff we do not have the information that you are requesting but with your permission I would like to pass your name along to the Board of Directors as they have been with the network for many years and it is likely that some of them would know your mother in her role as a foster parent.

Karen Mason
Office Administrator
975-0864
200- 510 Cynthia Street
Saskatoon, SK
S7L 7K7

fasdnetwork@sasktel.net

From: Westfield, Robbie Jason (Robbie) [<mailto:WestfieldR@spsd.sk.ca>]

Sent: Monday, June 17, 2013 10:06 AM

To: 'fasdnetwork@sasktel.net'

Subject: Joyce Westfield

Good Morning

The reason for my correspondence today is that I am trying to find information. My mother Joyce passed away on January 31st, 2013. She was a Foster Parent for over 40 years. She also sat on the SFASD executive. The information that I am seeking is could you please provide me with the positions and dates that she was on the executive. I understand that this is a lot of work and I absolutely appreciate all the efforts that you can do.

Thanks

Rob Westfield

Building Operator Brownell School / VP Chief Shop Steward CUPE 8443

683-7124 work

290-1856 Home cell

220-1643 Work cell

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No virus found in this message.

Checked by AVG - www.avg.com

Version: 2013.0.3345 / Virus Database: 3199/6419 - Release Date: 06/17/13

July 16, 2013
City of Saskatoon, Naming Advisory Committee
Attn: Clayton Waldbauer, Planning and Development Branch

Re: Elk Point Neighbourhood Street Naming

Please find enclosed a request on behalf of the City of Saskatoon, Land Branch which outlines the street names being proposed for the first phase of the Elk Point Neighbourhood, within the Land Branch's ownership area.

The proposed street names are as follows:

Elk Point - In keeping with the common theme of naming major neighbourhood roadways after the neighbourhood name and strengthening the neighbourhood brand, the Land Branch proposes the use of "Elk Point" to apply to the roadway that intersects with 33rd Street and Kensington Road, creating "Elk Point Road", as illustrated in the attachment.

Please do not hesitate to contact me if you have any questions.

Thank you

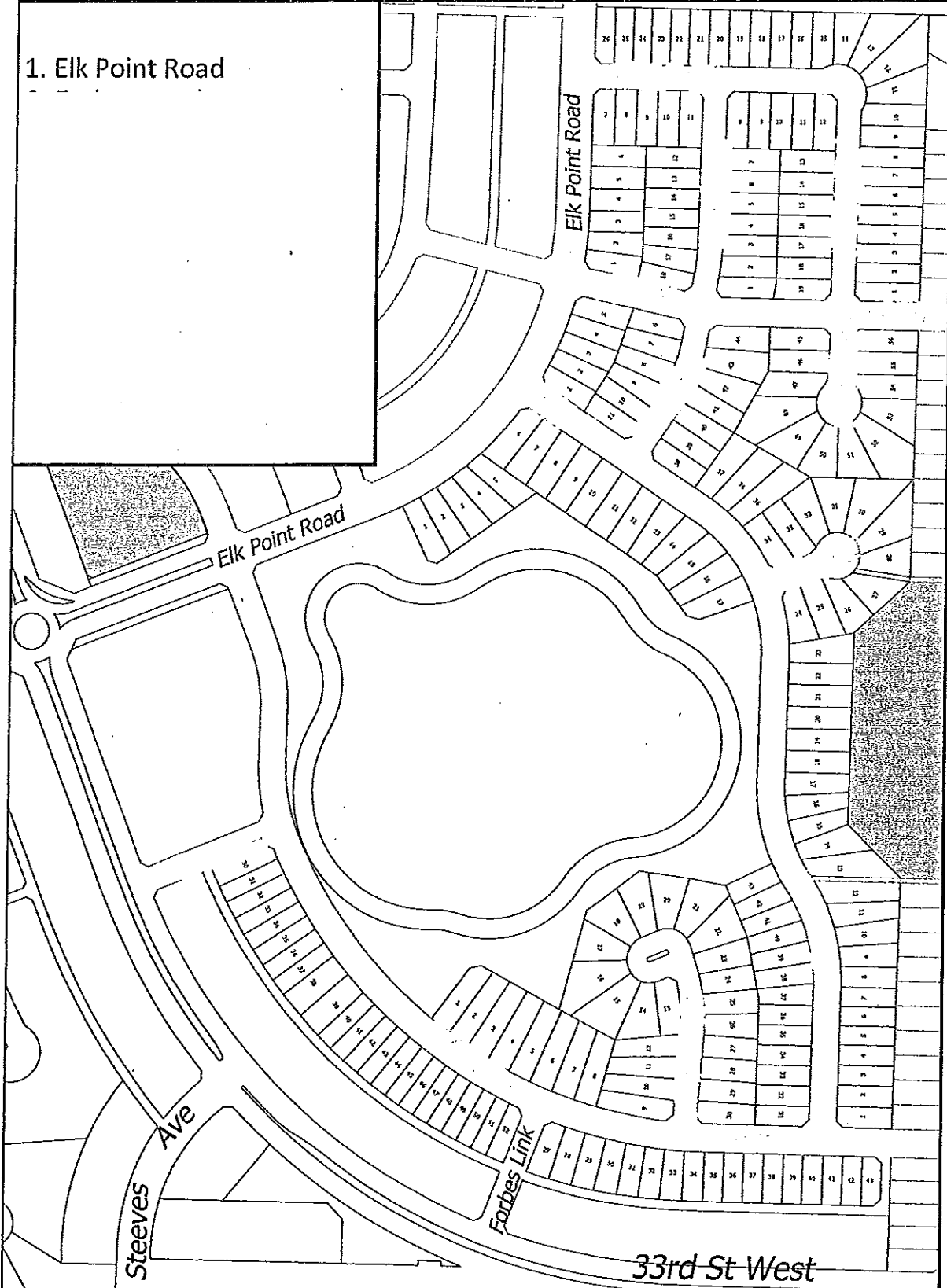


Matt Grazier, Planner
Land Branch

Elk Point Street Naming - Phase 1



1. Elk Point Road



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. Roadway Financial Management Strategy
(File No. CK. 6315-1)

RECOMMENDATION: that the attached report of the General Manager, Corporate Services Department dated August 7, 2013 be approved in principle and forwarded to the 2014 Business Plan and Budget deliberations.

Attached is a report of the General Manager, Corporate Services Department dated August 7, 2013, submitting a Roadway Financial Management Strategy to address the funding gap related to the Roadway Asset Funding Gap and the operating service level increases ("Attachment 1").

Your Committee recently considered the above report and expressed an interest in receiving additional information with respect to a base tax at the time that this report was submitted to City Council. Clause B1, Administrative Report No. 14-2013 relates to the requested report.

**2. Criteria for City Mortgage Appeals
(File No. CK. 1500-1)**

- RECOMMENDATION:**
- 1) that Policy C09-006 be amended for the mortgage forgiveness criteria to include both “job transfer involving a move out of the City” and “change of employment involving a move out of the City”; and
 - 2) that the mortgage forgiveness criteria for unanticipated events remain at the discretion of the Mortgage Appeals Board.

Your Committee supports the following report of the General Manager, Community Services Department dated July 2, 2013, in response to a request by your Committee for a review of the Mortgage Appeals Board criteria for forgiveness of mortgage:

“TOPIC AND PURPOSE

This report provides some clarification on the Mortgage Appeals Criteria and the role of the Mortgage Appeal Board.

REPORT HIGHLIGHTS

1. Current criteria state that a job transfer or a change in employment involving a move out of Saskatoon qualifies to have the mortgage discharged.
2. The Mortgage Appeals Board determines if events are actually unanticipated or a life choice.

STRATEGIC GOAL

The recommendations in this report support the strategic goal of Continuous Improvement by encouraging innovation and forward-thinking.

BACKGROUND

The City Mortgage Appeals Board was established by City Council on June 25, 2007, in order to ‘hear and make final decisions on all requests for forgiveness of City Mortgages’. The City Mortgage was put in place to restrict an individual’s ability to sell a recently built home, and to ensure timely construction of new homes in City developments.

REPORT

Job Transfer

Current mortgage criteria state that a job transfer or change of employment involving a move out of the City qualifies to have a mortgage forgiven and discharged from title. The Administration believes that as long as the requirement of moving out of the City remains as part of the criteria, it should remain as an allowable reason to have the City mortgage discharged. The decision to change jobs or locations is normally based on the betterment of their careers and not a result of trying to create a gain from the sale of their personal residence. Circumstances may also dictate that an individual transfer jobs in order to maintain their employment and as such, should not be required to pay the mortgage.

Through discussion with the Mortgage Appeals Board, it was noted that these reasons should appear as two separate and distinct criteria. This would remove any ambiguity from the policy that any job transfer, such as a move across the city would qualify as a valid reason. The new criteria would be stated as follows:

- a) Job transfer involving a move out of the City; and
- b) Change of employment involving a move out of the City.

Unanticipated Events

The City Mortgage Appeals Board was established in order to hear and make final decisions on all requests for forgiveness of City Mortgages. Forgiveness of a City Mortgage can be granted in specific situations where the owner must sell the mortgaged property. For example, in the case of marriage breakdown, it is normal for the couple to sell the property, or at the very least, one of the individuals will be removed from title. This results in having the mortgage become payable to the City. In contrast, the case of an unexpected health issue, for example, does not necessarily put the homeowners in a position in which they must sell the property. Such situations may or may not cause some financial difficulty, but the Administration feels that the Mortgage Appeals Board needs to use their discretion if a must sell position is imminent.

There have been cases where an unexpected event has led property owners to decide they would like to sell. These are the scenarios that the Mortgage Appeals Board need to separate from the cases where the event leads to a must sell position and apply the Policy appropriately. To change the Policy to allow

unexpected health issues as a means of forgiveness criteria, may lead to more complications than the current process that allows the Mortgage Appeals Board to use their discretion in making a decision.

OPTIONS TO THE RECOMMENDATION

Options would be to leave the Mortgage Appeals Criteria as is, or to include specific examples as an allowable reason for a mortgage discharge.

POLICY IMPLICATIONS

If the recommendations in this report are approved, Policy C09-006, Residential Lot Sales – General Policy, will need to be updated to reflect the changes.

FINANCIAL IMPLICATIONS

There is no financial impact.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

The Mortgage Appeals Board was consulted regarding the issue around job transfers or change of employment involving a move out of Saskatoon.

COMMUNICATION PLAN

The Administration would post the policy update on its website.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

If the recommendations in this report are approved by Council, they will go into effect immediately.

ENVIRONMENTAL IMPLICATIONS

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

PRIVACY IMPACT

The City Mortgage Appeals Board meets In Camera due to the sensitive nature of the personal information provided.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

There are no CPTED implications.

PUBLIC NOTICE

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

3. City of Saskatoon 2012 Employment Equity Report (File No. CK. 4500-1)

RECOMMENDATION: that the City of Saskatoon Employment Equity Report 2012 be received as information.

Your Committee has reviewed the attached report of the Director of Human Resources dated August 28, 2013, containing the Annual Employment Equity Report. The report is being forwarded to City Council for its information.

4. Absenteeism and Health and Safety Update (File No. CK. 4655-1)

RECOMMENDATION: that the information be received.

Your Committee has considered and is pleased to forward the attached report of the Director of Human Resources dated August 28, 2013, providing information on short-term absenteeism as well as key performance indicators for health and safety.

A short presentation will be provided.

5. Communications to Council

**From: Candace Fuller-Quiring
Westmount Community Association**
Date: August 29, 2013
**Subject: Request for Extension of Time – Noise Bylaw
September 6, 2013 - Westmount Park
Family Movie Night**
(File No. CK. 185-9)

RECOMMENDATION: that the request for an extension of time under the Noise Bylaw, until 11:00 p.m. on Friday, September 6, 2013, for a Family Movie Night in Westmount Park be approved, subject to any administrative conditions.

Attached is a communication from Candace Fuller-Quiring, Westmount Community Association, requesting an extension of time under the Noise Bylaw, until 11:00 p.m., on Friday, September 6, 2013, for a Family Movie Night in Westmount Park. As the event was scheduled to commence prior to the date of City Council's next meeting, your Committee granted advance notice of approval of the requested extension of time under the Noise Bylaw, subject to any administrative conditions.

**6. Friends of the Bowl Foundation – Request for Naming Rights
and Asset Naming Opportunities**
(File No. CK. 4205-7-2)

RECOMMENDATION: that the direction for donor solicitation, recognition, and the offering of naming rights to Gordon Howe Bowl Park, by the Friends of the Bowl Foundation, as outlined in the report of the General Manager, Community Services Department, dated August 27, 2013, be approved, subject to City Council having final approval of an agreement for the naming rights for the Bowl.

Your Committee has considered and supports the following report of the General Manager, Community Services Department, dated August 27, 2013:

“TOPIC AND PURPOSE

The Friends of the Bowl Foundation Inc. (Foundation) is requesting City Council's direction on the Foundation's planned approach for the donor recognition program and facility naming rights for the Gordon Howe Bowl (Bowl) Upgrades Capital Project.

REPORT HIGHLIGHTS

1. The Foundation has contracted DCG Philanthropic Services Inc. (DCG) to prepare a Capital Campaign strategy to raise funds for upgrades to the Bowl at the Gordon Howe Park facility.
2. The Foundation plans to implement the next phase of the funding campaign. In order to do so, the direction of City Council is required in terms of donor solicitation and recognition.

STRATEGIC GOAL

Under the Strategic Goal of Asset and Financial Sustainability, this report supports the long-term strategy to increase revenue sources and reduce the reliance on residential property taxes and develop funding strategies for expenses related to capital expenditures.

BACKGROUND

During its January 21, 2013 meeting, City Council approved a \$100,000 repayable loan to the Foundation to proceed with securing the services of a professional fundraising consultant to plan and manage the campaign and develop a case through support documents that will be used to engage potential donors.

Through an RFP process, DCG was the successful proponent and began work for the Foundation on March 15, 2013 to develop a capital fundraising campaign (Capital Campaign).

DCG conducted a Feasibility Study and Strategic Communication Plan (Study) to measure community support to finance capital improvements to the Bowl at Gordon Howe Park. Findings from the Study were used to develop a marketing campaign that includes:

- key messages to garner community support for the project;
- campaign promotional and support materials;
- volunteer training manuals; and
- an online donation website.

Results of the Study indicated that the majority of Saskatoon residents feel it is important for Saskatoon to upgrade the Bowl at Gordon Howe Park.

During its July 17, 2013 meeting, City Council adopted The Friends of the Bowl Foundation Inc. Loan Bylaw No. 9122 formally approving the original \$100,000 loan and a further \$200,000 interim loan to the Foundation for the purpose of implementing a fundraising campaign.

DCG is now working with the Foundation's Fundraising Committee to develop marketing tools and plans for a successful fundraising campaign, which include strategies that engage donors, build project profile, and guide the campaign toward meeting its targeted fundraising goals.

REPORT

Capital Campaign

With the Foundation's approval, DCG has developed a campaign strategy to attain its goal of \$11 million for capital upgrades to the Bowl at Gordon Howe Park. DCG has identified and prepared an inventory of assets available for sponsorship and naming rights opportunities for the Capital Campaign. The campaign is about to begin.

The objectives of the Capital Campaign are as follows:

- to streamline the donor recognition and asset naming process;
- to assist the campaign volunteers in providing recognition opportunities for an \$11 million goal through attractive naming opportunities; and
- to strengthen the Foundation's long-term donation and sponsorship strategy and stewardship.

To achieve the campaign objectives noted above, the Foundation is requesting approval to proceed with a program for donor solicitation, recognition and the

offering of naming rights to Gordon Howe Bowl facilities, under the following parameters:

1. The Foundation shall have the ability to negotiate naming rights and sponsorships for assets and facilities at Gordon Howe Bowl, subject to City Council having final approval of an agreement for the naming rights for the Bowl;
2. Except for the naming rights for the Bowl, the Foundation shall have the ability to negotiate these agreements and may include terms of up to 30 years and for amounts greater than \$100,000;
3. The Foundation, in consultation with the Administration, shall have the ability to prepare and execute the necessary agreements;
4. The Foundation, in consultation with the Administration, shall have the ability to extend or renew necessary agreements at the end of a term, excluding an agreement for the naming rights for the Bowl (as outlined in 1. above); and
5. All agreements will include that a donor or sponsor shall have a first right of refusal to renew an expired agreement.

Sponsorship Policy No. C09-028 provides the guidelines to facilitate and support opportunities for entering into sponsorship agreements and naming rights agreements for City-owned assets for the purpose of enhanced financial sustainability (see Attachment 1). The Foundation is requesting a departure from the current policy guidelines by adopting the parameters outlined above, subject to Council approval.

OPTIONS TO THE RECOMMENDATION

City Council has the option to provide further direction or add additional conditions to the Capital Campaign being proposed by the Foundation.

POLICY IMPLICATIONS

Sponsorship Policy No. C09-028 provides the guidelines to facilitate and support opportunities for entering into sponsorship agreements and naming rights

agreements for City-owned assets for the purpose of enhanced financial sustainability (see Attachment 1).

The policy indicates that City Council provide concept approval for all sponsorship arrangements that are of a sensitive nature or with the total value in excess of \$100,000, and all naming rights arrangements and sale of naming rights before sponsors are approached or agreements made. The policy states that there be a fixed term of up to a maximum of 10 years. City Council has the authority to depart from policy as outlined in this report.

FINANCIAL IMPLICATIONS

There are no financial implications.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

The Foundation and its fundraising committee has reviewed and supports the Capital Campaign developed by DCG and is eager to begin.

COMMUNICATION PLAN

The Foundation will undertake an extensive communications program as the Capital Campaign unfolds.

DUE DATE FOR FOLLOW UP AND/OR PROJECT COMPLETION

Subject to City Council approval of the directions outlined in this report, the Administration will prepare status reports to City Council at appropriate intervals.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A safety/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. Sponsorship Policy No. C09-028”

7. Council Procedure Bylaw – Council’s Role in Emergencies (File No. CK. 255-2 x 270-1)

RECOMMENDATION: that the City Solicitor bring forward amendments to *The Council and Committee Procedure Bylaw* to allow for a member of Council to waive notice of meeting without 24 hours’ notice by facsimile, email or other electronic form sent to the City Clerk prior to the beginning of the meeting.

Your Committee has considered the following report of the City Solicitor dated July 8, 2013 and supports the recommended amendment to *The Council and Committee Procedure Bylaw*:

“Declaring an Emergency

The Emergency Planning Act empowers Council to make a local emergency declaration relating to all or part of the City, if Council is satisfied that an emergency exists or may exist in the City. In the first instance, the declaration is to be made by resolution of Council adopted at a duly constituted meeting. The meeting could be a regularly scheduled meeting of Council or at a special meeting of Council called for the purpose of declaring a local emergency.

Where it is not possible to assemble a quorum of Councillors to pass a resolution declaring a local emergency, *The Emergency Planning Act* provides that any member of Council may make a local emergency declaration on behalf of Council, if the Councillor reasonably believes that a local emergency exists and the emergency requires immediate action.

A local emergency declaration expires at the end of seven days from the time the declaration was made, unless it is renewed.

Special Meetings

During a local emergency, it may be necessary for Council to hold special meetings from time to time. The rules concerning special meetings remain in effect during a declared emergency. The making of a local emergency declaration does not suspend or modify these rules.

As Council is aware, under the Bylaw the Clerk shall call a special meeting of Council whenever requested to do so in writing by His Worship the Mayor or by a majority of Councillors. The Clerk is required to give at least 24 hours' notice in writing to each member of Council and to the public stating the purpose of the meeting, and the date, time and place at which it is to be held.

The Clerk may give notice to a member of Council personally, by leaving it at the usual place of business or residence of the member, or, at the request of the member, by facsimile or electronic email.

While 24 hours' notice must always be given for a special meeting, a separate notice for each special meeting may not be required. For example, during a state of emergency, Council could decide to meet on a daily basis to receive information and be briefed about the emergency. A single notice could be given that special meetings of Council will be held at a specified time and place each day so long as the local emergency declaration is in effect. This would satisfy the notice requirements in the Bylaw, and would relieve the Clerk from sending out multiple notices to members of Council.

The Bylaw also requires that the notice set out the purpose of the meeting. The notice must provide enough information that a reasonable person would know the nature and purpose of the meeting. A notice specifying that the purpose of the meeting or meetings is to receive information and updates on the state of the local emergency would be sufficient.

A special meeting may be held with less than 24 hours' notice to the members of Council and without notice to the public, if all members of Council agree to do so, in writing, immediately before the beginning of the meeting. The Bylaw has been interpreted to mean that all members of Council must be present at the meeting, and personally sign the waiver of notice immediately before the beginning of the meeting. This interpretation is consistent with the principle that proceedings of Council should be done at duly constituted public meetings of Council. Only in rare

circumstances should Council be holding meetings without proper notice to the public.

However, when a local emergency declaration is in effect, or when circumstances dictate that a special meeting be held without 24 hours' notice, the requirement that all members of Council must be present at the meeting, and must sign the waiver of notice immediately before the beginning of the meeting may be too restrictive. For example, a member of Council may be absent from the City and unavailable to return in time for the proposed meeting. In this situation, a special meeting without the 24 hours' notice could not be held.

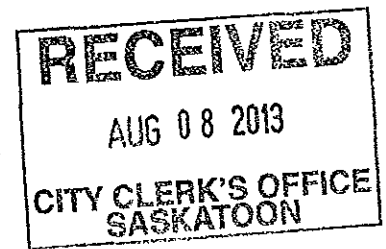
City Council could approve an amendment to the Bylaw to permit a member of Council to waive notice of the meeting by facsimile, email or other electronic form sent to the Clerk prior to the beginning of the meeting. All members of Council would still have to agree to waive notice of the meeting, but would not be required to attend personally. The meeting could proceed so long as a quorum of Council was present at the meeting.

It is noted that the Clerk's practice is to give notice to the public of any special meeting of Council. The Clerk does so even though the Bylaw says that a special meeting may be held without notice to the public, if all members of Council agree to do so, in writing, immediately before the beginning of the meeting. The Clerk typically gives notice of any special meeting to the media by email, and posts the notice of the meeting on the City's website and in City Hall. The Clerk uses all reasonable means to ensure that the public is aware of any special meeting of Council."

Respectfully submitted,

His Worship Mayor D. Atchison, Chair

TO: Secretary, Executive Committee
FROM: General Manager, Corporate Services Department
DATE: August 7, 2013
SUBJECT: Roadway Financial Management Strategy
FILE NOS: CS.6315-1 and CS.1500-1



RECOMMENDATION: that the attached Roadway Financial Management Plan be approved in principle and be forwarded to the 2014 Business Plan and Budget deliberations.

TOPIC AND PURPOSE(S)

To develop a Roadway Financial Management Strategy to maintain the City's roadway assets and to provide an agreed-upon service level for road operations.

REPORT HIGHLIGHTS

1. A financial plan has been developed to fund the existing gap for roadway assets which will meet the previously-approved service levels for paved roads, sidewalks, back lanes, and boundary roads.
2. A financial plan has also been developed to fund increased service levels including two city-wide snow clearing programs, a compressed timeline for street sweeping, and additional resources to repair potholes.

STRATEGIC GOAL(S)

This report relates to the Strategic Goal of Asset and Financial Sustainability and meets the goal of establishing levels of service for rehabilitation of assets and identifying supporting financial strategies.

REPORT

City Council has approved roadway asset service levels. Based on public input, City Council has also indicated a desire for an increase in service levels in three road-related programs: snow clearing and ice control, street sweeping and pothole repair. This report is intended to be a companion report to the following:

- Neighbourhood and Primary Roadway and Sidewalk Preservation
- Paved Roadways – Summer and Winter Operational Service Level Increases

The Administration has developed a Roadway Financial Management Strategy to address the funding gap related to the Roadway Asset Funding Gap and the operating service level increases (Attachment 1). A three-year phase-in is outlined for the asset funding gap; the phase-in period is optional. The strategy recommends the use of a dedicated property tax, however, the use of a base (flat) tax is also available. The use of a base tax is outlined in more detail under the Options section of this report.

OPTIONS TO THE RECOMMENDATION

Phase-in Period

The phase-in period can be increased to a period longer than three years.

Base Property Tax

A portion, or all, of the gap can be funded through a base or flat tax (versus using the mill rate which is an ad valorem approach to property taxes).

The authority to levy a base tax is in Section 259 of *The Cities Act*. This option can only apply to the municipal portion of the property tax. The school and library portions would continue to be levied on the ad valorem basis.

The current ad valorem tax results in the same rate of tax being applied to every dollar of fair value assessment. In other words, every dollar of residential assessment is levied the same rate of tax. An assessment of \$200,000 would be levied twice the tax of an assessment of \$100,000.

The theory behind a base tax is to charge every property a base amount "off the top". If this base tax does not raise the full levy, the difference is then raised using the ad valorem formula against all property. A case can be made for using a base tax to fund a portion of the capital cost to maintain the roadway assets as all residents and commercial/industrial businesses use the roads either through driving a vehicle, using public transit and/or taxis, accepting deliveries, etc.

Attachment 2 compares the results of using a base tax to fund the annual three-year phased-in shortfall of \$13.8 million, compared to the ad valorem system. As identified within the attachment, this shortfall results in a base tax of \$170 (\$14.17 per month) on every property. This would be phased-in over three years resulting \$56.67 in 2014, \$113.34 in 2015 and \$170.00 in 2016.

The City uses Effective Tax Rates (ETR) as a means to compare the taxes between properties with the same assessed value in different property classes. The effective tax rate is calculated by dividing the taxes by the assessed value. Currently, the ETR is the same for all properties within the same class. Using a mix of ad valorem and base tax would mean the ETR would vary by property class, as well as by assessed value. The result would be that properties within the same property class would have different effective tax rates and that a lower valued property would have a higher ETR than a property with a higher value.

Presently, the City uses the ETR as a means to manage the tax ratio between commercial and residential properties. Using a base tax would impact this ratio. As a result, the ratio could only be maintained on the non-base portion, and the ETR would no longer be an accurate indicator of relative taxes between these two property classes.

If this option is of interest, a further report outlining the implementation details will be provided.

Local Improvement

In past reports, your Administration has suggested local improvements as a funding option for sidewalk replacement. This option results in the City borrowing funds with the residents benefiting from the improvement repaying the debt over approximately 25 years. The repayment is included on the property tax bill; however, the debt is also included within the City's overall debt limit.

POLICY IMPLICATIONS

The Cities Act provides cities with the ability to calculate taxes using mill rates and mill rate factors multiplied by taxable assessment. The *Act* also provides the option to use a base tax, a minimum tax, or a special tax. A special tax can only be used to pay for a specific service that will be completed within the taxation year.

FINANCIAL IMPLICATIONS

The Roadway Financial Management Strategy requires a property tax increase; however, the specific impact is dependent upon the phase-in period selected.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

The 2013 Civic Services Survey is conducted annually to obtain citizen feedback on a variety of civic issues. The City uses the information during its planning cycle as input into program or service changes and budget decisions, in an attempt to meet the program and service needs of the citizens of Saskatoon.

The condition of streets continues to be the most frequently mentioned priority issue facing the City today (36% among telephone respondents and 31% of online respondents). As with last year, it should be noted that the survey takes place in the spring when road conditions are typically at their worst.

Maintenance of major roadways and freeways in the city, ice and snow management, traffic management, planning and development of the city, and neighbourhood street maintenance are areas where the level of satisfaction with the service is lower than the level of importance.

The Roadway Financial Management Strategy has been prepared to address the priorities that citizens have identified related to roadways in Saskatoon.

COMMUNICATION PLAN

Answers to frequently asked questions will be developed and will also be posted on the City's website.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

The recommendation is to refer this to the 2014 Business Plan and Budget deliberations to ensure that this matter is not dealt with outside the normal budgeting timeframe.

ENVIRONMENTAL IMPLICATIONS

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

PUBLIC NOTICE


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

ATTACHMENTS

1. Investing in the Roads to Continued Prosperity - Roadway Financial Management Strategy.
2. Base Tax versus Ad Valorem Tax.

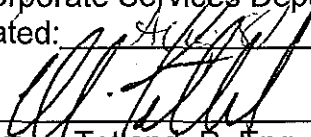
Reviewed by: Jeff Jorgenson, General Manager
Utility Services Department

Written and
approved by:



Marlys Bilanski, General Manager
Corporate Services Department
Dated: Aug 8/13

Approved by:



Murray Totland, P. Eng., MBA
City Manager
Dated: Aug 8/13

Investing in the Road(s) to Continued Prosperity



Introduction

The roadway infrastructure within the City of Saskatoon has been continuing to deteriorate based on insufficient funding levels. Condition assessments are conducted periodically and the existing funding has been allocated to ensure the dollars are used in a way that slows the deterioration.

City Council approved a number of roadway capital asset service levels in 2012; however, current funding levels do not meet this level.

Increases are included in the annual budget; however, these have only partially offset inflation and as a result, the existing funding gap continues to grow. Progress has begun and a number of significant funding changes have been introduced over the past few years, including:

- In 2010, City Council approved a phased-in plan to fully fund the back lane capital program by increasing the annual tax-supported funding level by \$300,000 until 2016.

- The 2013 Budget introduced a property tax increase of \$1,967,300 (1.25% increase over the 2012 tax base) dedicated specifically to paved roadways.
- Allocation of ad hoc funding, whenever opportunities arise, including allocations from neighbourhood land development profits and yearend surpluses.
- Access to the federal Infrastructure Stimulus Fund to assist in street reconstruction.

Administration has previously recommended that a 1.25% dedicated property tax increase continue until approved roadway funding targets have been met. However, this will take approximately 10 years. The Administration has clearly heard the priority that both City Council and Saskatoon's citizens have placed on the state of Saskatoon's roads. Based on this, a more aggressive funding strategy is proposed.

Roadway Assets

The Administration is responsible for evaluating the condition of the City's paved roadways and for developing an annual program to maintain them at a minimum long-term cost, with modifications based on approved funding levels. Where feasible, condition assessments are conducted on an annual basis. The assessments are used to determine condition and to develop annual capital improvement plans.

The level of service for each type of asset is defined differently. For example, the service level for water mains may be defined by the

number of service interruptions per year, for bridges it may be the Bridge Condition Index (BCI), for parks it may be the health of the vegetation. Therefore, as the level of service increases, so does the cost of maintaining the asset in the desired condition level.

In order to be able to compare apples to apples, six levels of expenditures identified by the letters A through F have been introduced, where A represents the highest level of expenditures and F represents no expenditure. Table 1 describes each level of service.

Table 1: Expenditure Service Levels

Expenditure Level	Asset Condition	Description
A	Getting Better Quickly	Sufficient expenditures to keep asset in top condition and to increase asset condition/value quickly over time.
B	Getting Better	Sufficient expenditures to keep asset in top condition and to increase asset condition/value slowly over time.
C	Maintain Assets that are in Poor Condition	Sufficient expenditures to keep asset in constant condition over time. This expenditure level applies to older assets in poor to fair condition.
D	Maintain Assets that are in Good Condition	Sufficient expenditures to keep asset in constant condition over time. This expenditure level applies to newer assets in good to excellent condition.
E	Getting Worse	Insufficient expenditures to maintain asset condition. Over time asset condition will deteriorate.
F	Getting Worse Quickly	No expenditures. Asset condition/value decreases rapidly.

Using the above criteria, City Council has approved a number of roadway asset service levels. The Administration has identified the following funding gaps for each asset class:

Table 2: Funding Gap by Asset Class (in Millions of Dollars)

Asset Class	2013 Service Level	Approved Service Level	Required Annual Funding	Existing Annual Funding	Increases included in 2014 Draft Budget	2014 Subtotal	Annual Funding Gap
Paved Roadways	Level E	Level B	\$26.20	\$8.8	\$0.45	\$9.25	\$16.95
Sidewalks	Level E	Level B	2.78	0.5	0.08	0.58	2.20
Paved Back Lanes	Level E	Level B	0.62	0.2	0.17	0.37	0.25
Gravel Back Lanes	Level A	Level A	1.03	0.9	0.13	1.03	0.00
Boundary Roads	Level E	Level D	0.41	0.0	0.00	0.00	0.41
Total Gap			\$31.04	\$10.4	\$0.83	\$11.23	\$19.81

(Based on 2013 Dollars)

To fully fund the approved service levels, additional annual funding of \$19.81 million is required. A three-year property tax increase phase-in is being recommended to address the remaining shortfall. This translates into an increase of \$6.60 million in each of 2014 through 2016.

The following outlines the annual investment in paved roadways over the past three years:

	2011	2012	2013
	in Millions of Dollars		
Annual Base Funding	\$3.77	\$5.82	\$8.80
One-time Paved Roadway Funding	0.83	4.68	4.26
Total Annual Investment	\$4.60	\$10.50	\$13.06

The three year phase-in results are outlined in Table 3.

**Table 3: Resulting Annual Investment through a Phased-In Approach
(in Millions of Dollars)**

	2013 Base Funding	2014 Draft Budget	2014	2015	2016	Investment over the next 3 years (2014 through 2016)	Investment over the next 10 years (2014 through 2023)
Paved Roadways	\$8.80	\$9.25	\$14.90	\$20.55	\$26.20	\$61.65	\$245.05
Sidewalks	0.50	0.58	1.31	2.04	2.78	6.13	25.59
Subtotal	\$9.30	\$9.83	\$16.21	\$22.59	\$28.98	\$67.78	\$270.64
Paved Back Lanes	0.16	0.37	0.45	0.53	0.62	1.60	5.94
Gravel Back Lanes	0.93	1.03	1.03	1.03	1.03	3.09	10.30
Boundary Roads	0.00	0.00	0.14	0.28	0.41	0.83	3.70
Annual Investment	\$10.89	\$11.23	\$17.83	\$24.43	\$31.04	\$73.30	\$290.58

The Administration is introducing the concept of a Neighbourhood Renewal Program. This program would fund the neighbourhood roadway and sidewalk network separately from the primary roadway and sidewalk network. This ensures an adequate portion of funding goes towards local roads and sidewalks on a yearly basis.

Restating Paved Roadways and Sidewalks from Table 3 to acknowledge neighbourhood roads and sidewalks separate and apart from the primary road and sidewalk network, and continuing with the current preservation strategy, results in the following:



Table 4: Restated Neighbourhood and Primary Network Renewal Programs (in Millions of Dollars)

	2014 Draft Budget	2014	2015	2016	Investment over the next 3 years (2014 through 2016)	Investment over the next 10 years (2014 through 2023)
Neighbourhood Network Renewal Program						
Roadways	\$1.70	\$5.03	\$8.37	\$11.70	\$25.10	\$107.00
Sidewalks	0.29	0.79	\$1.29	1.78	3.86	16.32
Primary Network Renewal Program						
Roadways	7.55	9.87	12.18	14.50	36.55	138.05
Sidewalks	0.29	0.52	0.75	1.00	2.27	9.27
Annual Investment	\$9.83	\$16.21	\$22.59	\$28.98	\$67.78	\$270.64

Increased Roadway Service Levels – Street Sweeping, Pothole Repairs, and Snow Clearing

Based on communications from both City Council and the public, the Administration is recommending additional service levels be added to the 2014 budget. These include the following:

1. Increases to the street sweeping program of \$605,000. This includes the following: introduction of a “Spring Sweeping Blitz” estimated at \$175,000; a compressed Residential Area Sweep program at an estimated additional cost of \$250,000, additional summer sweeping estimated at \$20,000, and additional equipment estimated at \$160,000.
2. “Spring Pothole Blitz” program totalling \$550,000. This program will fully patch all travelled lanes in the City’s freeway, collector and arterial roads over a 2 to 3-week period and will overlay areas of large defects.
3. An increase in annual operating funding levels to supplement the existing summer pothole patching program. The 2013 operating budget includes resources for four crews. This was enhanced for two years to eight crews and a weekend crew through capital funding. This is estimated at a cost of \$500,000.
4. Additional city-wide snow clearing, with an estimated cost of \$500,000 is proposed. A snow clearing program consisting of potentially two complete city-wide clearings has been built into the 2014 draft budget.

These four service level increases total \$2.155 million and translate into a 1.37% property tax increase.

Funding Plan

Contribution from the Water/Wastewater Utilities

Deeply buried water and sewer mains adversely affect the life expectancy of the roadways above them. During construction, deep excavations are made to install water, sewer and storm sewer systems. As the infrastructure ages and repairs are made or new connections are installed, the pavement structure is further damaged.

The Administration is proposing a transfer of base funding of up to \$6 million per year from the Utility as a direct contribution towards paved roadways. This will be phased-in over three years with the first contribution in 2014 of \$2 million.

Back Lane Program

In 2010, City Council approved a funding plan for back lanes. This funding plan included an annual \$300,000 provision funded from tax revenue received from annual assessment growth funds. The 2014 preliminary budget will include a \$300,000 provision for back lanes.

Paved Roadways and Sidewalks

The City’s 2014 draft budget includes a \$450,000 additional provision for paved roadways and a \$80,000 additional provision for sidewalks, to acknowledge inflationary increases.

Dedicated Property Tax Increase (in Millions of Dollars)

As part of the 2013 Budget, City Council approved a 1.25% property tax increase dedicated specifically to roads. It is recommended that this approach be continued over the next three years to fund both the capital road program (roadway asset funding gap) and the increased service levels.

The following reconciles the annual Service Level B funding required from a dedicated tax increase:

	Required Investment (in 2013 dollars)	\$31.04
Less:	2013 Base Funding	(10.40)
	2014 Draft Budget	(0.83)
	Contribution from Water/Wastewater Utility	(6.00)
	Dedicated Tax Increase	\$13.81
	Three Year Phase-in Requirement	\$4.60

Table 5 provides a further breakdown of the increases required by the various classes of assets, as well as the requirements for the service level increases.

Table 5: Dedicated Property Tax Increase Phase-In (in Millions of Dollars)

	2014		2015		2016	
Roadway Asset Funding Gap						
Neighbourhood Network Renewal Program	\$2.83	1.80%	\$2.83	1.80%	\$2.83	1.80%
Primary Network Renewal Program	1.55	0.98%	1.55	0.98%	1.55	0.98%
Back Lanes and Boundary Roads	0.22	0.14%	0.22	0.14%	0.22	0.14%
Subtotal	\$4.60	2.92%	\$4.60	2.92%	\$4.60	2.92%
Service Level Increases						
Enhanced Street Sweeping Program	0.60	0.38%				
Spring Pothole Blitz	0.55	0.35%				
Supplemented Summer Pothole Patching	0.50	0.32%				
Additional City-wide Snow Clearing	0.50	0.32%				
Subtotal	\$2.15	1.37%				
Total	\$6.75	4.29%	\$4.60	2.92%	\$4.60	2.92%

(Based on 2013 Dollars)

Changes to the phase-in period and any revisions to the service level increases will impact the final dollars and percentage increases as will inflation in future years.

A phased-in approach results in a continuously growing backlog. The use of one-time funding will continue to be recommended by the Administration over the next three years.



City of
Saskatoon

Ad Valorem Tax versus Base Tax

Fair Value	# of properties at this value	% of properties at this value	2013 Taxes			2014 Taxes: \$13.8 M added to Ad Valorum Levy					2014 Taxes: \$170 Base Tax				
			Ad Valorum Tax Levy City Portion	City ETR	City Taxes as a % of Total Taxes	Ad Valorum Tax Increase	\$ Tax Increase	% Tax Increase	City ETR	City Taxes as a % of Total Taxes	Ad Valorum with additional Base Tax	\$ Tax Increase	% Tax Increase	City ETR	City Taxes as a % of Total Taxes
50,000	1,971	2.41%	\$233.63	0.45%	52.8%	\$243.37	\$19.74	8.76%	0.49%	54.9%	\$393.63	\$170.00	76.0%	0.79%	66.3%
75,000	598	0.73%	\$335.45	0.45%	52.8%	\$365.06	\$29.61	8.76%	0.49%	54.9%	\$505.45	\$170.00	50.7%	0.67%	62.8%
100,000	1,231	1.50%	\$447.27	0.45%	52.8%	\$486.75	\$39.48	8.76%	0.49%	54.9%	\$617.27	\$170.00	38.0%	0.62%	60.7%
150,000	4,088	5.00%	\$670.90	0.45%	52.8%	\$730.12	\$59.23	8.76%	0.49%	54.9%	\$840.90	\$170.00	25.3%	0.56%	58.4%
200,000	6,674	8.16%	\$894.53	0.45%	52.8%	\$973.50	\$78.97	8.76%	0.49%	54.9%	\$1,064.53	\$170.00	19.0%	0.53%	57.1%
250,000	12,092	14.78%	\$1,118.16	0.45%	52.8%	\$1,216.87	\$98.71	8.76%	0.49%	54.9%	\$1,288.16	\$170.00	15.2%	0.52%	56.3%
300,000	14,850	18.15%	\$1,341.80	0.45%	52.8%	\$1,460.25	\$118.45	8.76%	0.49%	54.9%	\$1,511.80	\$170.00	12.7%	0.50%	55.8%
350,000	16,640	20.33%	\$1,565.43	0.45%	52.8%	\$1,703.62	\$138.19	8.76%	0.49%	54.9%	\$1,735.43	\$170.00	10.9%	0.50%	55.4%
400,000	9,414	11.50%	\$1,789.06	0.45%	52.8%	\$1,947.00	\$157.93	8.76%	0.49%	54.9%	\$1,959.06	\$170.00	9.5%	0.49%	55.1%
450,000	5,513	6.74%	\$2,012.69	0.45%	52.8%	\$2,190.37	\$177.68	8.76%	0.49%	54.9%	\$2,182.69	\$170.00	8.4%	0.49%	54.8%
500,000	2,881	3.52%	\$2,236.33	0.45%	52.8%	\$2,433.74	\$197.42	8.76%	0.49%	54.9%	\$2,406.33	\$170.00	7.6%	0.48%	54.6%
600,000	2,675	3.27%	\$2,683.59	0.45%	52.8%	\$2,920.49	\$236.90	8.76%	0.49%	54.9%	\$2,853.59	\$170.00	6.3%	0.48%	54.3%
750,000	1,399	1.71%	\$3,354.49	0.45%	52.8%	\$3,650.62	\$296.13	8.76%	0.49%	54.9%	\$3,524.49	\$170.00	5.1%	0.47%	54.0%
1,000,000	900	1.10%	\$4,472.65	0.45%	52.8%	\$4,867.49	\$394.84	8.76%	0.49%	54.9%	\$4,642.65	\$170.00	3.8%	0.46%	53.7%
1,500,000	600	0.73%	\$6,708.98	0.45%	52.8%	\$7,301.23	\$592.26	8.76%	0.49%	54.9%	\$6,878.98	\$170.00	2.5%	0.46%	53.4%
1,900,000	309	0.38%	\$8,498.04	0.45%	52.8%	\$9,248.23	\$750.19	8.76%	0.49%	54.9%	\$8,668.04	\$170.00	2.0%	0.46%	53.3%
	81,835	100.00%													

Ad Valorem vs Base Tax.xls

4500-1

RECEIVED

AUG 28 2013

CITY CLERK'S OFFICE
SASKATOON

3.

TO: City Clerk, Executive Committee
FROM: Director of Human Resources
DATE: August 28, 2013
SUBJECT: City of Saskatoon 2012 Employment Equity Report
FILE NO: HR-4500-2

RECOMMENDATION: that the City of Saskatoon Employment Equity Report 2012 be received and that a copy of this report be forwarded to City Council for information.

TOPIC AND PURPOSE(S)

Under the Saskatchewan Human Rights Commission (SHRC), *Employment Equity Act*, the City of Saskatoon submits an annual report detailing the progress made towards achieving a representative workforce.

REPORT HIGHLIGHTS

1. In 2012 the City provided programs and initiatives to assist with the recruitment and retention of Aboriginal people, people with a disability, females in underrepresented occupations and visible minorities.
2. In 2012 the City saw increases in the employee population from those who self declared as one of the following; female, a member of a visible minority group and a person with a disability. The City saw a small decrease in the employee population from those who self declared as Aboriginal.

STRATEGIC GOAL(S)

This program supports the long-term strategy to offer an inclusive workplace that embraces diverse backgrounds under the Strategic Goal of Continuous Improvement.

BACKGROUND

The City of Saskatoon's Employment Equity Program was approved by the Saskatchewan Human Rights Commission (SHRC) in 1986 and is monitored on an annual basis. Under the SHRC, *Employment Equity Act*, the City of Saskatoon submits an annual report detailing the progress made towards achieving a representative workforce. City Council receives the Employment Equity report as information on an annual basis through the Executive Committee.

REPORT

Programs and Initiatives

Attachment #1 is the annual City of Saskatoon Employment Equity Report submitted to the Saskatchewan Human Rights Commission.

The City of Saskatoon Employment Equity Report for 2012 describes programs and initiatives to explain the efforts completed in 2012 that support two categories required by the SHRC: "Recruitment and Retention of Employment Equity Groups", as well as "Providing a Welcoming and Respectful Work Environment." Some examples include:

- The City of Saskatoon was one of 55 organizations recognized as Canada's Best Diversity Employers for 2013.
- In 2012, the City hosted a workshop for all Aboriginal seasonal parks labourer staff to engage, inform and receive feedback from them to work towards retention of these staff.
- Seven strategic recruitment ads reached over 900 Aboriginal offices in Saskatchewan and Manitoba in 2012.
- In partnership with Saskatoon Tribal Council and Gabriel Dumont Institute, the Summer Playground Leader Program employed four Aboriginal people in 2012 to run playground programs with the Meetawetan Cultural Travelling Van through the city.
- The City of Saskatoon attended 34 recruitment events in 2012. Several of these events were dedicated to members of the employment equity groups.
- In 2012, the City hosted a Partnership Appreciation luncheon recognizing and receiving feedback from 30 community agencies and organizations that have supported diversity and inclusion initiatives over the past year.
- In partnership with Saskatoon Tribal Council, Gabriel Dumont Institute and Saskatchewan Indian Institute of Technologies, the City coordinated and provided training for a Heavy Equipment Operators and Class 1A Pre-employment Program. The City of Saskatoon has retained 28% of the students hired. All of the students, with the exception of 1, who left the City of Saskatoon, received equipment operating employment opportunities elsewhere.
- In partnership with Saskatoon Skills and Trades, the City participated in the Building Custodian/Fireman Certificate training program and hired five from the graduating class. 57% of the students hired from this program since 2011 are currently still employed with the City.
- The Diversity Coordinator met with approximately 90 people to discuss careers with the City of Saskatoon.
- A total of 127 Facilities Branch employees participated in one of three Disability Awareness Workshops, developed and facilitated by the Saskatoon Abilities Council.

Statistics and Goals

The City of Saskatoon Employment Equity Report 2012 reported the following statistics for the SHRC defined employment equity groups. All employees are asked to complete a voluntary self-identification survey when they commence their employment with the City of Saskatoon. For the purposes of employment equity tracking, we are limited to relying on the employee's choice to self declare, as the declaration is voluntary. It is important to note that our workforce may have a better representation of the employment equity groups, than the statistics indicate.

- The City of Saskatoon female employee population in 2012 was 39.1%. The occupational groups Apprentice, Labour and Managerial all increased in 2012. SHRC has set a goal of 47%, for women in underrepresented occupations.
- The employee population who self declared as Aboriginal was 7.6% in 2012. This is a decrease from 2011 of .4%. SHRC has set a goal of 13.1%, based on Provincial population statistics in the 2006 Statistics Canada and 2011 estimates from Sask. Trends Monitor. The percentage of Saskatoon's total Aboriginal population has decreased from 9.9% in 2006 to 9.6% in 2011, according to the census profile from Stats Canada.
- The employee population who self declared as a person with a disability was 3.8% in 2012. A combination of new hires and permanent accommodations through the Disability Assistance Program resulted in this increase. SHRC has set a goal of 9.7% for persons with a disability in their employee population.
- The employee population who self declared as a visible minority was 6.9% in 2012. This increase links to the available talent of skilled immigrants in Saskatoon. SHRC has set a goal of 6.6% for employees as a visible minority in their employee population.

POLICY IMPLICATIONS

There are no policy implications.

COMMUNICATION PLAN

The City of Saskatoon Employment Equity Report for 2012 has been forwarded to The Saskatoon Human Right Commission and communicated to the Leadership Team through a presentation at their regularly scheduled meeting. The Report will also be sent to City Council once forwarded by Executive Committee. Once it is received by City Council it will be available to the public on the www.saskatoon.ca website.

In addition, a presentation of the report will be made to all external partners involved in the outreach recruitment program.


PUBLIC NOTICE

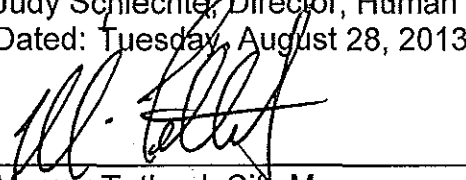
Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

ATTACHMENT

1. City of Saskatoon Employment Equity Report 2012

Written by: Jodi Fick-Dryka, Diversity Coordinator, Human Resources Department

Approved by: 
Judy Schlechte, Director, Human Resources Department
Dated: Tuesday, August 28, 2013

Approved by: 
Murray Totland, City Manager
Dated: August 28, 2013

City of Saskatoon
Employment Equity Report
2012

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Introduction

Background

In 1979 the Saskatchewan Human Rights Commission (SHRC) received the Legislative mandate through the Saskatchewan Human Rights Code to promote equality through Affirmative Action, or equity programs:

Under Section 47 of the Human Rights Code, the Commission has approved programs for women, Aboriginal people, people with disabilities and members of visible minorities. To a disproportional degree these groups experience high unemployment or are restricted to low-paying, low-level positions. In the workplace, they face more discrimination than other groups.¹

Statistics Canada predicts that the proportion of Saskatchewan residents who are of Aboriginal ancestry will rise from 9.9% in 1991 to between 16.0% and 18.1% in 2016.² Canada's visible minority population is expected to account for about 20% of all adults by the year 2016, more than double its proportion in 1991.³ The participation rate of women in the Canadian labour force rose from 51.7% to 57.6% between 1982 and 1992, and is expected to continue increasing.⁴

The City of Saskatoon (the City) began addressing the implementation of Affirmative Action in 1980. In November, 1981, an agreement was reached with the Canadian Union of Public Employees (CUPE) Locals 47, 59, and 859 to participate in a joint Union/Management Committee to develop the Affirmative Action Program. In 1986 the Affirmative Action Program was approved by City Council. The Affirmative Action Program was designed as a long and short-term organizational strategy that will ensure equality of opportunity exists at all employment levels. It would take into account the specific and special conditions of the City of Saskatoon. Initially, the Affirmative Action Program included three designated groups:

- persons of Aboriginal ancestry
- persons with a disability
- women in non-traditional roles

In 1995, the visible minority designated group was added after a workforce survey reinforced the lack of representation from this group. In addition, the title of the program was changed to Employment Equity which provides a more accurate reflection of the program's focus.

The City of Saskatoon's Employment Equity Program was approved by the SHRC in 1986 and is monitored on an annual basis.

¹ Renewing the Vision Human Rights in Saskatchewan, Saskatchewan Human Rights Commission, 1996, p.96.

² Statistics Canada Employment Equity Data Program, "Projections of Population with Aboriginal Ancestry," Cat. 91-5390XPE, pg.34. In Renewing the Vision Human Rights in Saskatchewan Report of the Saskatchewan Human Rights Commission 1996.

³ Statistics Canada, *Canadian Social Trends*, Summer 1995, Cat 11-008E, p. 8 in Renewing the Vision Human Rights in Saskatchewan Report of the Saskatchewan Human Rights Commission 1996.

⁴ Statistics Canada Survey of Labour and Income Dynamics, *The Wage Gap Between Men and Women: An Update*, May 1995, Cat. 95-14, p.5. In Renewing the Vision Human Rights in Saskatchewan Report of Saskatchewan Human Rights Commission 1996.

In 1995 the SHRC adopted new goals and defined the term “under-representation”. This established a consistency amongst organizations with programs approved by section 47 of the Saskatchewan Human Rights Code. The SHRC also eliminated the term “non-traditional” when tracking the progress of women as a designated group.

Since the partnership with SHRC began in 1986, the City of Saskatoon has made positive progress in creating a workforce representative of its community. In 2012 the City of Saskatoon received an award that recognized the City of Saskatoon as one of Canada’s Best Diversity Employers.

Focus and Purpose of Report

Under the SHRC, *Employment Equity Act*, the City of Saskatoon submits an annual report detailing the progress made towards achieving a representative workforce. Statistics are provided that detail the representation of women, persons with disabilities, Aboriginal people and members of visible minorities groups within the corporation.

As required under the Act, the current report includes:

1. A narrative description of significant actions taken to implement the organization’s equity plan and;
2. Workforce data (statistical report).

Scope of Report

The statistical data represents employees from the following employee groups: Senior Administration (230), Exempt Staff Association (ESA) 222, Saskatoon Civic and Middle Management Association (SCMMA) 292, Canadian Union of Public Employees (CUPE) 47, CUPE 59, CUPE 859, International Brotherhood of Electrical Workers (IBEW) 319 and Amalgamated Transit Union (ATU) 615.

This data includes all full-time, part-time, permanent, seasonal and temporary positions.

The data is from the City of Saskatoon’s peak employee period which is July 31, 2012. This date best reflects the total employee population and is the same reporting period used for the original report.

Methodology of Report

All employees are asked to complete a voluntary self-identification survey when they commence their employment with the City of Saskatoon. For the purposes of employment equity tracking, we are limited to relying on the employee’s choice to self declare, as the declaration is voluntary. It is important to note that our workforce may have a better representation of the employment equity groups, than the statistics indicate.

The answers to this voluntary survey are kept confidential (in a separate file) and are recorded in SmartStream, the corporate payroll system. The employment equity statistics are extracted from the system for calculation and interpretation for the purposes of this report.

The format of the report is based on recommendations from SHRC, in addition to best practices derived from other SHRC Employment Equity partners.

Definitions

Please refer to the following definitions to better understand what is included and how each statistic is calculated:

Aboriginal - employees who chose to self declare at the start of their employment that they are Aboriginal. SHRC defines this group to include people who are First Nation, Métis or Inuit.

Employees with Disabilities - employees who chose to self declare at the start of their employment that they have a disability. In consultation with SHRC, in 2011 this definition was expanded to also include persons whose functional limitations owing to their impairment have been accommodated in their current job or workplace.

SHRC defines a person with a disability as one who has a long term or recurring physical, mental, sensory, psychiatric or learning impairment and:

- considers himself/herself to be disadvantaged in employment by reason of that impairment and;
- believes that an employer or potential employer is likely to consider him/her to be disadvantaged in employment by reason of that impairment.

Female - employees who chose to self declare at the start of their employment their gender as female. According to SHRC women are considered underrepresented in occupations within our labour force if they occupy less than 47% of positions within those occupations.

Visible Minority - employees who chose to self declare at the start of their employment that they are a member of a visible minority group. This includes people who are of colour, other than Aboriginal people.

Benchmarks

In 2012, the SHRC set the figures (shown below) as long-term goals for a representative workforce. The SHRC chose the age range of 15 to 74 to reflect the change in the Saskatchewan Human Rights Code, caused by the end of mandatory retirement.

SHRC – 2012 Goals for Representative Workforce

Equity Group	See Note	2012 Goal
Aboriginal People		
Provincial	(1)	13.1%
Prince Albert and Northern Administration District	(2)	30.1%
Members of a Visible Minority Group		
Provincial	(3)	3.8%
Regina or Saskatoon	(4)	6.6%
Persons with Disabilities	(5)	9.7%
Women in Underrepresented Occupations	(6)	47.0%

Notes

- 1) *This is the percentage of the population 15 to 74 years of age who self-identify as Aboriginal based on the 2006 Statistics Canada census (12.8%) updated to 2011 using estimates from Sask Trends Monitor.*
- 2) *If more than 70% of your workforce is employed in Prince Albert or the Northern Administrative District, please use 30.1% as your goal.*
- 3) *This is the percentage of the population 15 to 74 years of age who self-identify as members of a visible minority group based on the 2006 Statistics Canada (3.6%) census and updated to 2010 using estimates from Sask Trends Monitor.*
If more than 30% of your workforce is primarily located outside of Regina or Saskatoon, please use the provincial goal of 3.8%.
- 4) *If more than 70% of your workforce is primarily located in Regina or Saskatoon, please use the urban goal of 6.6%.*
- 5) *This is based on the proportion of the population 15 to 64 years of age who reported a disability or activity limitation in the 2001 PALS.*
- 6) *In 2009, women made up 47% of people employed in Saskatchewan according to Statistics Canada's Labour Force Survey. If you are an employer which uses the National Occupational Codes (NOC) use of the three digit code is sufficient.*
- 7) *Report on the basis of positions rather than on the basis of full-time equivalents. For example, an employer with 10 half-time Aboriginal employees should report having 10 rather than 5 Aboriginal employees.*

Key Findings of Report

- The City of Saskatoon's Aboriginal employee population was 7.6%.
- The visible minority equity group employee population increased to 6.9% in 2012.
- The employee population for persons with a disability was 3.8% in 2012. In 2011 the definition of this category was expanded in consultation with SHRC to include persons whose functional limitations owing to their impairment have been accommodated in their current job or workplace.
- Corporately 39.1% of the employee population is female. Female employees are particularly unrepresented in occupational groups of trades, apprentices and operations.

Summary of Recommendations for Improvement

STRATEGIC PLANNING

The 2012-2022 City of Saskatoon Strategic Plan, approved by City Council and available on the City of Saskatoon website, includes seven strategic goals, one of which is to create “A Culture of Continuous Improvement”.

One long-term strategy under this priority is to “offer an inclusive workplace that embraces diverse backgrounds.” One of the success drivers of this priority is a measurement of the City of Saskatoon’s workforce representative of city’s population.

The City of Saskatoon Workforce Futures Document (2013-2016) is the City’s strategic approach to addressing actionable workforce priorities to ensure a skilled, knowledgeable and inclusive workforce capable of responding to changing demographic trends, economic conditions and technological innovations. One of the five strategic priorities is an “Inclusive Workforce.” Work will be undertaken on this priority that focuses on the following action items:

- Diversity and Inclusion Strategy
- Aboriginal Employment Strategy
- Inclusion Awareness and Training
- A Business Case for Inclusion

2013 INITIATIVES

- Diversity Training and Awareness – Research and deliver a suite of diversity and inclusion workshops to raise awareness amongst our workforce.
- Diversity Business Case – Develop the Business Case for Diversity in order to provide a strategic foundation and set priorities.
- Celebrate Diversity and Inclusion – Recognize, celebrate and promote leaders in the organization whose efforts and commitments have resulted in creating an inclusive work environment.
- Review and revise the corporate Respectful Workplace and Workplace Harassment policies and procedures.
- Establish an Aboriginal Affinity Network for employees. One purpose of this network will be to identify proactive strategies to enhance retention of Aboriginal employees.

Narrative

2012-2022 Strategic Plan - A Culture of Continuous Improvement

The City of Saskatoon's 2012-2022 Strategic Plan, with input from the Community Visioning process, outlines seven strategic goals. The strategic goal of "A Culture of Continuous Improvement" specifically outlines strategies and priorities for our current and future employment. The following programs and initiatives have contributed to this particular strategic goal and the priorities within this goal.

Recruitment and Retention of Equity Group Members

Strategic Priority: *Develop and monitor a recruitment and retention strategy that attracts the best available talent and retains new employees over the long term.*

AWARDS AND RECOGNITION

- The City of Saskatoon was one of 55 organizations recognized as Canada's Best Diversity Employers for 2013. This national award recognizes employers that lead the nation in creating diverse and inclusive workplaces through exceptional workplace diversity and inclusiveness programs. Applications are reviewed against the Equity Continuum, an industry-recognized diversity measurement methodology. This logo is now attached to City of Saskatoon recruitment materials to demonstrate commitment to workplace diversity.
- The Saskatchewan Intercultural Association recognized the City of Saskatoon at their annual recognition event for partnering in their mentorship program.
- The SHRC has approved the City of Saskatoon as an Employment Equity partner. As such the Organization is granted permission to utilize the equity partner "seal", which was developed by the SHRC to notify applicants that the organization is an "equity partner."



DIVERSITY ROUNDTABLE

The City of Saskatoon began participating in a National Diversity Roundtable hosted by TWI Inc. The Diversity Roundtable (DRT) is a voluntary professional networking association for diversity and inclusion practitioners from public and private sector organizations across the country. The group seeks to identify and discuss strategies for challenges facing their members and to share best practices in the area of diversity and inclusion. Topics for 2012 included employee resource groups, mentorships, leadership, positive psychology and the Trinity II Project.



ENHANCING RETENTION THROUGH COMMUNICATION

In 2012, the City hosted a workshop for all Aboriginal Seasonal Parks Labourer staff. The purpose of this workshop was to engage and inform them with information about expectations of the workplace, and educate them on opportunities for growth and progression within the Corporation. In addition, a representative from the Saskatoon Tribal Council (STC) presented information on STC programs and services. **32** employees were in attendance.

In 2012, the City of Saskatoon sent 7 strategic employment recruitment ads to over 900 Aboriginal offices in Saskatchewan and Manitoba.

Currently there are 4 summer positions designated for Aboriginal people and 2 full time permanent positions designated for people with cognitive disabilities.

ABORIGINAL LINK

Aboriginal Link is a direct communication service provider and efficient outreach tool that creates an excellent opportunity for organizations to establish their brand and to build community presence in urban, rural, and remote 'centers of influence' where 1.5 million Aboriginal Peoples work, live, learn and play. They do this through direct communications using a comprehensive national database.

This diversity recruitment and retention program uses a combination of strategic and tactical campaigns designed to attract Aboriginal job seekers and build trust to foster a community presence.

In 2012, **seven** strategic ads each went to over **900** Aboriginal offices in Saskatchewan and Manitoba. In addition, all weekly job postings are placed on the website www.aboriginalcareers.ca. This site is a highly specialized employment portal fully-dedicated to assisting Aboriginal job seekers in researching and acquiring opportunities to develop their careers.

DESIGNATED POSITIONS

Designated positions are defined as positions which are limited to applicants from the designated employment equity groups as defined by the SHRC.

- In partnership with Saskatoon Tribal Council and Gabriel Dumont Institute, the Summer Playground Program employed **four** Aboriginal people in 2012 to run playground programs with the Meetawetan Cultural Travelling van throughout the city. This was Aboriginal focused programming.
- Currently there are **two** full-time permanent positions within the City of Saskatoon that are specifically designated for people with cognitive disabilities.

RECOGNITION OF FOREIGN QUALIFICATIONS

- The City of Saskatoon recognizes foreign qualifications through the International Qualification Assessment Service (IQAS). IQAS is mandated to promote the fair recognition of education received outside of Canada. IQAS assessments are designed to increase access and entry to: the job market, educational institutions and professional regulatory organizations.
- The City of Saskatoon recognizes foreign engineering credentials that have been assessed and approved by the Association of Professional Engineers and Geoscientists of Saskatchewan (APEGS) as having the "Members in Training" status.

RECRUITMENT EVENTS

The City of Saskatoon attended **34 recruitment events** in 2012. Several of these events were dedicated to members of the employment equity groups.

Name	City
Saskatchewan Institute of Applied Science and Technologies (SIAS) Woodland Campus	Prince Albert
University of Saskatchewan (U of S) Education Career Fair	Saskatoon
The Future is Yours Career Fair	Saskatoon
SIAS Kelsey Campus	Saskatoon
One Arrow First Nation Community Career Fair	One Arrow Indian Reserve
U of S 2012 Campus Career Expo	Saskatoon
University of Saskatchewan Graduation Pow Wow	Saskatoon
Community Job Fair (Princess Alexander Community School)	Saskatoon
Muskeg Lake Cree Nation Career/Job Fair	Muskeg Lake Reserve
Counseil De La Cooperation De La Saskatchewan Job Fair (2)	Saskatoon
Regional Active Measures Info and Networking Conference - Yorkton Tribal	Saskatoon
Workwest Job Fair	Saskatoon
Disability Expo	Saskatoon
Disability Expo Luncheon	Saskatoon
Saskatchewan Intercultural Association (SIA) Recognition Banquet	Saskatoon
Partners for Workplace Inclusion Program - Business Advisory Awards Luncheon	Saskatoon
Saskatoon Skills and Trades Recruitment Presentation	Saskatoon
Saskatchewan Indian Institute of Technology (SIIT) Information Day	Saskatoon
Saskatoon Skills and Trades Centre Graduation Luncheon	Saskatoon
Edwards School of Business Coop Student Open House	Saskatoon
SIA Recruitment Presentation (2)	Saskatoon
Nutana Partnership Appreciation Luncheon	Saskatoon
Saskatchewan Abilities Council Annual General Meeting Luncheon	Saskatoon
SIAS Adult Basic Education Recruitment Presentation	Saskatoon
SIAS Student Reception/Dinner	Saskatoon
SIIT Recruitment Presentation	Saskatoon
U of S Aboriginal Student Society Presentation	Saskatoon
SIAS Recruitment Presentation (TPSEE)	Saskatoon
North Sask Business Association Luncheon	Saskatoon
Saskatoon Open Door Society Recruitment Information Session	Saskatoon

OUTREACH RECRUITMENT PROGRAMS

The City of Saskatoon has developed an extensive Outreach Recruitment Program. The community based agencies in the chart below provide support to various equity group members in seeking employment with the City of Saskatoon. These partners receive ongoing communication to assist their clients, members and customers with information on City of Saskatoon employment opportunities including:

- Weekly job postings
- Recruitment presentations
- Mock interviews with the City's Human Resources Department
- Personal consultations with agencies including their clients with the Diversity Coordinator
- Referral follow-up on applications of clients

Partnering Agencies and Organizations

<i>Canadian National Institute for the Blind (CNIB)</i>	<i>Saskatchewan Abilities Council, Partners in Employment Program</i>
<i>Canadian Paraplegic Association</i>	<i>Saskatchewan Association for Community Living</i>
<i>Central Urban Métis Federation (CUMFI)</i>	<i>Saskatchewan Association of Recreation Professionals (SARP)</i>
<i>Conseil de la Cooperation de la Saskatchewan</i>	<i>Saskatchewan Deaf and Hard of Hearing Services Inc.</i>
<i>Dumont Technical Institute Inc. (DTI)</i>	<i>Saskatchewan Indian Federated College (SIFC)</i>
<i>Federation of Saskatchewan Indian Nations (FSIN)</i>	<i>Saskatchewan Indian Institute of Technologies (SIIT) - Construction Careers</i>
<i>First Nations University</i>	<i>Saskatchewan Indian Institute of Technology (SIIT)</i>
<i>Food Bank – Literacy Council</i>	<i>Saskatchewan Intercultural Association (SIA)</i>
<i>Gabriel Dumont Institute (GDI)</i>	<i>Saskatchewan Urban Native Teacher Education Program (SUNTEP)</i>
<i>Greater Saskatoon Catholic School Division</i>	<i>Saskatoon Employment Access Resource Centre for Human Services (SEARCH's)</i>
<i>Human Resources Development Canada</i>	<i>Saskatoon Indian and Métis Friendship Centre</i>
<i>Indian and Northern Affairs Canada</i>	<i>Saskatoon Open Door Society (SODS)</i>
<i>Indian Teacher's Education Program (ITEP)</i>	<i>Saskatoon Public School Division</i>
<i>International Women of Saskatchewan (IWS)</i>	<i>Saskatoon Skills and Trades Centre</i>
<i>Lac La Ronge Indian Band</i>	<i>Saskatoon Tribal Council Urban First Nations Services Inc.</i>
<i>Learning Disabilities Association of Saskatchewan</i>	<i>SaskWitt</i>
<i>Ministry of the Economy, Labour Market Services Branch</i>	<i>SIAST - ABE Program</i>
<i>Muskeg Lake Cree Nation</i>	<i>SIAST - Aboriginal Student Association</i>
<i>Native Access Program to Nursing</i>	<i>SIAST - Student Employment & Career Centre</i>
<i>North Saskatchewan Independent Living Centre</i>	<i>Southern Plains Métis Local 160 Inc.</i>
<i>Northern Lights School Division #113</i>	<i>The Global Gathering Place</i>
<i>Partners for Workplace Inclusion Program (PWIP)/Canadian Council on Rehabilitation and Work (CCRW)</i>	<i>University of Saskatchewan - Aboriginal Public Administration Students' Society (APASS)</i>
<i>Prince Albert Grand Council (PAGC)</i>	<i>University of Saskatchewan - Aboriginal Student Centre</i>
<i>Public Service Commission</i>	<i>University of Saskatchewan - Employment Centre</i>
<i>Quint Development Corporation</i>	<i>YWCA</i>

30 community organizations were invited to attend the Partnership Appreciation Luncheon, with 56 people in attendance.

PARTNERSHIP APPRECIATION LUNCHEON

The Human Resources Department hosted a luncheon for community organizations and agencies that have worked in partnership with the City on Diversity initiatives. A total of **30** different community organizations were invited and **56** people in attendance.

The Luncheon had four main objectives including:

- Recognizing and thanking **30** community agencies and organizations that have supported diversity and inclusion initiatives over the past year.
- Introducing the City's employment team in order to encourage open communication amongst all those involved in supporting a diverse and inclusive workforce; client barriers were also discussed.
- Explaining how diversity is incorporated into the City's Strategic Plan and Workforce Futures document.
- Receiving constructive, written feedback from the partner organizations on their perception of the quality of relationship between the City and their organization and areas of improvement.

RECRUITMENT THROUGH COMMUNITY ENGAGEMENT

- City of Saskatoon was asked to present the keynote address at the Saskatchewan Intercultural Association (SIA) "Making Connections" event. This event explored the opportunities and challenges in hiring professional talent in Saskatoon's labour market with both internationally trained immigrants and businesses in attendance. Also at this event SIA launched their new Connector Program which provides internationally trained professionals an opportunity to network with business and industry specialists in their field and gain industry specific advice.
- The Human Resources Department provided **one** tour of City Hall for the International Women of Saskatchewan (IWS) program which included women who are new to Canada. The tour also included information about employment opportunities within the Corporation as well as describing what services are available to Saskatoon residents.

- The Diversity Coordinator is a committee member of the Business Advisory Committee (BAC) for Partners for Workplace Inclusion Program (PWIP) which is a program of the Canadians Council for Rehabilitation and Work (CCRW). Part of the committee's role is to assist in coordinating a Business Recognition Awards Luncheon which convenes members of the business community of Saskatoon to celebrate and recognize the inclusion, partnerships and the diversity initiatives demonstrated in assisting and supporting persons with cross – disabilities.
- The City is represented as a committee member for Interprovincial Association on Native Employment (IANE).

PRE-EMPLOYMENT TRAINING PROGRAMS

4 First Nation and 4 Métis people participated in Heavy Equipment Operating and Class 1A pre employment training.

5 out of the 8 students were immediately hired as seasonal Labourers in the Public Works Branch.

- Heavy Equipment Operators(HEO)/Class 1A Program

In partnership with STC, GDI and SIIT, the HEO/Class 1A Program provided training for **four First Nation and four Métis people** in the safe operation of heavy equipment and routine maintenance of machinery. Individuals were trained and received their HEO Certification and Class 1A license. The City of Saskatoon provided a neighbourhood development project which was used as the training ground for the participants. A total of **five** participants out of the eight were hired into permanent seasonal positions with the City in the fall of 2012.

- Building Custodian/Fireman Certificate Program

The City has collaborated with Saskatoon Skills and Trades for three years to design and deliver a pre-employment Building Custodian/Fireman Certificate Program to assist in recruiting building custodians and similar positions. This program is delivered in partnership with the Public School Division, University of Saskatchewan, Catholic School Division, Cameco and the Saskatoon Health Region. The program included a practical component with the employer partners. On the day of graduation, interviews were conducted with all the employer partners and participants. A total of **16** people started the program, of which **14** completed and **13** were still working after a six month follow-up. The City directly hired **five** from this graduating class.

9 Aboriginal participants are currently working on their Lifeguard certification and are expected to complete in 2013.

To date 162 Aboriginal youth have completed the ATOSKE program.

- **Aboriginal Lifeguard Program**

The City of Saskatoon continues to partner with Saskatoon Tribal Council, Gabriel Dumont Institute, YMCA of Saskatoon and the University of Saskatchewan to provide Lifeguard training and Certification. This program received funding through the Saskatoon Urban Aboriginal Strategy (Office of the Federal Interlocutor for Métis and Non-Status Indians) and the Community Initiatives Fund.

Currently there are **nine** participants in the program which are expected to be completed in June of 2013.

- **ATOSKE Program**

This program hosted three – two week training programs, with the goal of increasing the representation of Aboriginal workers applying for jobs with the City of Saskatoon. The program continues to build the capacity of Aboriginal youth and heightens their employability skills. Certifications that are obtained in this two week training course are:

- First Aid CPR ‘C’
- “Playleadership” Certification
- “High 5” Certification (Principles of Healthy Childhood Development)
- “Young Workers Readiness” Certification
- Introduction to Coaching Certification through the National Coaching Certification Program
- Paddle Canada’s – Canoeing and water safety training

Students of this program are taken on educational trips to Saskatchewan Institute of Applied Science and Technology, Saskatchewan Indian Institute of Technologies and the University of Saskatchewan. They also toured the City of Saskatoon’s Fire Station, Saskatoon Light and Power, Water Treatment Plant and Civic Centres to showcase how their training can lead to potential jobs. This summer training also provided students with a job shadowing placement at a City of Saskatoon playground site. Here they are provided with on the job program planning experience with City of Saskatoon employees. To date **162** youth have completed this program successfully.

7 participants are currently working towards completing their Fitness Leadership Certification program.

- Fitness Leadership Certification Program

The City of Saskatoon's Community Services Department continues to provide opportunities for urban Aboriginal residents to gain their certification as fitness instructors.

Three participants are nearing completion of practical hours and an additional **four** more are completing stage three or four toward their certifications this year. Once fully qualified under the Saskatchewan Parks and Recreation Association and National Fitness Leadership Alliance Certifications, they will be able to take on contracts with City of Saskatoon or community associations.

Welcoming and Respectful Work Environment

Strategic Priority: *Build a workplace culture that offers opportunities for career development, work-life balance and employee recognition.*

QUALITATIVE MEASUREMENT

In 2012, the City sought to evaluate diversity initiatives both qualitatively and quantitatively. In order to do this we recruited the help of TWI Inc., the measurement partner on the Canada's Best Diversity Employers Competition with MediaCorp and BMO Financial Group since its inception in 2007. The purpose of this measurement was to:

- Confidentially gather employee perceptions for key areas related to the City of Saskatoon's ongoing diversity and inclusion initiatives.
- Use baseline metrics of employee perceptions to fill any potential gaps in our programs and policies.
- To create a more inclusive work environment for the employees of the City of Saskatoon.

CAREER PATHING CONSULTATIONS

The Diversity Coordinator met with approximately **90** people to discuss careers with the City of Saskatoon. This one-on-one consultation provides employees with a practical career path that encompasses planning for education, experience and awareness on job postings.

WORKPLACE INCLUSIVENESS

The City provides a variety of initiatives and programs to improve workplace diversity and inclusiveness:

- Sign language interpretation is provided as needed (i.e., orientation, training sessions, etc.) for employees who are deaf or hard of hearing.
- Assisted technology is provided as needed for employees who have visual impairments.
- Support and accommodation is provided for current employees with English as a second language, whose work performance may benefit from language training.
- Awareness materials highlighting Saskatoon's diverse population have been developed by City staff and are prominently displayed in all City facilities.

RESPECTFUL WORKPLACE POLICY

The Respectful Workplace Policy is in place to resolve personal workplace differences and conflicts. Resolutions may involve face-to-face meetings, facilitation, mediation and written reports. This policy can be found on the City's website and brochures are distributed corporately in all facilities. The contents of the policy include:

- Purpose
- Rationale
- Philosophy
- Steps for resolving a conflict
- Consequences
- Prevention guidelines for supervisors, Union representation, Human Resources and employees
- Procedures for resolving incidences with general public
- Incident form

WORKPLACE HARASSMENT POLICY AND PREVENTION POLICY

The Workplace Harassment Policy and Prevention Policy states that “every employee of the City of Saskatoon has the right to a workplace free from harassment.” The contents of the Policy include:

- Purpose
- Information resolution steps
- Formal resolution process
- Responsibilities of all parties
- Incident form

HARASSMENT AWARENESS AND PREVENTION TRAINING

During the Harassment Awareness and Prevention Training session participants increase their knowledge and awareness of harassment in the workplace, learn about processes for addressing harassment and get information on the City of Saskatoon's Respectful Workplace and Workplace Harassment and Prevention policies. A total of **12** sessions of this training were held in 2012 with **152** employees participating.

DISABILITY ASSISTANCE PROGRAM

The Disability Assistance Program establishes a process for minimizing the impact of an illness or injury on an individual's capacity to participate constructively in the work environment. This program exists to help employees regain their optimal physical and mental health, and successfully return to work. It also fulfills the City of Saskatoon's duty to accommodate employees who have suffered illness or injury that limits them in performing their assigned work duties.

12 Harassment Awareness and Prevention workshops were held in 2012 with 152 employees participating.

The programs goals and objectives include:

In 2012, 263 employees were accommodated through the Disability Assistance Program.

- To provide consistent and proactive assistance for ill or injured employees. The focus is on ability rather than on injury, illness or disability.
- To provide a safe return to regular, modified or transitional work duties for ill or injured employees, ensuring the work is meaningful and productive.
- To provide assistance as early as possible that will help reduce the feelings of isolation from the work environment and maintain self-respect by remaining productive.
- To provide a supportive work environment for employees returning to work after illness or injury.
- To coordinate the ongoing rehabilitation process and/or vocational services in a timely and effective manner.
- To encourage good communication among all the team players with an understanding of each other's roles and responsibilities.
- To ensure statutory compliance (i.e. duty to accommodate or any other relevant legislation).

In 2012, **263 employees** were accommodated through the Disability Assistance Program.

DUTY TO ACCOMMODATE AND THE HEALTH MANAGEMENT SYSTEM TRAINING (HMS)

32 employees took part in the Duty to Accommodate and Health Management Training in 2012.

In 2012 Duty to Accommodate and the Health Management System Training was provided twice with a total of **32 participants**. Through this training participants gain a better understanding of management of non-occupational and occupational injury/illness. The system was developed to ensure the City is supporting the employee from the first day of injury or illness through to a functional return to their pre-injury job or an accommodation. The HMS is an integration of short and long-term absences and works in conjunction with the Attendance Support Program as well as the Disability Assistance Program.

DISABILITY AWARENESS TRAINING

127 Facilities Branch employees participated in a Disability Awareness Training workshop.

A total of **127** Facilities Branch employees participated in one of **three** workshops developed and facilitated by the Saskatchewan Abilities Council. These workshops presented awareness and dispelled myths on the abilities of people with disabilities. Participants also gained valuable problem solving skills as they worked in groups to come up with solutions to several work related case studies.

ABORIGINAL RELATIONS ADVISOR POSITION

The City of Saskatoon, City Manager's Office has an Aboriginal Relations Advisor that helps enable successful partnerships and relationships with the Aboriginal government and community by promoting the engagement of Aboriginal people in municipal affairs including voting, business development, housing, etc.

FORMAL STATEMENTS OF COMMITMENT

- Two of the 11 core strategies from the 2012 Corporate Business Plan are specifically geared towards diversity and business outcomes. These strategies have specific action items directing City administration. At the end of the year, performance measurement tools will be used to obtain feedback on the impact of certain initiatives and provide guidelines for the development of the next planning cycle. The following are the two strategies:
 - Aboriginal Partnerships - Build on the strengths of our existing relationships with Aboriginal communities.
 - Multicultural Cooperation - Recognize the cultural diversity of our community and support growth through immigration.
- The Employment Equity Report was received by Executive Council on August 13, 2012 with the following motion:
 - *RESOLVED: that the information be received and that the Administration forward the report to City Council for its information.*
- Employment Equity Annual Report received by Cultural Diversity and Race Relations Committee - On November 8, 2012 the Cultural Diversity and Race Relations Committee met, and the 2011 Employment Equity report was presented and was resolved fulfilling "*that the information be received.*"
- Diversity initiatives have been specified as a priority in the City's Corporate Workforce Futures document. The document identifies "Inclusive Workforce" as one of the five strategic priorities with the following action priorities that will be worked on over the next four years:
 - Diversity and Inclusion Strategy
 - In partnership with the Human Rights Commission, the City develops a Diversity and Inclusion strategy inclusive of definitions, practices, processes and goals of employment equity. The plan highlights the Organization's intent to attain a representative workforce, incorporates cultural competencies into hiring practices, conveys the message of equal opportunity for all and outlines initiatives to address any barriers to employment.



- Aboriginal Employment Strategy
 - Develop an Aboriginal Employment Strategy that enables Aboriginal employees to enter and progress within the workforce, allowing the organization to meet the growing demands for all types of employment opportunities. The strategy addresses key areas such as: barriers to employment, the need for an employment role a model program and establishing Aboriginal employee networks.
- Inclusion Awareness and Training
 - Develop intercultural and inclusion awareness by providing successful models for learning and adaptation, and building capacity for cultural competence to enable and promote and inclusive culture at the City.
- Business Case for Inclusion
 - Develop a business case for inclusion that highlights the economic value of acquiring a representative workforce.
- The following Collective Bargaining Agreements have incorporated inclusive practices:

- CUPE 59:

Article 6.No Discrimination-Fair Employment Practice

6.1 The Employer and the Union agree that there shall be no discrimination, restriction or coercion exercised or practiced with respect to hiring or terms and conditions of employment because of race; religion; religious creed; colour; sex; sexual orientation; age from legal age for employment; physical disability (except where the disability would prevent the carrying out of the normal duties of the position occupied); national or ethnic origin; political or religious affiliation, or by reason of membership or activity in the Union.

6.2 The parties recognize the principle of equal pay for work of equal value.

6.3 The Employer and the Union agree to abide by the terms and conditions of Article 6.1 of the Collective Agreement and the provisions of Section 16 (1) of The Human Rights Code (1995).

Where discrimination issues arise, other than those referenced in Article 6.1 of the Collective Agreement and the provisions of Section 16 (1) of The Human Rights Code (1995), the Employer and the Union agree to jointly investigate those issues.

Article 17. Vacancies and Promotions

Collective Agreement for CUPE 59, Article 17.8 states “All postings for CUPE Local No 59 positions will state: “The City of Saskatoon is an Employment Equity employer.”

- CUPE 859

Article 35.No Discrimination

The City and the Union will not discriminate against an employee with respect to any term or condition of employment because of the employee's race, creed, religion, colour, sex, sexual orientation, marital status, age, nationality, ancestry, place of origin, receipt of public assistance (or as provided in the Human Rights Code) or membership or activity in the Union. Age is that as defined by The Saskatchewan Human Rights Code.

CUPE 47

Article 4.No Discrimination

The City and the Union agree that there shall be no discrimination, restriction or coercion exercised or practiced with respect to hiring or terms and conditions of employment because of race, religion, religious creed, colour, sex, national or ethnic origin, political or religious affiliation or by reason of membership or activity in the Union.

Employment Equity Statistics

Workforce Analysis of Total Staff by Occupational Group - 2012

Requirements from the Human Rights Commission:

1. Count each job incumbent as an employee, whether that person is full-time or part-time, permanent or non permanent.
2. Highlight in **bold type** those occupational groups where women represent less than 47% of employees in that group.

Percentage of our workforce outside of Saskatoon is **0%**.

DISTRIBUTION OF EQUITY GROUP MEMBERS

Occupation Group	Total	Female Employees		Aboriginal Employees		Employees with Disabilities		Visible Minority Employees	
		#	%	#	%	#	%	#	%
Apprentice	29	4	13.8%	0	0.0%	0	0.0%	1	3.4%
Clerical	409	375	91.7%	14	3.4%	22	5.4%	17	4.2%
Labour	637	145	22.8%	94	14.8%	37	5.8%	74	11.6%
Managerial	179	55	30.7%	2	1.1%	2	1.1%	4	2.2%
Operating	688	107	15.6%	69	10.0%	21	3.1%	50	7.3%
Professional	224	87	38.8%	4	1.8%	6	2.7%	21	9.4%
Service	550	391	71.1%	44	8.0%	16	2.9%	21	3.8%
Technical	355	106	29.9%	11	3.1%	11	3.1%	34	9.6%
Trade	177	1	0.6%	8	4.5%	9	5.1%	3	1.7%
Total	3248	1271	39.1%	246	7.6%	124	3.8%	225	6.9%

Notes to Statistics

- Female employees in the occupational groups Apprentice, Labour and Managerial all increased from 2011, increasing the total female workforce slightly to 39.1%.
- With new hires for 2011 and 2012 remaining at approximately 11%, the slight decrease in the Aboriginal employee population to 7.6% is a result of turnover of existing employees who had self-declared as Aboriginal.
- A combination of new hires and permanent accommodations through the Disability Assistance Program resulted in a slight increase to 3.8% of employees who self-declared as a person with a disability.
- An increase to 6.9% from 2011 for visible minority employees links to the available talent of skilled immigrants in Saskatoon.

Workforce Analysis of Management Staff – 2012

Requirements from the Human Rights Commission:

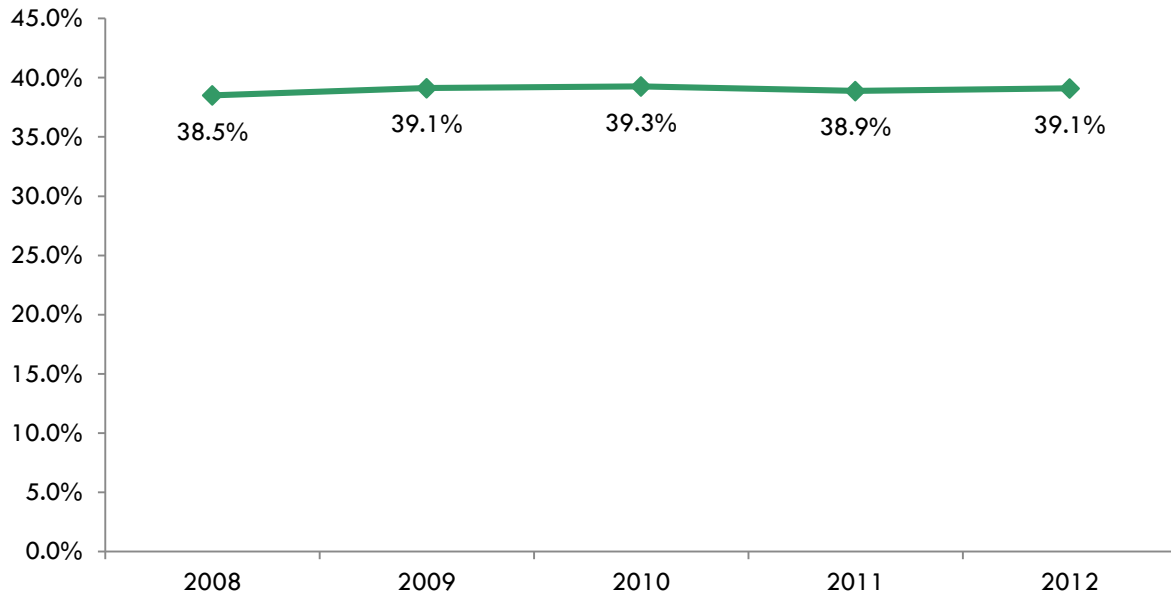
1. Count each job incumbent as an employee, whether that person is full-time or part-time, permanent or non-permanent.
2. Highlight in **bold type** occupational groups where women represent less than 47% of employees in that group.
3. Senior managers consist of Chief Executive Officers, Presidents and Vice-Presidents.
4. Middle managers are managers (other than senior managers) who have managerial or supervisory responsibilities.

DISTRIBUTION OF EQUITY GROUP MEMBERS

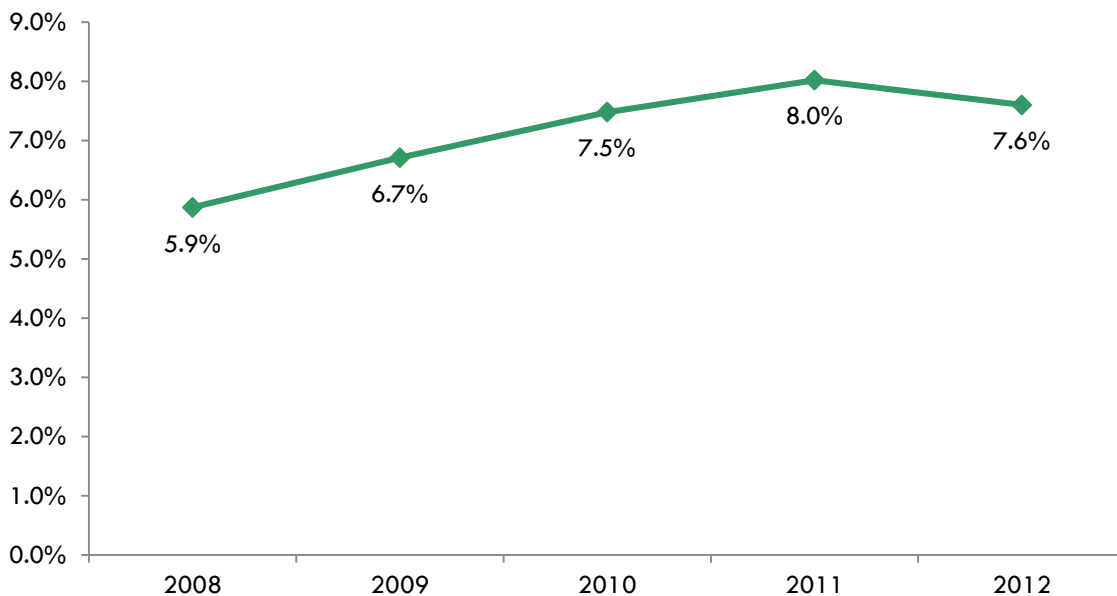
Occupation Group	Total	Female Employees		Aboriginal Employees		Employees with Disabilities		Visible Minority Employees	
		#	%	#	%	#	%	#	%
Senior Managers	10	5	50.0%	0	0.0%	0	0.0%	0	0.0%
Middle Managers	165	48	29.1%	2	1.2%	2	1.2%	4	2.4%
Total	175	53	30.3%	2	1.1%	2	1.1%	4	2.3%

Workforce Analysis Over Five Years

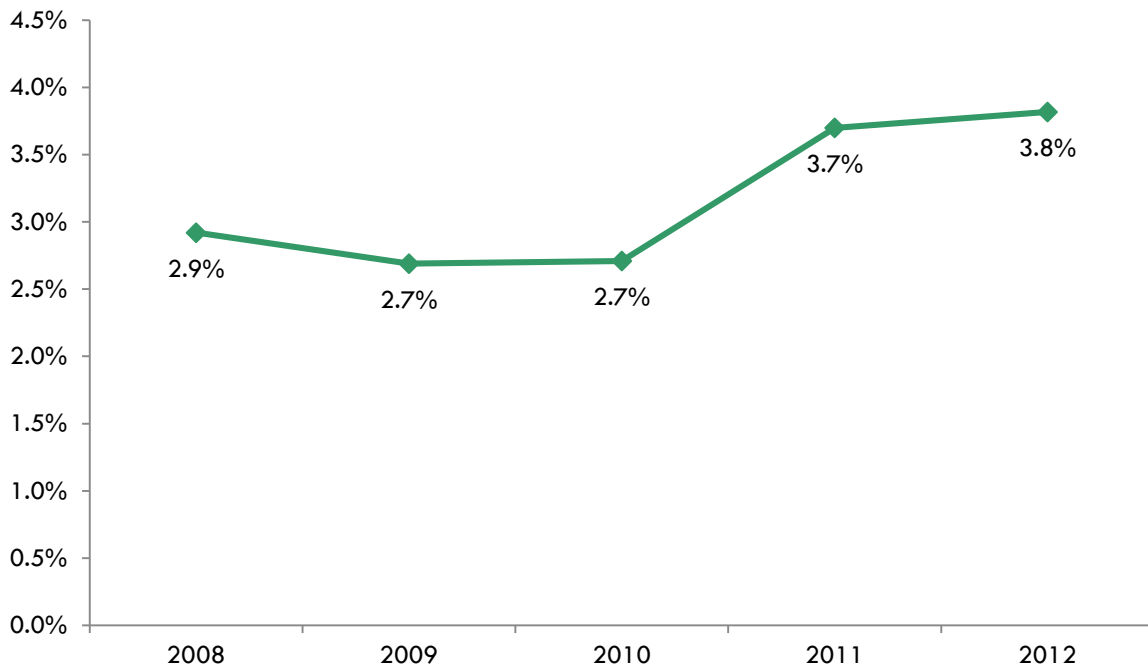
Female Employees



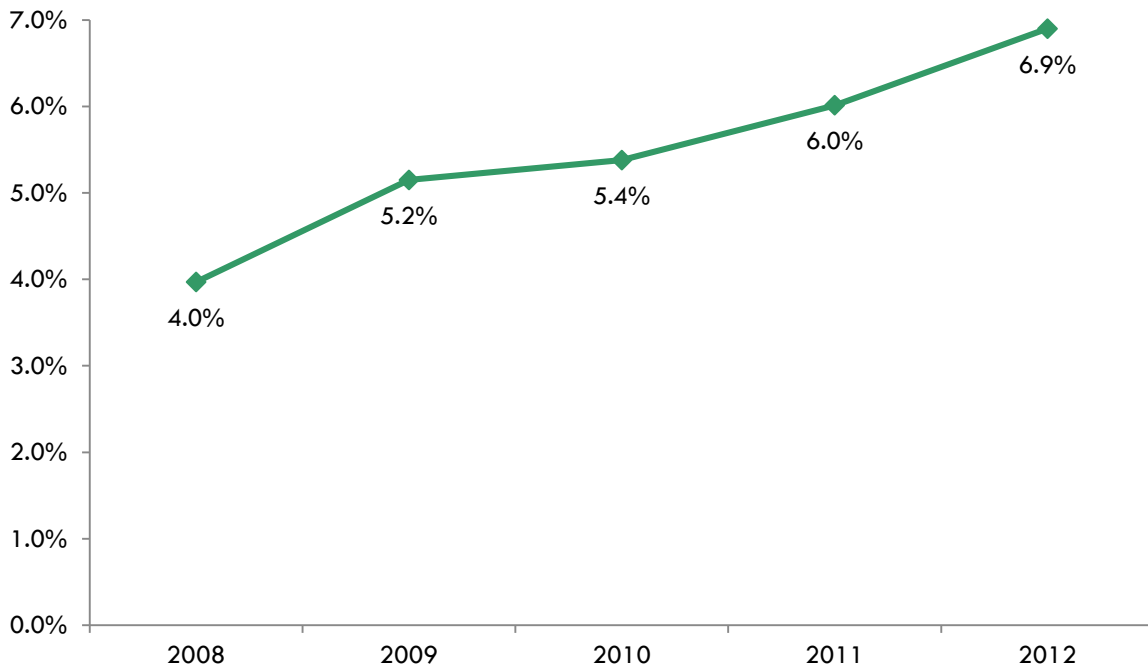
Aboriginal Employees



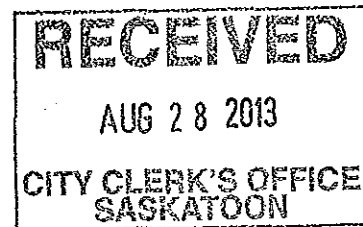
Employees with a Disability



Visible Minority Employees



TO: City Clerk, Executive Committee
FROM: Director of Human Resources
DATE: August 28, 2013
SUBJECT: Absenteeism and Health and Safety Update
FILE NO: HR-4655-7



RECOMMENDATION: that the information be received.

TOPIC AND PURPOSE

The purpose of this report is to provide information on short term absenteeism as well as key performance indicators for health and safety. The report will show that there has been significant savings of over \$900,000 in health, safety and absenteeism over the past five years.

REPORT HIGHLIGHTS

1. The City of Saskatoon administration tracks and reports absenteeism in three main categories: periodic, ongoing medical conditions, and occupational injuries/illnesses. Through existing, as well as new initiatives, the City is taking a comprehensive approach to reducing absenteeism in the workplace.
2. The average number of days lost and average number of incidents per employee at the City of Saskatoon is well below the Statistics Canada benchmark.
3. The average number of incidents and average hours of absenteeism per employee are the lowest they have been in five years.
4. In 2012, 584 (20%) employees had zero incidents of absenteeism.
5. Days lost due to occupational injury have decreased by over 3800 days in the last five years resulting in a savings of over \$900,000.
6. WCB costs have decreased by over \$800,000 since 2008 as a result of the reduction in the number of occupational injuries and the duration of injuries.
7. The City of Saskatoon has built positive working relationships with the Workers' Compensation Board and the Ministry of Labour Relations and Workplace Safety and continues to work cooperatively with these agencies to reduce provincial injury rates.

STRATEGIC GOAL

This report supports the long term 10 year strategy of making health and safety a top priority in all that we do under the Strategic Goal of Continuous Improvement.

BACKGROUND

The City of Saskatoon's Safety Vision is to have "A safe and healthy workplace, where employees can complete their work in an injury-free manner, benefits everyone. We will make safety the first consideration in everything we do, with the goal of zero accidents at work and at home." As a Corporation, we strive to ensure that we are doing all that we can to support employees struggling with injury or illness. At the same time we are ensuring that workplace absenteeism is monitored and managed.

The City of Saskatoon has reported short-term absenteeism data since 2001. The report was expanded in 2009 to include a division of short-term absenteeism into two separate categories: Periodic (less than 10 days) and Ongoing Medical Condition (10 days or more). The report also includes statistics for occupational injuries and illnesses (WCB – Workers' Compensation Board).

Short-term absenteeism statistics in this report do not include casual or available part-time employees. Statistics do not include employees on Sick Bank or long-term disability. In keeping with Statistics Canada's Work Absence Rates reporting the population is determined by actual employee counts versus budgeted positions.

REPORT

Average Hours and Incidents of Absenteeism - Lowest Numbers in Five Years

As an organization, the City of Saskatoon is dedicated to the development of an effective and sustainable culture where safety is a part of everything we do. Complete and active participation by everyone, every day, in every job is necessary for the health and safety excellence the Corporation expects.

Implementation of the corporate Health and Safety Management System within each department places a proactive focus on safe work practices and procedures in addition to ensuring adequate training is provided to all employees, supervisors and managers. Promotion of health and safety off the job is also a focus; helping to reduce the number of incidents in the workplace while at the same time positively impacting absenteeism rates.

Attachment 1 (page 1 and 2) highlights a comparison of the corporate absenteeism statistics for the past five years. The total hours and incidents have all decreased in 2012 and the average hours and incidents per employee are the lowest they have been in five years. A reduction of 6459 hours in absenteeism in 2012 over 2011 resulted in \$187,763 savings in 2012.

Demographically, the average age within the corporation continues to be 43 years. There have been significant increases in the number of employees in the 18-34 and 55+ age categories over the past five years. These increasing numbers mean there are a greater number of new and likely less experienced employees in the workforce as well as an increase in the aging population who typically have more experience yet take longer to heal once they become injured or ill. Recognizing this as an issue, the departments are addressing these concerns both operationally (orientation, mentorship,

training, accommodation, etc) as well as from an occupational health and safety standpoint (safe work policies, procedures, job planning, safety meetings, etc).

City of Saskatoon 3.1 days Less than Statistics Canada Benchmark

Attachment 1 (page 4) shows that the average days lost for City of Saskatoon employees is 3.1 days below the Statistics Canada benchmark and the average number of incidents per employee for the City of Saskatoon is 3.0 as compared to the Statistics Canada benchmark of 8.0 for public sector employees. These reductions are attributed to an increased focus on absenteeism within the corporation as well as improved consistency in the management of absenteeism across the various branches and departments. A combined effort by Human Resources and the operational departments has resulted in tremendous improvements in health, safety and absenteeism in the organization.

Periodic Absence and Ongoing Medical Conditions

In referencing *Attachment 1*, the bottom graph on *page 3* shows that the majority of short-term absenteeism is driven by periodic absences. Comprehensive processes such as the Attendance Support Program and the Health Management System have been developed and are being implemented and utilized in all departments. These processes take a proactive approach to recognize possible attendance concerns and take appropriate action to address them.

While there are a lower number of incidences related to ongoing medical conditions, there are substantial costs associated with these absences. Infrastructure Services and Utility Services (the City's two largest departments) have increased the focus on early safe modified duties and accommodations. As a result both departments have experienced significant reductions in the duration and costs associated with ongoing medical conditions.

Disability Assistance Program

The City of Saskatoon believes in managing employee health and wellness as a team with the employee, employer, healthcare provider and union in a positive, supportive environment. Through the Disability Assistance Program we provide timely support in the search for meaningful, productive work for employees suffering from injury or illness with the goal of minimizing both the impact to the employees' personal and work life as well as to our operations.

An increase in the number and timeliness of employee referrals by all departments to the Disability Assistance Program have resulted in increased success in returning employees to work, which has directly impacted both the days lost due to occupational injury/illness as well as the hours of absenteeism attributed to ongoing medical conditions.

Zero Incidents of Absenteeism - 20% of City of Saskatoon Employees

In 2012, 584 employees (approximately 20% of the employees eligible for sick benefits) had zero incidents of absenteeism; this is an increase of 2% over 2011. Addressing absenteeism in the workplace has a huge effect on productivity, morale and well-being.

The Health Management System continues to be implemented throughout the corporation and plays an important role in the consistent management of absenteeism and ensures the employee receives the proper resources and support.

In addition to managing absenteeism, Health and Safety is a fundamental responsibility for staff at all levels of the organization. It is reflected in the commitment of the City's leadership team and demonstrated daily in the behaviours and actions of employees.

Health and Safety – Lost Time Due To Injury Below Municipal Industry Rate Code

Attachment 1 (page 5) shows the corporate lost time injury frequency increasing slightly from 4.30 to 4.40 in 2012 due in part to an increase in reporting of incidents which may not have been reported in the past. Education for all workgroups during safety meetings on the importance of reporting any incident that occurs in order for the cause to be identified and an appropriate corrective action implemented have improved the reporting of workplace incidents. The City of Saskatoon's lost time injury frequency rate remains below the municipal industry lost time injury frequency for the second year in a row.

Increased focus on early, safe return to work following occupational injury/illness and the implementation of the Health Management System throughout the organization have resulted in a steady reduction in the number of days lost due to occupational injury (duration of injury). *Attachment 1 (page 5)* shows a reduction of over 3800 days in five years resulting in direct savings of over \$900,000.

Utility Services has achieved a 64% reduction in lost time injuries over the last four years. Additionally, both Infrastructure Services and Utility Services have achieved significant reductions in the number of medical aid injuries over the past three years. Each year there is an increase in the number of branches or sections who are lost time injury free. In 2012, there were 17 sections and/or branches without a lost time injury.

The City of Saskatoon's Health Management System, Attendance Support Program and the Disability Assistance Program together with a greater focus on absenteeism by each department have contributed to increased consistency in the management of absenteeism throughout the corporation. These initiatives in combination with a greater focus on proactive health and safety activities (safety meetings, audits, workplace inspections) has contributed to overall decreases in the corporate lost time injury frequency, duration of injury and cost of occupational injuries/illnesses.

Partnerships in Health and Safety

Over the past five years, significant improvements have also been made in developing positive working relationships with the Workers' Compensation Board and the Ministry of Labour Relations and Workplace Safety. Saskatchewan has the second highest injury rate in the country and it is imperative that organizations work together to drive improvements in health and safety. The City of Saskatoon is a participant in the Health and Safety Leadership charter and a supporter of WCB's Mission Zero campaign. Working cooperatively with these organizations has also been instrumental in reducing the City's injury rates.

The City of Saskatoon has been instrumental in the development and facilitation of a health and safety best practice group with members participating from municipalities and towns throughout Saskatchewan. The focus of the best practice group is to partner together and share ideas, policies, procedures, and challenges in health and safety in an effort to reduce the injury rate of the G31 rate code. The lost time injury rate, duration of injury and WCB costs associated with this rate group are used to set the base premium rate for the City of Saskatoon and all other municipalities, towns and RM's in the province.

In striving toward a proactive, preventative health and safety culture, ongoing challenges and opportunities are addressed at the department and branch level with a focus on building and effective and sustainable Health and Safety Management System.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

- Over \$900, 000 savings over the last five years as a result of a reduction of 3800 days in duration of injury [*Attachment 1 (Page 5)*]
- The reduction in the number of injuries and the duration of injuries over the past five years have resulted in WCB costs decreasing by over \$800,000 [*Attachment 1 (page 6)*]. The reduction in WCB costs, duration of injury and the number of lost time injuries all have a direct impact on the WCB premium rate paid by the City of Saskatoon which is now \$1.60 per \$100 of assessable payroll.

COMMUNICATION PLAN

A news release highlighting the successes in health, safety and absenteeism over the past few years will be issued on the day the agenda is made public and will also be posted to the City website. A news scrum will be held on the day the agenda goes public. Social media tools may also form part of our communication plan.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PRIVACY IMPACT

There are no privacy implications.

PUBLIC NOTICE

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

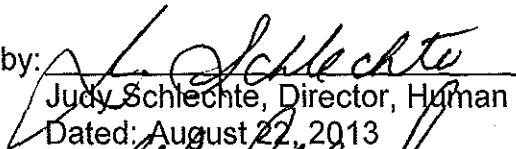
ATTACHMENT

1. Statistical charts and graphs supporting the information in the above report.

APPROVALS AND SIGNATURES

Written by: Kim Matheson

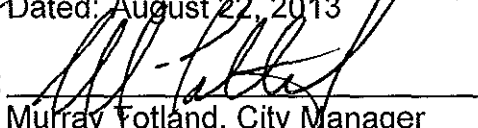
Approved by:



Judy Schlechte, Director, Human Resources Department

Dated: August 22, 2013

Approved by:

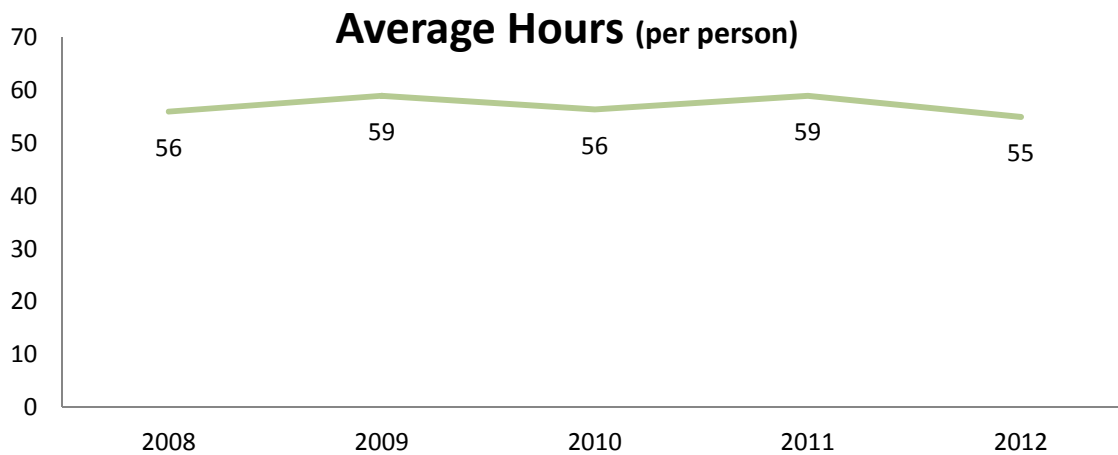
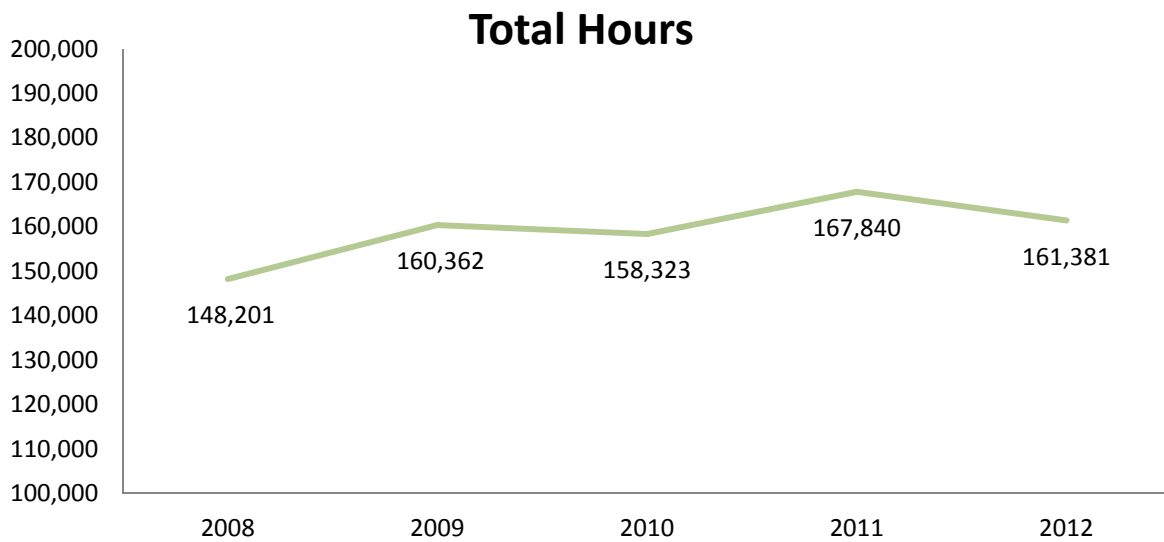


Murray Fotland, City Manager

Dated:

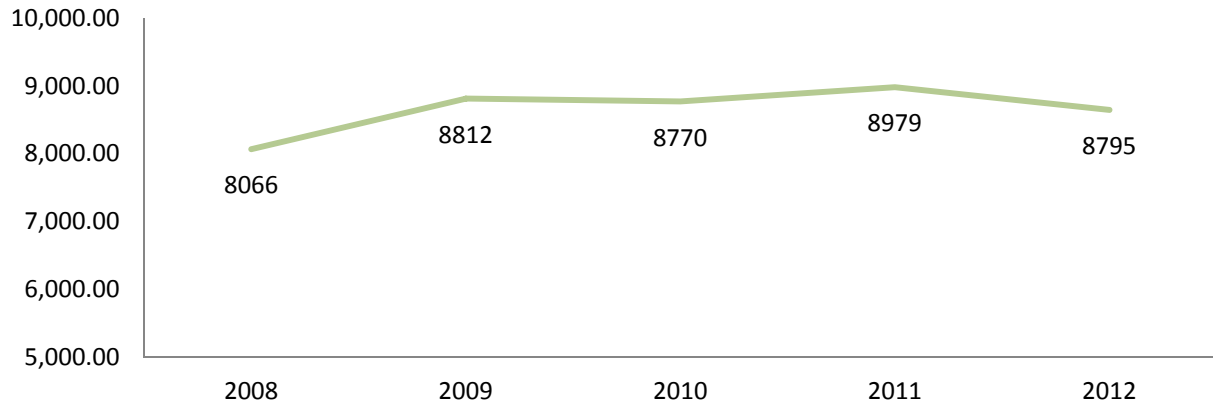
Attachment 1**Absenteeism Comparison Charts for 2008-2012**

The following charts represent a five year comparison of short term absenteeism for total hours and incidents along with average hours and average incidents per person. WCB statistics are not included.

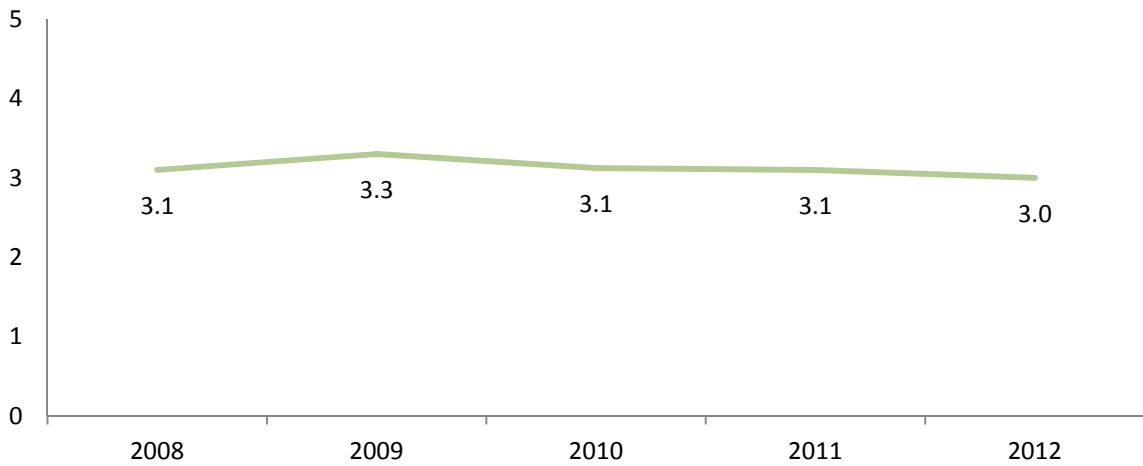


Absenteeism Comparison Charts for 2008-2012

Total Incidents



Average Incidents (per person)

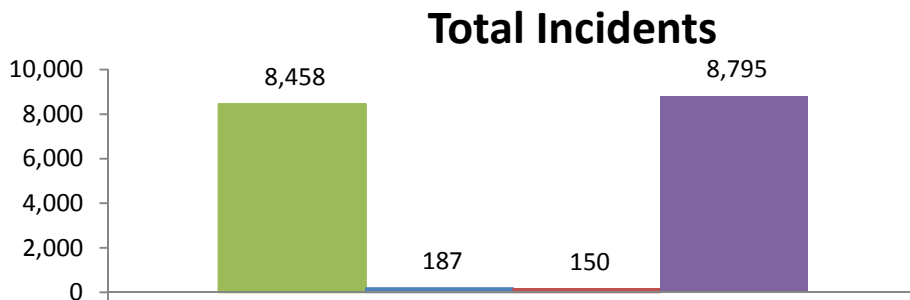
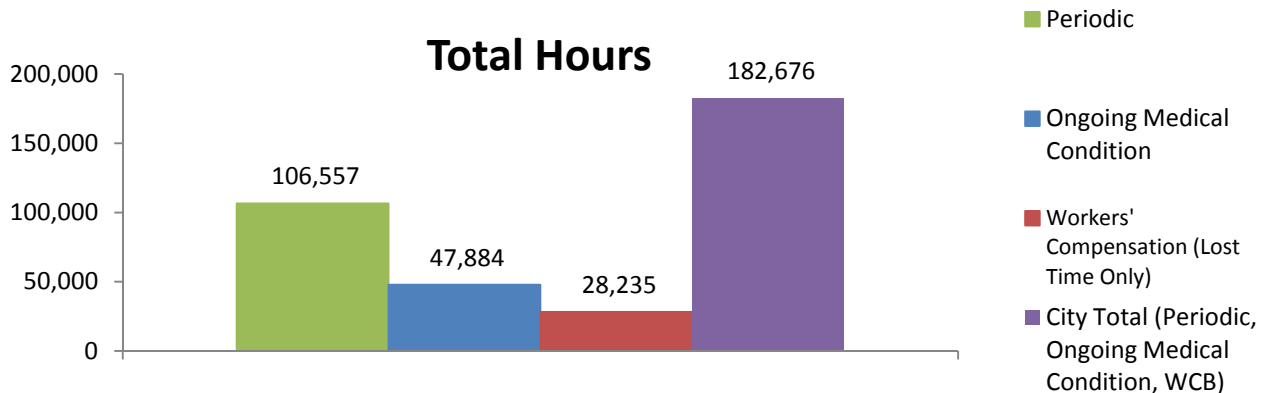
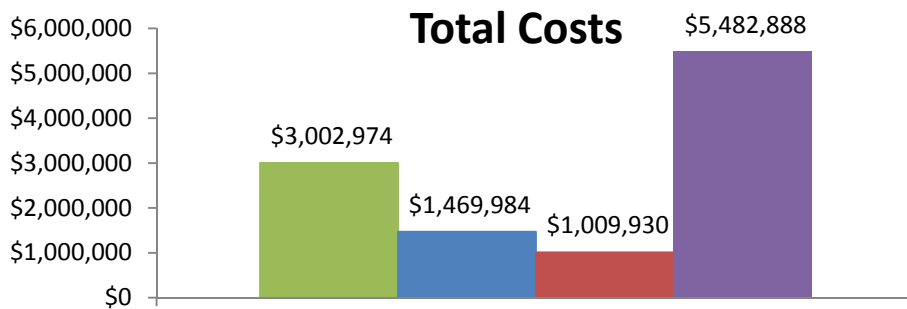


Corporate Totals – Periodic, O.M.C. and WCB

Periodic absences are defined as an absence of less than 10 days for the same illness or injury. These absences are managed through the Health Management System in conjunction with the Attendance Support Program.

Ongoing medical condition (OMC) absences are defined as an absence of ten days or more for the same illness or injury (before going on long-term sick leave or sick bank). This type of absence is managed differently than periodic absences as it utilizes the Health Management System in conjunction with the Disability Assistance Program.

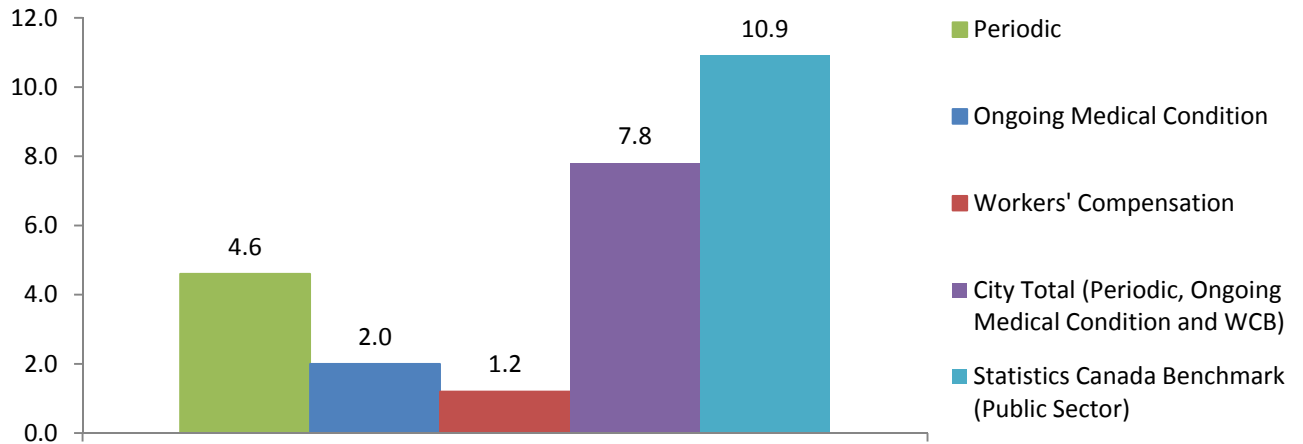
Workers' Compensation statistics include hours or days, costs and incidents related to absences that are a result of occupational injury or illness.



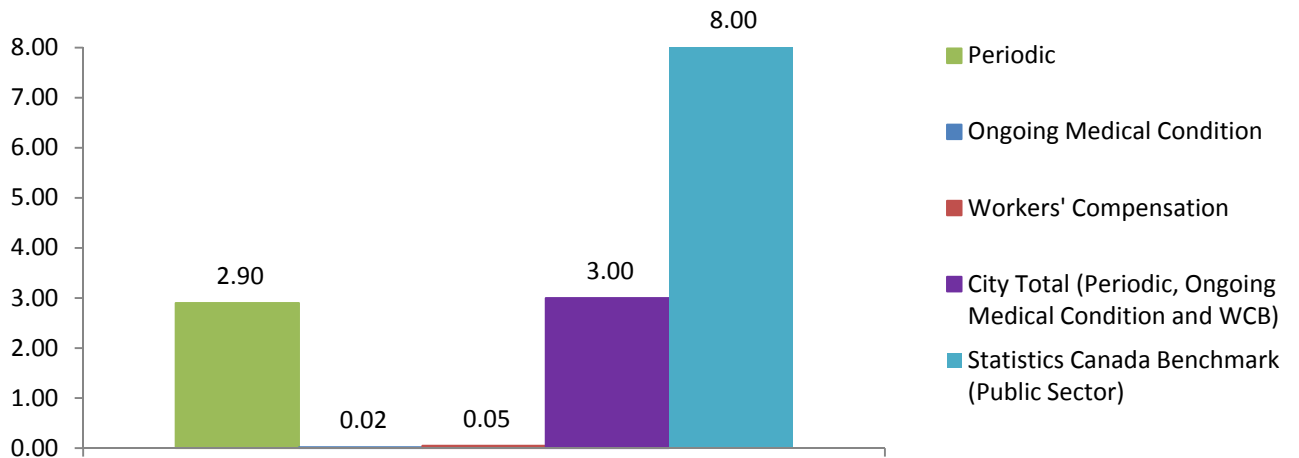
Benchmarks

According to Statistics Canada, work absence rates differ by sector (public or private) as well as industry. The City of Saskatoon uses the public sector statistics from Statistics Canada's Labour Force Survey as a benchmark.

Average Days Lost Per Employee



Average Number of Incidents Per Employee

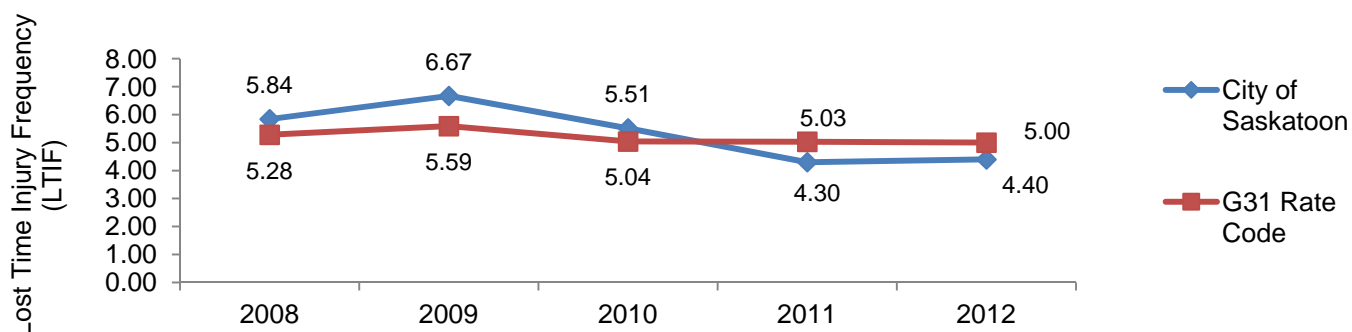


WCB Injury Statistics

Lost time injuries/illnesses are the result of an employee losing time from work after the day of injury/illness and/or losing wages as a result of temporary or permanent work-related impairment.

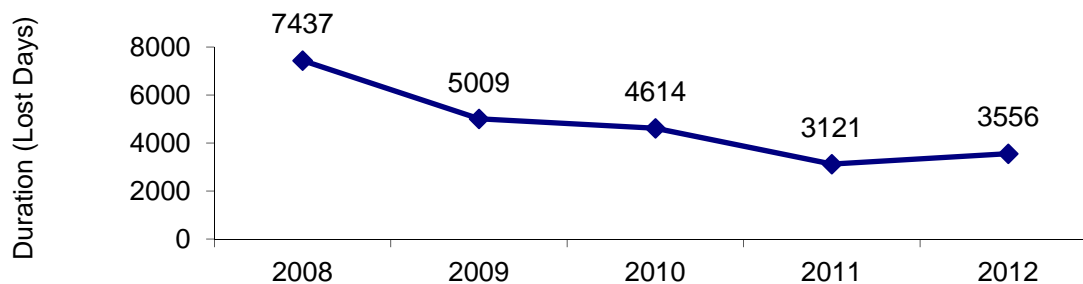
Lost Time Injury frequency is the number of occupational injuries/illnesses in relation to the hours worked (exposure hours). The City of Saskatoon is part of the Workers' Compensation Board's G31 Industry Rate Code which includes all cities, towns, rural municipalities and villages. The G31 rate code statistics are used as a benchmark for comparison to the City's injury statistics.

Lost Time Injury Frequency (LTIF)

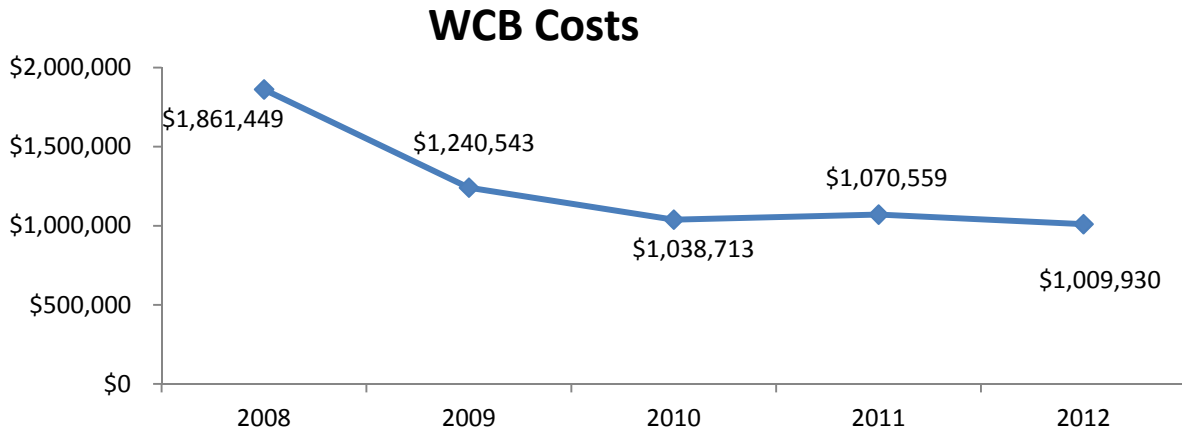


There was a slight increase in the duration of injury (days lost due to workplace injury) in 2012 due largely in part to several employees requiring surgeries which typically require a longer recovery time. For injuries not requiring surgery, the vast majority of employees are returning to modified duty (if not regular duty) within 5-10 days following injury; this is a significant improvement from past years.

Duration of Injury

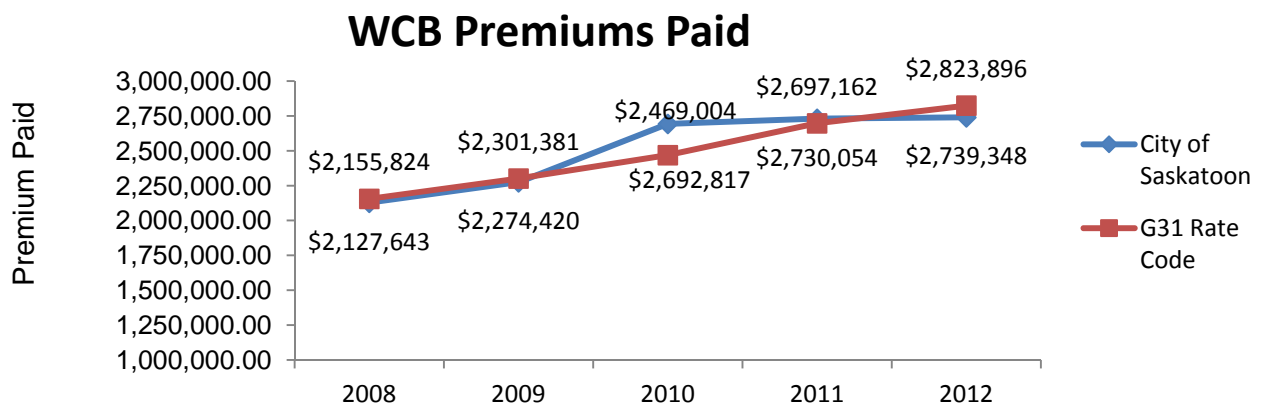


WCB costs are comprised of wage loss replacement, medical costs, physical rehabilitation and pension. A reduction in the number of injuries as well as implementation of early, safe return to work for employees injured at work have contributed to significant reductions in WCB costs.



WCB determines a company's premium rate using an Experience Rating model which is based on the previous three full years of experience (includes number of lost time injuries, lost days and WCB costs). The City of Saskatoon has significantly reduced WCB costs over the past couple of years as fewer employees are requiring treatment following injury and WCB related pension costs are down due to employees returning to work as soon as it is safe to return to the workplace.

The premium is based on the assessable payroll of the organization. The City of Saskatoon's assessable payroll has increased over the past five years resulting in an increase in WCB premium despite the fact that injury costs and duration have decreased.

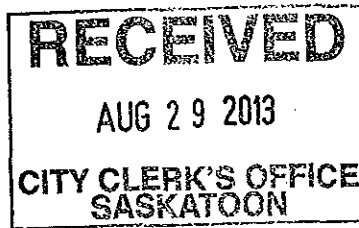


Thursday August 29 2013
Dear, Mayor Atchison and Members of City Council

On Friday September 6th 2013 the Westmount Community Association is hosting a family movie night in Westmount Park. I am asking that there be an extension made to the existing noise bylaw for the duration of the event. The event runs from 7pm-11pm.

Thank you

Candace Fuller-Quiring



Candace Fuller-Quiring
Westmount Community Association
519 ave K North
Saskatoon SK
S7L 2M6
306-221-2140
Candace-f83@hotmail.com

CITY OF SASKATOON COUNCIL POLICY

NUMBER
C09-028

POLICY TITLE <i>Sponsorship</i>	ADOPTED BY: <i>City Council</i>	EFFECTIVE DATE <i>December 18, 2000</i>
		UPDATED TO <i>August 17, 2009</i>
ORIGIN/AUTHORITY <i>Clause 9, Report No. 17-2000 of the Planning and Operations Committee; and Clause 2, Report No. 11-2009 of the Executive Committee</i>	CITY FILE NO. <i>CK. 4205-1, 600-1 and 4000-1</i>	PAGE NUMBER <i>1 of 7</i>

1. PURPOSE

To provide policy guidelines which facilitate and support opportunities for entering into sponsorship agreements and naming rights agreements for City-owned and civic partner controlled assets for the purpose of enhanced financial sustainability.

2. DEFINITIONS

- 2.1 Sponsorship - a mutually beneficial business arrangement or partnership between the City of Saskatoon and an external party (individual, company, organization, or enterprise) wherein the external party contributes funds, goods, or services to a civic facility, public park, open space, program, event, or activity in return for recognition, acknowledgement, or other promotional consideration.
- 2.2 Naming Rights – a type of sponsorship where a sponsor purchases the exclusive right to name an asset (e.g. event, facility). Naming rights are considered a commercial opportunity whereby the naming right is sold for significant cash or other revenue support. This arrangement is documented in an agreement signed by the interested parties and has a specified end date to the contractual obligation.
- 2.3 Civic Partner - An arms-length, not-for-profit organization that has a formal and legal relationship to provide services, programs and/or manage and care for City assets in conjunction with, or on behalf, of the City of Saskatoon.
- 2.4 Value Assessment - A determination of the value that a sponsor will receive as a purchaser of specific naming rights and may include tangible and intangible benefits.
- 2.5 Asset Analysis - A comprehensive review of an asset's overall value as it relates to sponsorship or naming opportunities.

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POLICY TITLE	EFFECTIVE DATE	UPDATED TO	PAGE NUMBER
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- 2.6 Naming Rights Agreement - The sale of the right to name or re-name City-owned facilities or land is documented in a written contract that contains terms acceptable to the City.
- 2.7 Sponsor - A corporation or organization that enters into a sponsorship agreement and pays cash or value-in-kind in return for access to exploitable commercial potential associated with the asset.
- 2.8 Value-in-kind - A sponsorship received in the form of goods and/or services rather than cash.
- 2.9 Letter of Intent - A non-binding commitment from a potential prospect to undertake a sponsorship for a proposed term, at a proposed fee, in exchange for a defined list of rights and privileges.

3. POLICY

3.1 General principles

- a) An external party may contribute, in whole or in part, funds, goods, or services to an approved City facility, public park, open space, program, event, or activity where such sponsorship is mutually beneficial to both parties and in a manner consistent with existing guidelines and policies set by the City.
- b) The sponsorship arrangement must support the goals, objectives, policies, and bylaws of the City of Saskatoon and be compatible with, complementary to, and reflect the City's values and mandate.
- c) The City will select the most appropriate sponsors using the following criteria:
- i) Quality and timeliness of product and service delivery;
 - ii) Value of product, service, cash provided to the City;
 - iii) Cost to the City to service the agreement;

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- iv) Compatibility of products and services with City policies and standards;
 - v) Marketplace reputation of the sponsor; and
 - vi) Record of sponsor's involvement in community projects and events.
- d) Recognition provided to sponsors is subject to negotiation (i.e. advertising, signage, product sampling, brand name) and must meet the following criteria:
- i) Be of an acceptable standard and in good taste;
 - ii) Not present demeaning or derogatory portrayals of individuals or groups; and
 - iii) Not contain anything which, in light of generally prevailing community standards, is likely to cause deep or widespread offence.
- e) A specific type of sponsorship arrangement called naming rights may occur when an external party may become the namesake of a future or existing municipal facility in recognition for its financial support where such support is mutually beneficial to the City, external party, and the community. If the name is intended for an existing facility name, the City should take into consideration the history and legacy of the current facility name. Concept approval will be received from City Council for these sponsorship arrangements.
- f) The process outlined in Policy C09-008 (Naming of Civic Property and Development Areas) shall be adhered to for title sponsorship.
- g) The sponsorship arrangement must be limited in scope and application to the City or project under consideration, and shall not involve any form of a risk-sharing venture.

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- h) The role of the City as owner and operator of its assets shall be ensured throughout the sponsorship arrangement.
- i) The City reserves the right to decline any sponsorship arrangement.

3.2 Application

3.2.1 This policy applies to all City owned facilities, land, equipment, services and programs.

3.2.2 This policy does not apply to:

- a) Gifts and memorials which are covered under a separate policy.
- b) Sale of advertising or signage space on City-owned facilities and printed materials, which involves only the straight purchase of advertising space sold at marketplace rates, and does not imply any reciprocal partnership arrangement.
- c) With the exception of naming rights, this policy shall not apply to Boards.
- d) Gifts or unsolicited donations to The City of Saskatoon.
- e) Third parties who lease City property or hold permits with The City of Saskatoon for activities or events (Community Associations).

4. THE SPONSORSHIP ARRANGEMENT

4.1 Requests for sponsorship arrangements and any subsequent arrangements shall be made in writing detailing the rights and benefits offered and, at a minimum, shall include the following:

- a) The value of all funds, goods, and services to be provided and the recognition to be provided in return by the City.

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<i>Sponsorship</i>	<i>December 18, 2000</i>	<i>August 17, 2009</i>	<i>5 of 7</i>

- b) A fixed term of up to a maximum of 10 years, unless otherwise authorized by City Council.
 - c) The disposition and ownership of any assets resulting from the sponsorship arrangement.
 - d) Maintenance of assets, ongoing capital, and taxes.
 - e) The responsibility for insurance, license/permits, safety, security, and public health.
- 4.2 Revisions to the sponsorship arrangements are subject to the same approval as the original sponsorship arrangement.
- 4.3 Long-standing sponsorship arrangements that pre-date this policy may continue upon the review and approval of the appropriate General Manager.
- 4.4 Procedure for Naming Rights Agreement for City-owned, City-operated assets:
- a) A written report to City Council for concept approval will include:
 - i) the list of assets for sale, value of the asset in the marketplace;
 - ii) length of term of the sponsorship (up to a maximum of 10 years);
 - iii) list of potential sponsors; and
 - iv) benefits the sponsor will receive for their purchase.
- City Council approval is required prior to sponsors being approached.
- b) Once Council approval is received, Administration will seek out sponsors. When successful, a Letter of Intent from the potential sponsor, which includes the proposed term, proposed fee, defined list of rights and privileges, will be reported to City Council for approval prior to proceeding with negotiation of an agreement.
 - c) Administration will then enter into negotiations, and return to City Council for approval of the final agreement.

CITY OF SASKATOON COUNCIL POLICY

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<i>Sponsorship</i>	<i>December 18, 2000</i>	<i>August 17, 2009</i>	<i>7 of 7</i>

- d) Seek concept approval from City Council prior to initiating negotiations with a potential sponsor for those projects that may be sensitive and all naming rights.
 - e) Ensure the process for tracking and reporting all sponsorship arrangements held by City departments is documented.
- 6.3 Department General Manager - approve sponsorship arrangements with a total value less than \$100,000.
- 6.4 Solicitors - provide legal advice regarding agreements arising from sponsorship arrangements.

COMMUNICATIONS TO COUNCIL

MEETING OF CITY COUNCIL – MONDAY, SEPTEMBER 9, 2013

A. REQUESTS TO SPEAK TO COUNCIL

1) Frank Regier, dated August 21

Requesting permission to address City Council with respect to the proposed purchase of former Canada Post Building and concerns regarding the road levy/tax increase proposal. (File Nos. CK. 4020-1 and 6315-1)

RECOMMENDATION: that Frank Regier be heard.

2) Joost Bakker, dated September 4

Requesting permission for Mr. Chris LeFevre to address City Council with respect to Application for Direct Control District Approval. (File No. CK. 4129-5)

RECOMMENDATION: that Chris LeFevre be heard during consideration of Clause 1, Report 6-2013 of the Municipal Planning Commission.

B. ITEMS WHICH REQUIRE THE DIRECTION OF CITY COUNCIL

1) Fred Biskal, dated August 14

Commenting on civic spending. (File No. CK. 1920-1)

RECOMMENDATION: that the information be received.

2) Lee Fuller, President, Prairie Sculptor's Association, dated August 20

Advising of the resignation of Mr. Ed Gibney from the Association, and recommending that Ms. Elizabeth Yonza be appointed to the Visual Arts Placement Jury as the Association's representative on the Jury. (File No. CK. 225-44)

RECOMMENDATION: that Ms. Elizabeth Yonza be appointed to the Visual Arts Placement Jury, to the end of 2013, representing the Prairie Sculptor's Association.

3) David Myers, dated August 20

Commenting on city road work. (File No. CK. 6315-1)

RECOMMENDATION: that the information be received.

4) Donald Keith Hills, dated August 21

Commenting on healthy living and suggesting assisted living homes. (File No. CK. 150-1)

RECOMMENDATION: that the information be received.

Items Which Require the Direction of City Council
Monday, September 9, 2013
Page 2

5) Michelle Prytula, dated August 21

Requesting an extension to the time where amplified sound can be heard, under the Noise Bylaw, on September 28, 2013, from 7:00 a.m. to 3:00 p.m., for the Saskatoon Mogathon at River Landing. (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, on September 28, 2013, from 7:00 a.m. to 3:00 p.m., for the Saskatoon Mogathon at River Landing be approved subject to any administrative conditions.

**6) Leslie Ganes, Coordinator, Marketing & Communications
United Way of Saskatoon and Area, dated August 26**

Requesting an extension to the time where amplified sound can be heard, under the Noise Bylaw, at Kiwanis Park, on Thursday, September 12, 2013, from 8:00 a.m. to 8:45 a.m. for annual Community Campaign Kick-Off event. (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, at Kiwanis Park, on Thursday, September 12, 2013, from 8:00 a.m. to 8:45 a.m. for annual Community Campaign Kick-Off event be approved subject to any administrative conditions.

7) Al Regehr, dated August 26

Commenting on various civic issues. (File No. CK. 150-1)

RECOMMENDATION: that the information be received.

8) Ben Blakley, dated August 28

Commenting on recycling, garbage pick-up and other civic issues. (File No. CK. 6315-1)

RECOMMENDATION: that the information be received.

9) **Sherry Stuber, Administrative Assistant, Western College of
Veterinary Medicine, undated**

Requesting that Dr. Duncan Hockley, representing the Western College of Veterinary Medicine, be appointed to the Advisory Committee on Animal Control to the end of 2013, replacing Dr. Peter Gilbert.

RECOMMENDATION: that Dr. Duncan Hockley, representing the Western College of Veterinary Medicine, be appointed to the Advisory Committee on Animal Control to the end of 2013, replacing Dr. Peter Gilbert.

10) **J.A. (Pat) Anderson, dated August 26**

Commenting on civic spending and submitting newspaper clippings. (File No. CK. 1500-1) (The above-noted newspaper clippings are available for viewing at the City Clerk's Office.)

RECOMMENDATION: that the information be received.

11) **Debbie Murphy, Office and Program Manager
The Partnership, dated September 3**

Requesting that Mr. Brent Penner be appointed as a representative of The Partnership to replace Mr. Terry Scadden on the following Committees:

Street Activity Steering Committee
Parking Committee
Municipal Heritage Advisory Committee
Safe Streets Commission
Combined Business Group
Visual Arts Placement Jury and
City Centre Plan Steering Committee.

Items Which Require the Direction of City Council
Monday, September 9, 2013
Page 4

RECOMMENDATION: that Mr. Brent Penner be appointed as a representative of The Partnership to replace Mr. Terry Scadden on the following Committees:

Street Activity Steering Committee
Parking Committee
Municipal Heritage Advisory Committee
Safe Streets Commission
Combined Business Group
Visual Arts Placement Jury and
City Centre Plan Steering Committee.

12) Emile Bergin, dated August 16

Commenting on fluoride. (File No. CK. 7920-1)

RECOMMENDATION: that the information be received.

13) Maureen Jones, dated August 27 (two letters)

Commenting on fluoride. (File No. CK. 7920-1)

RECOMMENDATION: that the information be received.

14) Letters Received Regarding Proposed Tax Levy for Road Repairs

Neil Vogal, dated August 12;
Mitch Grimard, dated August 12;
Chris Morgan, dated August 12;
Phyllis Johnston, dated August 13 (two letters);
Fred Biskal, dated August 14;
Ken Miller, received August 19; and
Rick Reid, dated September 4.
(File No. CK. 1920-1)

RECOMMENDATION: that the letters be received and considered with Clause 1, Report No. 17-2013 of the Executive Committee and Clause B1 of Administration Report No. 14-2013.

15) Joanne Sproule, dated September 4

Submitting letters received regarding naming suggestions for the Circle Drive South Bridge. (File No. CK. 6310-1)

RECOMMENDATION: that the letters be received and referred to the file for review at the appropriate time.

16) Letters Received Regarding Federal Private Members' Bill C-322

Janice Derdall, dated August 22;
Robin Tiffin, dated August 22;
Heather Clemenceau, dated August 23; and
Jane Allin, dated August 26.

RECOMMENDATION: that the information be received.

17) Shellie Bryant, Secretary, Development Appeals Board, dated August 9

Submitting Notice of Hearing of the Development Appeals Board regarding the property located at 1611 Prince of Wales Avenue. (File No. CK. 4352-1)

RECOMMENDATION: that the information be received.

18) Elaine Long, Secretary, Development Appeals Board, dated August 26

Submitting Notice of Hearing of the Development Appeals Board regarding the property located at 2930 McClocklin Road. (File No. CK. 4352-1)

RECOMMENDATION: that the information be received.

C. ITEMS WHICH HAVE BEEN REFERRED FOR APPROPRIATE ACTION

1) Florence Scheepers, dated August 10

Commenting on the intersection of 14th Street and Wiggins Avenue. (File No. CK. 6320-1) **(Referred to the Administration for consideration and response to the writer.)**

2) Anne Hanson, dated August 12

Commenting on barricade on 23rd Street and crossing Spadina Crescent. (File No. CK. 6320-1) **(Referred to the Administration for review and to respond to the writer.)**

3) Randy Pshebylo, Executive Director, Riversdale Business Improvement District, dated August 12

Requesting a meeting with the Administration regarding the further development of Riversdale. (File No. CK. 4000-13) **(Referred to the Administration for further handling.)**

4) Randy Pshebylo, Executive Director, Riversdale Business Improvement District, dated August 12

Commenting on vacant lands in Riversdale. (File No. CK. 1610-1) **(Referred to the Administration for appropriate handling.)**

5) Donna Jamieson, dated August 13

Commenting on Wallace Park in Willowgrove. (File No. CK. 4205-1) **(Referred to the Administration for appropriate action and to respond to the writer.)**

6) Bill Nixon, dated August 13

Commenting on pot holes and street repairs. (File No. CK. 6315-1) **(Referred to the Administration to respond to the writer.)**

Items Which Have Been Referred for Appropriate Action
Monday, September 9, 2013
Page 2

7) Vernon Marzolf, dated August 13

Commenting on the proposed purchase of former Canada Post building. (File No. CK. 4020-1) **(Referred to the Administration to respond to the writer. Also attached is the subsequent reply from the Administration.)**

8) Rene Pinel, dated August 14 and August 20 (two letters)

Commenting on vacant lot in Briarwood. (File No. CK. 4400-1) **(Referred to the Administration for further handling with respect to the condition of the property.)**

9) R.E. Weenk, dated August 18

Commenting on vacant lot in Briarwood. (File No. CK. 4400-1) **(Referred to the Administration for further handling with respect to the condition of the property.)**

10) Andrea Newsham, dated August 16

Commenting on the character of the Haultain neighbourhood. (File No. CK. 4110-1) **(Referred to the Administration for further handling and response to the writer.)**

11) Dee Graham, dated August 19

Commenting on a licensed business. (File No. CK. 300-1) **(Referred to the Administration for a response to the writer.)**

12) Joan Constant, dated August 5

Commenting on an incident at a campsite. (File No. CK. 4205-7-4) **(Referred to the Administration for investigation and follow-up.)**

Items Which Have Been Referred for Appropriate Action
Monday, September 9, 2013
Page 3

13) Joe Abrook, Board of Directors, Monticello Condo Association
dated August 18

Commenting on recycling for multi-use structures. (File No. CK. 7830-5) **(Referred to the Administration for further review and response to the writer.)**

14) Connie and Joe Abrook, dated August 18

Commenting on the condition of the parking lot in Kinsmen Park. (File No. CK. 6315-1) **(Referred to the Administration for any appropriate action and response to the writer.)**

15) Laurie Pushor, dated August 19

Commenting on online parking ticket payment system. (File No. CK. 6120-1) **(Referred to the Administration for further handling and response to the writer.)**

16) Beth Hibner, dated August 21

Commenting on traffic on 11th Street West. (File No. CK. 6320-1) **(Referred to the Administration for further handling and response to the writer.)**

17) Barb Biddle, President, Montgomery Place Community Association
dated August 21

Commenting on Local Area Plan – Montgomery Place. (File No. CK. 4000-1) **(Referred to the Administration for further handling and response to the writer.)**

18) Harold Hiechman, dated August 21

Commenting on traffic concerns. (File No. CK. 6320-1)) **(Referred to the Administration for further handling and response to the writer.)**

Items Which Have Been Referred for Appropriate Action
Monday, September 9, 2013
Page 4

19) Linda Lacoursiere, dated August 21

Commenting on the intersection of 20th Street West and Avenue W South. (File No. CK. 5300-8) **(Referred to the Administration and the Board of Police Commissioners for any appropriate action and response to the writer.)**

20) Serena Dallas, dated August 21

Commenting on loud motorcycles. (File No. CK. 375-2) **(Referred to the Administration for inclusion in the file on the matter.)**

21) Audrey De Bloci, dated August 22

Commenting on the intersection of Preston Avenue South and Arlington Avenue. (File No. CK. 6250-1) **(Referred to the Administration for further handling and response to the writer.)**

22) Peter Levesque, dated August 23

Commenting on leisure centres. (File No. CK. 610-1) **(Referred to the Administration for information and further handling.)**

**23) Walter Katelnikoff, President, Holiday Park Community Association
dated August 10**

Commenting on strip clubs and liquor regulations. (File No. CK. 127-1) **(Referred to the Administration for consideration, inclusion in the file, and response to the writer.)**

24) Laurie Reis, dated August 22

Commenting on garbage and recycling pick up. (File No. CK. 7830-3) **(Referred to the Administration for further handling and response to the writer.)**

Items Which Have Been Referred for Appropriate Action
Monday, September 9, 2013
Page 5

25) Craig Allan, dated August 23

Commenting on painting of lines on streets that have been resurfaced. (File No. CK. 6315-1) **(Referred to the Administration for further handling and response to the writer.)**

**26) Cheryl Loadman, Age-Friendly Saskatoon Project Coordinator
dated August 19**

Commenting on accessibility challenges at the Saskatoon Field House. (File No. CK. 225-70) **(Referred to the Saskatoon Accessibility Advisory Committee for further handling.)**

27) Allan Syroishka, dated August 28

Commenting on the taxi industry. (File No. CK. 307-1) **(Referred to the Administration for consideration and to the Administration and Finance Committee for inclusion in the file.)**

28) Joanne Cliff, dated August 29

Commenting on relocation of Confederation Park Bus Mall. (File No. CK. 7311-1) **(Referred to the Administration for further handling and any follow-up response to the writer.)**

29) Claire Gagnon, dated August 30

Commenting on relocation of Confederation Park Bus Mall. (File No. CK. 7311-1) **(Referred to the Administration for further handling and to respond to the writer.)**

30) Ray Therrien, dated August 29

Commenting on the condition of an area along Pinehouse Drive. (File No. CK. 4400-1) **(Referred to the Administration for further handling and to respond to the writer.)**

Items Which Have Been Referred for Appropriate Action
Monday, September 9, 2013
Page 6

31) Dan Striemer, dated September 1

Commenting on water main breaks and repairs. (File No. CK. 7820-5) **(Referred to the Administration for further handling and to respond to the writer.)**

32) Dianne Baird, Executive Director, Saskatchewan Housing Corporation dated July 26 and August 27 (two letters)

Submitting 2012 Settlement Municipal Share – Housing Projects. (File No. CK. 1610-1) **(Referred to Administration for appropriate action.)**

RECOMMENDATION: that the information be received.

D. PROCLAMATIONS

- 1) Dr. Gerlinde Sarkar, President, Canadian Federation of University Women Saskatoon Inc., dated August 8**

Requesting City Council proclaim September 14, 2013 as CFUW Day.
(File No. CK. 205-5)

- 2) Joanne Fedyk, Executive Director, Saskatchewan Waste Reduction Council dated August 13**

Requesting City Council proclaim October 21 to 27, 2013 as Waste Reduction Week.
(File No. CK. 205-5)

- 3) Tanya Dunn-Pierce, *in motion*, Saskatoon Health Region, dated August 29**

Requesting City Council proclaim October 2013 as *in motion* month.
(File No. CK. 205-5)

- 4) Rick Morrell, Executive Director, Saskatoon EcoNetwork, dated August 29**

Requesting City Council proclaim September 29, 2013 as World Rivers Day.
(File No. CK. 205-5)

- 5) Carla Loney-Tindall, Chair, AFP National Philanthropy Day 2013 dated August 27**

Requesting City Council proclaim November 15, 2013 as National Philanthropy Day.
(File No. CK. 205-5)

- 6) Heather Hogg, Learning Disabilities Association of Saskatchewan dated August 29**

Requesting City Council proclaim October as Learning Disabilities Awareness Month.
(File No. CK. 205-5)

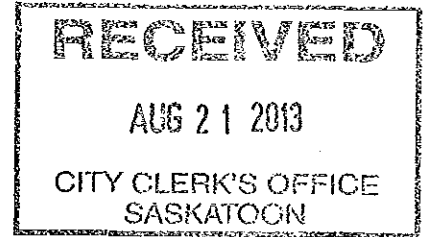
- RECOMMENDATION:** 1) that City Council approve all proclamations as set out in Section D; and

- 2) that the City Clerk be authorized to sign the proclamations, in the standard form, on behalf of City Council.

4020-1
X6315-1

A1)

From: CityCouncilWebForm
Sent: Wednesday, August 21, 2013 10:13 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

frank regier
1415 ave f north
saskatoon, Saskatchewan
s7l 1x6

EMAIL ADDRESS:

frangreyhound@yahoo.ca

COMMENTS:

i would like to speak to council on sept 9th re: the old canada post building purchase and concerns regarding the road levy /tax incese proposal

4129-5
A2)

From: CityCouncilWebForm
Sent: Wednesday, September 04, 2013 6:50 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Joost Bakker
406-611 Alexander Street
Vancouver, British Columbia
V6A 1E1

EMAIL ADDRESS:

jbakker@designdialog.ca

COMMENTS:

Re: Application for Direct District Control District Approval
410 Avenue C South
Files: CK. 4129-5 and PL.4129-13

I am responding to the letter dated August 29, 2013 from the Office of the City Clerk to myself. Please be advised that I will not be in attendance at the City Council meeting this Monday, September 9, 2013, regarding the above matter. However, the developer of this property and my client, Mr Chris LeFevre will be in attendance.

He would like the opportunity to address Council on this matter on our behalf.

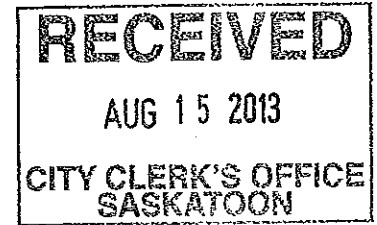
Thank you for providing us with this opportunity.

Respectfully,
Joost Bakker, DIALOG

Jenkins, Sandy (Clerks)

193071
BI

From: CityCouncilWebForm
Sent: Wednesday, August 14, 2013 6:25 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

fred Biskal
527 Avenue H South
Saskatoon, Saskatchewan
S7M 1W7

EMAIL ADDRESS:

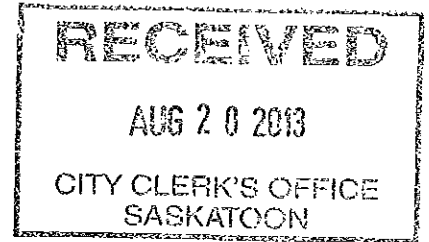
brights5337@shaw.ca

COMMENTS:

With all the talk of tax increases, most people wonder why all those millions going for an art gallery were misdirected by you people. There's nothing left to say.

225-44
B2)

From: CityCouncilWebForm
Sent: Tuesday, August 20, 2013 2:57 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Lee Fuller
510 Willow St
Saskatoon, Saskatchewan
S7J 0C9

EMAIL ADDRESS:

lee.fuller@sasktel.net

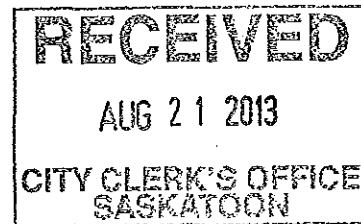
COMMENTS:

I am the current president of Prairie Sculptors' Association. Ed Gibney, our representative on the Visual Arts Placement Jury has resigned. We recommend that City Council appoint Ms. Elizabeth Yonza as our representative effective as soon as possible.

Thanks

6315-1
B3

From: CityCouncilWebForm
Sent: Tuesday, August 20, 2013 6:37 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

David Myers
206 Bonli Crescent
Saskatoon , Saskatchewan
S7N 4A1

EMAIL ADDRESS:

dave.myers@shaw.ca

COMMENTS:

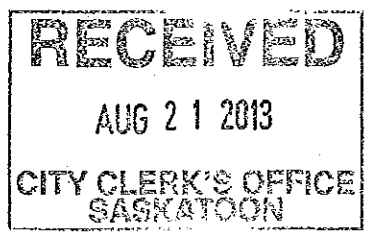
I am glad to see all the road work happening right now. However it does not seem like the priorities are correct:

- Circle Drive paving eastbound from Warman to Preston, although the existing pavement was fine. This work shut down traffic downtown as people tried to get to other bridges after work. I was stuck in that for an hour.
- Preston past innovation place, also was not so bad before. All exits out of IP were blocked today at 5pm when I left work except through campus. This work is going fast but I can't see why it was done at all.
- meanwhile Preston behind Walmart and Cabellas is in terrible shape with potholes like craters on the moon.
- the north end of McKercher was repaved but the cloverleaf off College westbound has huge potholes big enough to damage a car and the ramp to McKercher eastbound is awful.
- 115th and Berini was redone, but Kenderdine east to Cowley is mostly disintegrated. This section used to have federal government improvement signs along it but they were taken down. I guess that was a placebo to pacify local residents for a while.

I suggest Council drive around a bit and see if taxpayers money is being spent prudently.

150-1
B4

From: CityCouncilWebForm
Sent: Wednesday, August 21, 2013 7:42 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Donald Keith Hills
P.O. Box 572, Dundurn, Sask., SOK 1K0
Dundurn, Saskatchewan
SOK1K0

EMAIL ADDRESS:

dkeithhills@gmail.com

COMMENTS:

God willing, in about six weeks, Wednesday, October 02, 2013, I will celebrate my 78th birthday.

I have managed to stay active and healthy and well up to this point in time.

I don't seem to have the same aches and pains that others my age and younger seem to have.

It seems that I may have discovered some "secrets" which I would now like to share openly with others.

Let me give you an example. January 2005, I had been to see Dr. Baltzan for a cardiac stress test. When I went into Shopper's Drug Store there was a Consumer Report magazine cover article "making workout work" that got my attention. The article pointed out that the reason seniors had to give up living on their own and move into a nursing home was when they couldn't get up off a chair or up off the toilet seat. I decided that day that wouldn't happen to me.

Did you know that most illness and most disease are lifestyle related and could easily be prevented in up to 80% or even up to 90% of all cases.

Think about this for a few moments!

Anyone interested in learning the facts for themselves?

Anyone want to learn how to actually prevent heart disease and how to prevent stroke and how to prevent cancer too and not just talk about this.

I would like to propose a cluster of three assisted living homes be established to promote the idea that we can stay healthy and well in our 50s and 60s and 70s and perhaps even well into our 80s and 90s too.

Where is that pioneer spirit?

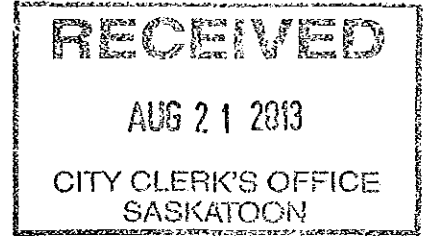
Is it still alive and well?

sincerely,
Donald Keith Hills,
dkeithhills@gmail.com

I post to a blog called:
elderchanges.wordpress.com

185-9
B5

From: CityCouncilWebForm
Sent: Wednesday, August 21, 2013 3:21 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Michelle Prytula
343 Skeena Crescent
Saskatoon, Saskatchewan
S7K 4G9

EMAIL ADDRESS:

mprytula@gmail.com

COMMENTS:

Dear City Council;

Please accept this letter in request for your support through a noise bylaw limit extension for the Saskatoon Mogathon, a walking and running family event designed to benefitting three Saskatoon charities: the St. Paul's Hospital Urology Centre of Health, the Children's Wish Foundation, and the Saskatoon SPCA. It is our goal to make the Mogathon a first class nation-wide running event that raises funds for the centre, as well as showcases the best of our beautiful city.

The past four annual Mogathon events were great successes. This year, once again in consultation with the City of Saskatoon, we have planned a fantastic running route along the river and using the West side of the Riverbank with the start and finish showcasing the beautiful River Landing location.

Over the previous four years, our event has attracted people from all over the province and beyond, as well as high calibre runners and the young and old. We have garnered the support of Rock 102 and Rawlco Radio, we have permission to use River Landing for the start and finish, and we have access to the Meewasin Building for race package pick up, the volunteer stations, and the first aid area. We also have the support of Mano's restaurant, who will cater the event so that we can allocate as many funds as possible for the cause.

To attract all age groups. The Saskatoon Mogathon consists of a 30K run and relay, a 21.1K run, a 10K and 5K walk and run, a family 2K, and for those who want to participate without breaking a sweat, a No-K Beer run. In our efforts to make this a first class event, we have garnered the support of one of our local bands to play as participants cross the finish line.

We are requesting a noise level bylaw extension for our announcers to start at 7:00 a.m., and the band to start at 10:00 a.m. Activities will shut down by 3:00 p.m. We will make the necessary communication to the local community associations prior to the event, as well as any residences near River Landing and along the race route.

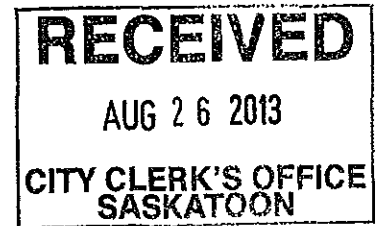
Our volunteer committee has been working hard to bring the #1 calibre running event to runners and walkers from all over. We ask that you support our work by providing us with a noise bylaw extension on September 28th, 2013 starting at 7:00 a.m.

We look forward to your response,

Michelle Prytula
Mogathon Race Director

185-9
B6

From: CityCouncilWebForm
Sent: Monday, August 26, 2013 11:27 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Leslie Ganes
100-506 25th Street East
Saskatoon, Saskatchewan
S7K 4A7

EMAIL ADDRESS:

lganes@unitedwaysaskatoon.ca

COMMENTS:

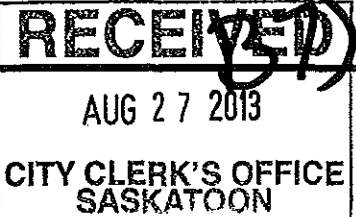
On behalf of United Way of Saskatoon and Area, I would like to request an extension to the time where noise can be heard under the Noise Bylaw. This extension is for our annual Community Campaign Kick-Off event the morning of Thursday, September 12, 2013 in Kiwanis Park.

We will gather at the Vimy Memorial Band Shell for a walking parade along the river paths and through parts of the downtown area. We would like the event to include a welcome from our Campaign Chair and have the parade led by a small marching band - thus we are hoping to have amplified sound beginning at 8:00am and concluding by 8:45am.

If you require further details please contact me directly at 306-975-7703.

Thank you for your consideration.

Leslie Ganes
Coordinator, Marketing & Communications
United Way of Saskatoon & Area



From: Al Regehr [aregehr@sasktel.net]
Sent: Monday, August 26, 2013 7:38 PM
To: City Council
Subject: Zach Jeffries Ward 10

Good evening Jeff. Thank you for the invite to the BBQ, but we are unable to attend. I do however have comments which I would like to pass along. These are not directed to or at you, but to City Council as a whole. I invite you comments at any time and have though many times of addressing City Council directly.

Here are my concerns, the list is long:

- Realizing that it is far to late for any changes, but as a whole the Remai Centre for the Arts should have been private money. Now the taxpayers are paying far to much and will also be tagged with the ongoing costs of running and maintaining the Centre. It was very interesting to see that poor planning for the cost of concrete was sorted out in about an hour by adding another \$10 million, but we could not afford \$600,000 to grade the residential streets after a terrible winter season.
- We have been hearing for the past number of years about the opening of the new South Bridge and what it will do for our traffic movement. Well here we are the bridge is a year late and moves traffic to the north end around the city core, certainly makes the movement from west to south and in reverse much better. However, tell me what plans if any are there to have all that traffic go when they get to Ave C North. The answer to that is simply nowhere and no plan!
- The mayor and council have been proposing another bridge in the north. A fantastic idea, and to date not a darn thing has been done to actually make it happen. We are told that no financing has been arrived at and although I am not sure, I doubt that there has even been an engineering or archectual plan arrived at. Only a general idea of what is being considered. The property has not been acquired and at present the mayors hope of using this new bridge by the end of 2016 is nothing more than a pipe dream.
- This year the sweeping of the streets was at least 6-8 weeks behind the normal and I wonder if the City has not budgeted for the additional equipment or staff due to the increasing size and population of the city.
- Saskatoon is no longer a small city, we have grown and the services required have increased accordingly and to my way of thinking our successive councils over the past 25 years are still only thinking of a small city.
- What has ever happened to the plan to redesign the intersection of Attridge Dr and Central ave.? What a nightmare each and every morning and late afternoon.
- With the stupidity of impaired drivers being so well shown this past weekend, just possibly the police should be having the roadside check stops of the Christmas season MUCH more often. Instead they are busy watching for other stupid people that are to cheap to get Bluetooth access in their cars. Just this morning I followed a police car all the way down Preston from Preston Crossing to Collage Dr who was using his phone or computer and swaying over both lanes. But that is legal!!
- I know that having street work done a night is more costly, but sometimes the more expensive way is actually less costly when the traffic tie ups are considered. Over the past few weeks the planning for road work almost completely shut down the north end and the north east corner of the city. It was absolute gridlock and the contractor could not have cared less. They had the power to block things off and they did exactly that, with no regard to the motoring public. Larger cities such as Calgary and Edmonton would have had a road repair like Circle Drive done at night. The fact that we only have two companies that are large enough to quote on these projects and one of them refuse to even work on Sundays, it is time to bundle the contracts and make it possible for out of province companies to quote and be competitive. Why should a couple of firms have the power to control how and when the city roads get repaired? For that I feel that the employees that get the bids are not doing all they can.
- My last issue is the absolutely terrible condition of the streets due to potholes especially in the downtown area. We have one of the most admired city centers in the country and the most beautiful area near the river has the access to it and part of Spadina Cres in front of the Sheraton in terrible condition. I suggest you drive down 22

nd street from 1st ave to Spadina and then be able to look in the mirror and say it helps give a positive impression of our city. Think of it, most air travellers will come to the downtown area via that street.

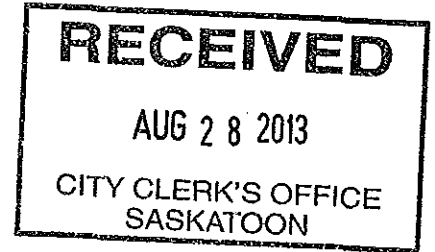
I have lived in Saskatoon and am proud to say that is for the better part of 40 years. I love this city but not providing the necessary ability to move about is a problem that city councils for the past 25 years have done a pathetic job of. If taxes need to be increased to fix the roads, then get on with it. If the public can be assured that the money will be dedicated to repairing the roads there will be very little backlash! However, if any more harebrained ideas of public building like the Art Centre are approved with public money council would be well advised to make sure that the core services are properly looked after first!!

Thank You for at least reading this and hopefully acting on at least some of it. We live and work in the best city in Canada, let's not screw that up by not doing the things we all know are needed!

Allan Regehr
207-405 Nelson Rd
Saskatoon, SK S7S 1P2
306-382-0093

6315-1 B8)

From: CityCouncilWebForm
Sent: August 28, 2013 4:26 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Ben Blakley
3351 33rd Street West
Saskatoon, Saskatchewan
S7L 4P5

EMAIL ADDRESS:

benanddeb@sasktel.net

COMMENTS:

I have 2 suggestions for city council. One - with the new blue bins we are finding we do not need weekly garbage pickup so would recommend only doing garbage pick up once per week all year around. These cost savings should allow you to hold or reduce our cost of the blue bins versus increasing the rates. Two - and I don't know if this is legal for a municipality to do or not, in stead of tax increases to fix our roads, why not hold monthly 50/50 draws. I bet you would exceed any income you would get from a tax increase.

Thank you

225-9
B9)



Office of the Dean, Western College of Veterinary Medicine
52 Campus Drive, Saskatoon, Saskatchewan Canada S7N 5B4
phone: (306) 966-7455 fax: (306) 966-7314
web: www.usask.ca/wcvm

RECEIVED
AUG 28 2013
CITY CLERK'S OFFICE
SASKATOON

City Clerk's Office
2nd Floor, City Hall
Saskatoon, Saskatchewan

To Whom It May Concern:

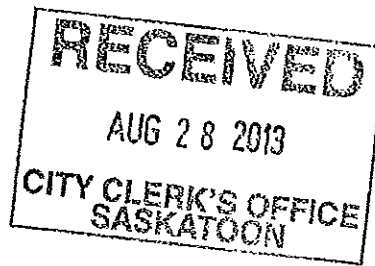
Please be advised that Dr. Peter Gilbert is no longer with the Western College of Veterinary Medicine. He will be replaced on the Advisory Committee on Animal Control by Dr. Duncan Hockley for the remainder of 2013.

Thanks.

Sincerely,

Sherry Stuber
Administrative Assistant
HR & General Administration
Western College of Veterinary Medicine
email: sherry.stuber@usask.ca

1500-1
B10)



110-2510 Kenderdine Road,
Saskatoon, Sask., S7N 4G5

August 26, 2013

Dear Saskatoon City Council;

Now that you have mismanaged our tax dollars by spending it on many capital projects, there is nothing left for our essential maintenance services. You have had our priorities wrong and our great-grand children will be paying for this cash short fall. You can talk all you want about our credit rating, but when the city [taxpayers] owe millions of dollars, it will take a long time to repay.

Part of the reason for these expenditures is not listening to the people who will be paying for them, not asking the right questions when these expenditures were proposed, only asking the people who would support your plans and the large debt they would incur. Now we are left with no choice but to raise taxes. For those of us living on a fixed income, our cost of living and property taxes have increased, forcing us to cut back on our essentials; food, clothing and sometimes medication since 2005. The utility companies have raised their rates regularly, but our pensions have not kept pace.

As you can see, I've been collecting newspaper clippings for the past few years that reinforce what I've been saying; I am not just one voice; I'm the voice that is telling you like it is!!!! I can't afford the paper anymore; I get the paper from friends once they have read it. Please read them and take appropriate action before you dig us into debt any deeper.

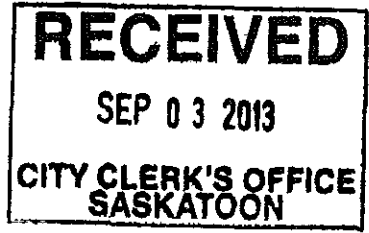
Sincerely, JA [Pat] Anderson.

A handwritten signature in cursive script that reads "Anderson".

175-48
B11



Saskatoon Downtown Business Improvement District



September 3, 2013

His Worship Mayor Donald Atchison
And members of City Council
Office of the City Clerk
222 Third Avenue North
Saskatoon, SK S7K 0J5

Dear Mayor Atchison and City Council:

RE: Appointment new Executive Director

Please be advised that effective Tuesday, September 3, 2013 Mr. Brent Penner took over as the new Executive Director for *The Partnership* Saskatoon Downtown Business Improvement District. Mr. Terry Scaddan has retired after 14 successful year's at the helm representing our organisation and our Downtown.

As you are aware Mr. Scaddan sat on the following committees' as a representative for *The Partnership*; Street Activity Steering Committee, Parking Committee, Municipal Heritage Advisory Committee, Safe Streets Commission, Combined Business Group, Visual Arts Placement Jury and the City Centre Plan Steering Committee. The Partnership respectfully requests that His Worship Mayor Atchison and members of City Council consider our recommendation to appoint Mr. Penner as the representative on behalf of our organization to sit on the committee's mentioned.

If you have any questions, or if we can be of further assistance, please do not hesitate to contact the undersigned by calling 306-664-0711.

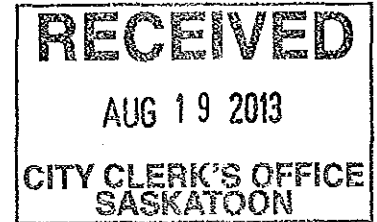
Sincerely,

Debbie Murphy
Debbie Murphy
Office & Program Manager

DM/

7920-1
B12

From: CityCouncilWebForm
Sent: Friday, August 16, 2013 10:09 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Emile Begin
7490 Southridge Ave.
Prince George, British Columbia
V2n 4Y5

EMAIL ADDRESS:

treesoap1@hotmail.com

COMMENTS:

Mayor, Council and Jeff Jorgenson (Utility Manager). Dear elected representatives and City Administration:

I recently viewed the City of Saskatoon's Council meeting presentation by Daeran Gall. He presented well-researched and scientifically known facts supporting stopping mass fluoridation. I heard Jeff Jorgenson's unqualified, highly generalized pro-fluoridation opinion. I find it very disturbing that he sees himself an expert supporting fluoridation, speaking on behalf of supporting professionals. Where and who are those supporting professionals and why were they unable to speak for themselves at this meeting? Will you provide the same courtesy to fluoridation experts who do not support fluoridation before making a decision? Please, there is more than one side to this story that must be recognized and understood.

I respectfully submit my letter and supporting references for your consideration, appreciating the topic is beyond emotionally charged. Fluorine the base of many different types of fluoride is a known toxin, with well-defined harmful effects (Canadian and Internationally) argued against possibly one uncertain benefit, to reduce cavities in some people. Fluoridation is not a perceived to be public, democratic right, it is a personal medical health choice regarding taking this medication. I wonder if the Oath of Office you, as elected officials have signed includes the responsibility to do no harm to all you govern over. Hydrofluorosilicic acid is a known class 8 corrosive toxin; please do not continue to add it to drinking water.

After over 60 years of research fluoride applied to drinking water remains a known toxic substance having limited, short term effects assisting with reducing (not preventing) cavities when applied topically by professionals. The distinction between topical application of pharmaceutical grade fluoride and drinking fluoride in hydrofluorosilicic acid must be acknowledged as significantly different. There remain over 4,000 professionals firmly against fluoridation, some who previously supported fluoridation. Supporters remain unable to agree on a safe level for human consumption (constantly changing downward as research is accepted).

I urge you to research the whole topic, respectfully considering all arguments, before forcing this toxic substance on children (Health Canada recommends children (babies) receiving formula use no

fluoridated water). If you have children I would ask you consider these questions; "Are you willing to place the health, well-being and lives of your children and those in the whole community (elderly, diabetics, kidney damaged, arthritis, different ethnicities, very young, athletes, old and all people in between) at risk of defined long term harm from the addition of class 8 corrosive, fluoride bearing acids in their drinking water when the experts can't figure it out?" Are you in favour of turning all of the people in the City into an experimental population?

In my current home City, Prince George, BC they have forced fluoridation on everyone since 1954 without informed consent, ignoring confirmed facts on fluoridation harm additionally ignoring legislation, moral and ethical humanities. The City recently built a Cancer Center, to respond to significantly higher levels of many different types of cancers including osteosarcoma, confirmed to be related to fluoride consumption. This form of cancer is known to be more toxic to young boys.

It is also important to consider that over 96.3% of British Columbians are fluoride free, with guidelines to reduce naturally occurring fluoride. Less than 3% of the population is being forced to drink fluoride.

I would ask you consider the advice from one of our previously leading medical consultants Dr. Gordon Foulkes. He was hired by the Province to rebuild the Health Care system in 1973. After providing advice in support of fluoridation, he changed his position to opposing fluoridation when he learned he had been provided "tainted truth" regarding limited fluoridation benefits.

Please, for the health of your children, families and friends, stop fluoridation in your City too. One last source to consider is a book called the Fluoride Deception by Christopher Bryson. It contains a very well documented history of fluoridation.

Thank-you for your time and consideration.

Sincerely

Emile Begin.

References (Additional available on request).

1. Dr. Bill Osmunson. October 2007. Adding Fluoride to Water Supplies, Time to re-evaluate. British Medical Journal. <http://www.bmj.com/rapid-response/2011/11/01/fluoridation-time-reevaluate>
2. Guidelines for Canadian Drinking Water Quality Summary Table. http://www.hc-sc.gc.ca/ewh-semt/alt_formats/pdf/pubs/water-eau/2012-sum_guide-res_recom/2012-sum_guide-res_recom-eng.pdf

Note: Only naturally occurring fluoride is identified as acceptable. Hydrofluorosilicic acid, the chemical used for most drinking water fluoridation is not listed as an acceptable fluoride carrying agent.

3. Guidelines for Canadian Drinking Water Quality. Health Canada. http://www.hc-sc.gc.ca/ewh-semt/alt_formats/hecs-sesc/pdf/pubs/water-eau/2011-fluoride-fluorure/2011-fluoride-fluorure-eng.pdf

Note: This is a guideline and not approved requirements. It is expected City's and governing bodies who have the authority to apply fluoridation will undertake due diligences, in a transparent manner, open to public and professional review, before considering applying fluoridation, confirming all facts both pro and against. Failure to follow the precautionary principal, should there be information identifying harm from uncontrolled fluoride use is a crime against humanity (Man's inhumanity to Man).

4. Presentation to the California Assembly Committee of Environmental Safety and toxic Materials. 1995. Richard G. Foulkes, Ba, MD. <http://www.sonic.net/kryptox/politics/lead20s.htm>
5. The Fluoride deception video. Christopher Bryson. <http://www.youtube.com/watch?v=ReJhMxTJVyo>

7920-1
B13

From: CityCouncilWebForm
Sent: Tuesday, August 27, 2013 10:58 PM
To: City Council
Subject: Write a Letter to City Council

RECEIVED
AUG 28 2013
CITY CLERK'S OFFICE
SASKATOON

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Maureen Jones
1205 Sierra Ave.
San Jose, CA USA, Other
95126

EMAIL ADDRESS:

maureenj@pacbell.net

COMMENTS:

Dear Honorable Mayor and Saskatoon City Council,

Fluoride is bad to bone and brain:

"Intake and Metabolism of Fluoride"

"Overall, an average of 86.8% of the dose was retained by the infants, which is about 50% higher than would be expected for adults. They concluded that ".the pharmacokinetics of fluoride in infants reveal(s) a completely different pattern compared to what has been found in adults." There is a clear need for more information about the renal handling and general metabolism of fluoride in young children and the elderly." Advances in Dental Research 8(1);5-14, June, 1994

Both osteosarcoma and hip fracture incidence are significantly linked to water fluoridated at the "optimal" 1 ppm. In three published studies, osteosarcoma is linked to rapidly growing bone of children rather than to adult bone.

1) Ph.D. dissertation student Elise Bassin, using the data collected by her Harvard professor Chester Douglass, first eliminated his data for adult males and females and then by looking at exposures for each year of age was able to uncover a 700% increased incidence of osteosarcoma for males exposed to fluoridated water (1 ppm) between age 5 and 10.

"The evaluation of age-specific effects distinguishes our study from the other investigations. Rothman (37) has warned that failure to identify the appropriate time window for exposure may result in misclassification which can adversely affect the ability to detect an association."
Bassin (2006) Cancer Causes and Control 17: 421-8.

2) Likewise, the Journal of American Medical Association, August 12, 1992 hip fracture study showed in Figure 1 that the age specific window-of-injury for women is the approximately fifteen years (perimenopause) prior to menopause, a period of increased bone remodeling and uptake of

embrittling fluoride. This age specific window resulted in a 100% increase in hip fracture for women at age 75 and would most likely have been much higher had the women grown up on fluoridated water as well.

Maureen Jones, Archivist for 19 years
Citizens for Safe Drinking Water
FluorideAlert.org
Keepers-of-the-Well.org
1205 Sierra Ave.
San Jose, CA 95126
408 297-8487

CHEMICAL & ENGINEERING NEWS

Brain damage in rats from fluoridated water

An animal study links low levels of fluoride in water to brain damage [Brain Res., 784, 284 (1998)]. The research was a collaboration among a chemist and two psychologists (including lead author Julie A. Varner) at Binghamton University, Binghamton, N.Y., and an EPA neurotoxicologist. Twenty-seven rats were divided into three groups and for one year were given either distilled water, distilled water with 2.1 ppm NaF-the same concentration of fluoride normally used in fluoridated drinking water-or distilled water with 0.5 ppm AlF₃. In both treated groups, the aluminum levels in the brain were elevated relative to controls. The researchers speculate that fluoride in water may complex with the aluminum in food and enable it to cross the blood-brain barrier. Both treated groups also suffered neural injury and showed increased deposits of B-amyloid protein in the brain, similar to those seen in humans with Alzheimer's disease. "While the small amount of AlF₃ . . . required for neurotoxic effects is surprising, perhaps even more surprising are the neurotoxic effects of NaF" at 2.1 ppm, the authors write.

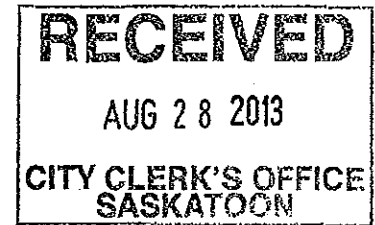
April 27, 1998 C&EN 29

Hydrogen bonding is a weak interaction that holds molecules together. They make and break easily and this is what makes them so versatile - indeed the hydrogen bonds formed between amides (the links between amino acids) are the most important weak hydrogen bonds in biological systems. That these can be disrupted by fluoride in the formation of much stronger bonds may explain how the chemically inert fluoride ion could interfere in the healthy operation of living systems. Thus some of the serious charges that are being laid at its door - genetic damage, birth defects, cancer and allergy response - may arise from fluoride interference after all.

Reference: New Scientist Jan. 22, 1981.

79201
B13

From: CityCouncilWebForm
Sent: Tuesday, August 27, 2013 10:54 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Maureen Jones
1205 Sierra Ave
San Jose, CA USA, Other
95126

EMAIL ADDRESS:

maureenj@pacbell.net

COMMENTS:

Dear Honorable Mayor and Council of Saskatoon,

Fluoride Enriches Uranium, Not Teeth.

Fluoride made the 1945 atomic bomb possible because fluoride is what enriches uranium. It is uranium-hexafluoride ("hex") that, when heated to a gas, separates the uranium isotope 235 from 238 and then can enrich isotope 235 to a 90% bomb-grade level.

1995 declassified letters are available at: Deepwater New Jersey Lawsuit. "Visit" the spring 1946 meetings of the Manhattan Project's top military with Dupont's attorneys and the FDA wherein they determined they must create a strategy to avert the growing litigation problems due to fluoride gas escaping from Dupont's processing facility. The military feared that any additional lawsuits could end the atomic bomb project.

An 8-page story, commissioned in 1997 by the Christian Science Monitor and based on the 1995 declassified documents, is available at: Fluoride, Teeth and The Atomic Bomb. One can see that water fluoridation, launched in 1945, was born of national security urgency at the highest level.

The University of California system has been the sole manager of Los Alamos National Laboratory since 1942, beginning with the Manhattan project. Currently, the American Dental Association's top spokesperson for water fluoridation, Dr. Howard Pollick, has long been employed at UC San Francisco.

Also, the net film, Fluoridegate is well worth watching, especially for Black Americans. Blacks have twice the incidence and twice the severity of dental fluorosis as white Americans. (1993, National Research Council Report, p. 45)

Baby Bottle Tooth Decay aka Early Childhood Caries:

After decades of fruitlessly promoting water fluoridation for the sake of disadvantaged children, the University of California San Francisco School of Dentistry announced on December 18, 2008 they had received a record \$24.4 million from the National Institutes of Health to figure out how to fight early childhood caries, also known as "baby bottle tooth decay" or "nursing caries".

Published Dental Literature Has Long Noted Fluoridation's Failure:

- 1) Auge, K. Denver Post Medical Writer. Doctors donate services to restore little girl's smile. The Denver Post, April 13, 2004. (Note: Denver, CO has been fluoridated since 1954.)
"Sippy cups are the worst invention in history. The problem is parents' propensity to let toddlers bed down with the cups, filled with juice or milk. The result is a sort of sleep-over party for mouth bacteria," said pediatric dentist Dr. Barbara Hymer as she applied \$5,000 worth of silver caps onto a 6-year-old with decayed upper teeth. Dr. Brad Smith, a Denver pediatric dentist estimates that his practice treats up to 300 cases a year of what dentists call Early Childhood Caries. Last year, Children's Hospital did 2,100 dental surgeries, many of which stemmed from the condition, Smith said, and it is especially pervasive among children in poor families.
- 2) Shiboski CH et al. The Association of Early Childhood Caries and Race/Ethnicity Among California Preschool Children. J Pub Health Dent; Vol 63, No 1, Winter 2003.
Among 2,520 children, the largest proportion with a history of falling asleep sipping milk/sweet substance was among Latinos/Hispanics (72% among Head Start and 65% among non-HS) and HS Asians (56%). Regarding the 30% and 33% resultant decay rates respectively; Our analysis did not appear to be affected by whether or not children lived in an area with fluoridated water.
- 3) California Department of Health Services, Maternal and Child Health Branch, 1995; Our Children's Teeth: Beyond Brushing and Braces.
33% of Head Start children and 13% of non-Head Start preschool children had Early Childhood Caries/Baby Bottle Tooth Decay (BBTD).
 - 1) In non-fluoridated urban regions, 40% of Hispanic preschool children had BBTD.
 - 2) In fluoridated urban regions, 45% of Asian Head Start preschool children had BBTD.
- 4) Allukian, M. Symposium Oral Disease: The Neglected Epidemic - What Can Be Done?
Introduction: Journal of Public Health Dentistry, Vol. 53, No 1, Winter 1993. "Oral Disease is still a neglected epidemic in our country, despite improvements in oral health due to fluoridation, other forms of fluorides, and better access to dental care. Consider the following: 50 percent of Head Start children have had baby bottle tooth decay." (Bullet #5 of 8.)
- 5) Barnes GP et al. Ethnicity, Location, Age, and Fluoridation Factors in Baby Bottle Tooth Decay and Caries Prevalence of Head Start Children. Public Health Reports; 107: 167-73, 1992.
By either of the two criterion i.e., two of the four maxillary incisors or three of the four maxillary incisors, the rate for 5-year-olds was significantly higher than for 3-year-olds. Children attending centers showed no significant differences based on fluoride status for the total sample or other variables.
- 6) Kelly M et al. The Prevalence of Baby Bottle Tooth Decay Among Two Native American Populations. J Pub Health Dent; 47:94-97, 1987.
The prevalence of BBTD in the 18 communities of Head Start children ranged from 17 to 85 percent with a mean of 53%. The surveyed communities had a mixture of fluoridated and non fluoridated

drinking water sources. Regardless of water fluoridation, the prevalence of BBTD remained high at all of the sites surveyed.

7) Watson MR et al. Caries conditions among 2-5-year-old immigrant Latino children related to parents' oral health knowledge, opinions and practices. *Community Dent Oral Epid*; 27: 8-15, 1999. The finding of 47% of the children having experienced dental caries in their primary teeth does not differ greatly with other studies of low socioeconomic status and racial ethnic groups. (Washington D.C. has been fluoridated since 1952.)

8) Weinstein P et al. Mexican-American parents with children at risk for baby bottle tooth decay: Pilot study at a migrant farmworkers clinic. *J Dent for Children*; 376-83, Sept-Oct, 1992. Overall, 37 of the 125 children (29.6 percent) were found to have BBTD. Compliance in putting fluoride drops in bottle once a day was identical between BBTD and non BBTD groups.

9) Bruerd B et al. Preventing Baby Bottle Tooth Decay: Eight-Year Results. *Public Health Reports*: 111; 63-65, 1996. In 1986, a program to prevent BBTD was implemented in 12 Head Start centers in 10 states. In three years BBTD decreased from 57% to 43%. Funding was discontinued in 1990.

10) Von Burg MM et al. Baby Bottle Tooth Decay: A Concern for All Mothers. *Pediatric Nursing*; 21:515-519, 1995. "Data from Head Start surveys show the prevalence of baby bottle tooth decay is about three times the national average among poor urban children, even in communities with a fluoridated water supply."

11) Blen M et al. Dental caries in children under age three attending a university clinic. *Pediatric Dentistry*; 21:261-64, 1999. Of 369 children who attended the University of Texas-Houston Health Center (Houston is fluoridated), 56% between 2 and 3 years old had decay. Among the 3 year olds, 46% had more than three decayed teeth. The children without decay were weaned from the bottle at an average age of 10 months. Those with severe decay were weaned at 16.9 months.

12) Kong D. City to launch battle against dental 'crisis'. *Boston Globe*, Nov. 27, 1999. 18% of children 4 years old and younger seen in the pediatric program at Tufts University School of Dental Medicine in 1995 had baby bottle tooth decay. Treatment can cost up to \$4,000 per child. Boston was fluoridated in 1978.

13) Thakib AA et al. Primary incisor decay before age 4 as a risk factor for future dental caries. *Pediatric Dentistry*; 19:37-41, 1997. In summary, initial primary incisor caries is a risk factor for developing future carious, extracted, and restored teeth.

14) Duperon DF. Early Childhood Caries: A Continuing Dilemma. *CA Dent Assoc J*; 23: 15-25, 1995. The primary precipitating factor for this 100 year old problem is prolonged use of the bottle or breast past 9 to 12 months of age. North American Indians have reported an incidence of 53 percent, Inuit (Eskimo) children have shown a 60%-65% incidence and Mexican American migrant farm workers, 30%.

Pit and Fissure Tooth Decay

"Fluoride primarily protects the smooth surfaces of teeth, and sealants protect the pits and fissures (grooves), mainly on the chewing surfaces of the back teeth. Although pit and fissure tooth surfaces only comprise about 15% of all permanent tooth surfaces, they were the site of 83% of tooth decay in U.S. children in 1986-87."

Selected Findings and Recommendations from the 1993/94 California Oral Health Needs Assessment.

"Because the surface-specific analysis was used, we learned that almost 90 percent of the remaining decay is found in the pits and fissures (chewing surfaces) of children's teeth; those surfaces that are not as affected by the protective benefit of fluoride."

Letter, August 8, 2000, from Jeffrey P. Koplan, M.D., M.P.H., CDC Atlanta GA.

"Nearly 90 percent of cavities in school children occur in the surfaces of teeth with vulnerable pits and grooves, where fluoride is least effective."

Facts From National Institute of Dental Research. Marshall Independent Marshall, MN, 5/92.

The Deception

Fluoridation has historically been "sold" to politicians and civic leaders by using photos of rampant Baby Bottle/Sippy Cup Tooth Decay (BBTD), a highly visible decay of the upper front teeth. The cause of the decay is high levels of strep mutans bacteria. Fluoridated water at 1 ppm does not kill this bacteria that, 1) colonize on tooth surfaces, 2) thrive and multiply on sugars, and 3) pass their acidic waste onto the dental enamel causing the damage we call tooth decay.

50 percent of U.S. Head Start children have Baby Bottle/Sippy Cup tooth decay from high levels of strep mutans bacteria. A steady source of sugar is supplied to the bacteria by sipping fluids rather than drinking fluids from a cup. The bacteria's acidic waste first ravages the primary teeth and then continues on to decay the permanent teeth.

In January 2000, Dr. Kathleen Thiessen, Senior Risk Assessment Scientist at SENES Oak Ridge Inc. Center for Risk Analysis, reviewed the 1993-94 California Oral Health Needs Assessment for the City of Escondido (Keepers-of-the-Well.org, #17 Effectiveness) and stated in her critique:

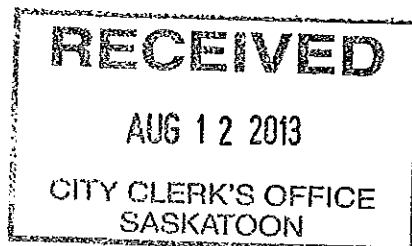
- 1) For preschool children, . any evaluation of the effectiveness of various measures (fluoridation) must control for the occurrence of BBTD and,
- 2) Any study of the effectiveness of a particular measure (fluoridation) in preventing dental caries must control for the presence of dental sealants, or the results will be meaningless. and,
- 3) In addition, if children with BBTD are thought to be more prone to developing caries in permanent teeth, then history of BBTD vs. caries incidence should be examined for both preschool and elementary children.

The dental literature is clear that elementary school children with a history of BBTD are indeed more prone to decay in permanent teeth. Therefore, controlling or adjusting for history of BBTD in elementary school children should be the norm but is never done! By not adjusting for BBTD history and sealants, dental studies of elementary school children can claim a (false) fluoridation benefit!

Maureen Jones, Archivist for 19 years
Citizens for Safe Drinking Water - www.Keepers-of-the-Well.org
Fluoride Action Network - www.FluorideAlert.org
1205 Sierra Ave.
San Jose, CA 95126
408 297-8487

1900-1
B14)

From: CityCouncilWebForm
Sent: August 12, 2013 12:58 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Neil Vogel
#408, 537 4th Avenue North
Saskatoon, Saskatchewan
S7K2M6

EMAIL ADDRESS:

neil.vogel@gmail.com

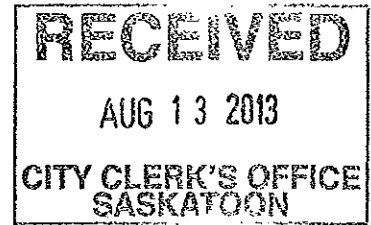
COMMENTS:

I found it completely outrageous that City council is again asking for another tax hike. You were elected to make the tough choices, i.e., if you need to spend more in one area (roads), you have to CUT from another area (no Art Gallery.)

It is not for you to use continuous tax increases to fund everything. As ratepayers, we deserve leadership - and leadership is not just upping taxes whenever you find a budget shortfall.

Stop being lazy and be real leaders, like you were elected to be. If you need more money for roads, cut from somewhere else. Our pockets are not limitless and we deserve better from those who stand to represent us.

From: CityCouncilWebForm
Sent: Monday, August 12, 2013 7:38 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Mitch Grimard
Tache Cres
Saskatoon, Saskatchewan
S7L 5G4

EMAIL ADDRESS:

grimards@gmail.com

COMMENTS:

Hello,
The citizens of Saskatoon do not want to pay EXTRA for the city's misuse of previous years funds to pay for road repair.

Lets be creative and charge a hotel tax as it is very difficult to get a room here let the tourist offset this burden.

Also, charge 1-2 cents per litre in a fuel tax to cover the costs. These are some examples that the city can collect revenue and not continually gouge the citizen

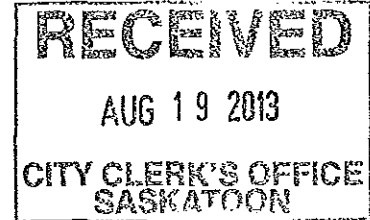
There is a limit of how much people can and will pay. Every turn the city makes it continually asks for more money... like the rid chips for garbage bins that will eventually result in another fee for us based on our weight used..

Its time to stop building monuments and have our basic needs met.

Mitch Grimard

Saskatoon
382-3848

From: morgcl@sasktel.net
To: City Council
Subject: No thank you, 9% increase for road repair



From: Chris [morgcl@sasktel.net]
Sent: August 12, 2013 3:05 PM
To: Paulsen, Tiffany (City Councillor)
Cc: Hudson, Janice (Clerks)
Subject: No thank you, 9% increase for road repair

Tiffany,

I am sorry to be writing to you again so soon but I can't agree to a 9% increase for road repairs (3% each year for the next three years). My wage increases for the next three years are 2.0%, 1.5 & 1.9. With other increases for utility's and taxes on the horizon this amount for road repairs seems excessive to me.

With the city funding projects like the police station and Art Gallery the tax increase could even be higher. The Mayor's income maybe sufficient to cover the extra expense but there are many like myself with limited resources and others on fix income that will have problems covering this large an increase. It could force some to consider selling there homes.

A more realistic number would be 1% for each of the next three years for a total of 3%. This may not generate the full amount required but it would be a starting point and would leave the city some breathing room if it needs to raise the mill rate for general operating expenses.

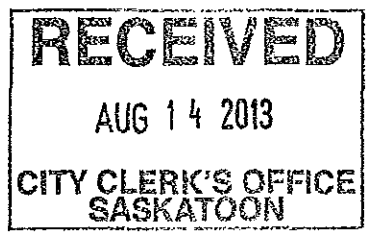
Please feel free to forward my comments on to the Mayor and the other Councillor's.

Thank you for taking the time to consider my concerns.

Chris Morgan
614 Emmeline Road,
Saskatoon, SK

morgc@sasktel.net

From: CityCouncilWebForm
Sent: Tuesday, August 13, 2013 9:21 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Phyllis Johnston
#115 - 325 Keevil Crescent
Saskatoon, Saskatchewan
S7N 4R8

EMAIL ADDRESS:

phyllis.johnston49@gmail.com

COMMENTS:

There is absolutely no doubt that the city has to address the dastardly state of its streets. In fact, this is ten years too late. As a retired non-pensioned person, I see another increase in property taxes will just take some more food off my table. Why should all the seniors who are no longer driving have to dip into their meager savings to repair roads they are not driving upon?

I still drive, I still use the roads, and I believe I should have some responsibility for rebuilds and upkeep. But instead of taxing my property (which is in fact a condo in a huge multi-unit complex), why not ad a "city only" road tax to every litre of fuel I put in my tank? This becomes a user-pay system. I suggest 1 cent per litre of gasoline and 2 cents per litre of diesel fuel (the larger vehicles that destroy the streets tend to run on diesel). Since all motorized vehicles require fossil fuel (except possibly two electric cars) every personal vehicle, public vehicle, transit bus, delivery truck, transport rig, grader, payloader, etc. will contribute to repairing the damage they are causing. Those who ride bikes or walk will be exempted since they won't get a property tax hike.

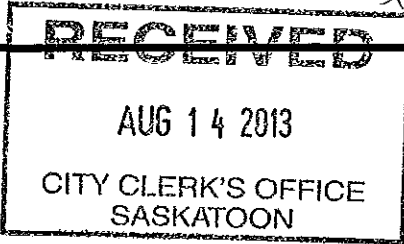
But, you say, this will be a bookkeeping nightmare. I say, no, all the petroleum re-sellers are already set up to calculate PST, GST, etc. POS systems can easily be programmed for CRT (city road tax) and the calculations should end up very accurate based on the volume that goes through the pumps. Merchandisers would then remit the CRT on a quarterly basis, and the City might even reimburse them for their efforts by offering free tickets to the Remai Arts Centre, a guided tour of the new police station, or a picnic on the Victory Majors site by the river.

Using concrete to rebuild the roads has great merit. One only has to drive between Portage la Prairie and Winnipeg on Hwy #1 to see that concrete has an almost never-ending life span. But there are a lot of "ifs". It will last IF the road base is properly prepared, IF the installation is correct, IF the concrete is of high quality. I would be terribly concerned if contracts were awarded to the same contractors who poured any of the sidewalks in University Heights. Go for a walk there, if you can, and see what happens when the base isn't prepared, the installation is lousy, and the concrete is

inferior. Should the same workmanship be applied to our streets, we will lose smart cars into the cracks within 5 years.

No, I don't want your jobs. I've served on a public board and it's impossible to please even 1% of the people half of the time. But I do hope you take into consideration some of the concerns I have raised and also think, "how would I handle this if I had to pay with my own money?"

6315-1
x1920-1



From: phyllis.johnston49@gmail.com
Sent: August 13, 2013 9:01 PM
To: Web E-mail - City Clerks
Subject: Increase of taxes for road maintenance
Importance: High

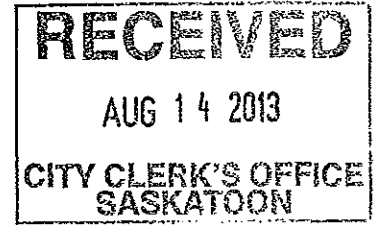
City of Saskatoon Website 'Contact Us' Message

To: City Clerk's Office
From: Phyllis Johnston "phyllis.johnston49@gmail.com"
Subject: Increase of taxes for road maintenance

Message: There is absolutely no doubt that the city has to address the dastardly state of its streets. In fact, this is ten years too late. As a retired non-pensioned person, I see another increase in property taxes just taking some more food off the table. Why should all the seniors who are no longer driving have to dip into their meagre savings to repair roads they are not driving upon? I still drive, I still use the roads, and I believe I should have some responsibility for rebuilds and upkeep. But instead of taxing my property (which is in fact a condo in a huge multi-unit complex), why not ad a "city only" road tax to every litre of fuel I put in my tank? This becomes a user-pay system. I suggest 1 cent per litre of gasoline and 2 cents per litre of diesel fuel (the larger vehicles that destroy the streets tend to run on diesel).
But, you say, this will be a bookkeeping nightmare. I say, no, all the petroleum resellers are already set up to calculate PST, GST, etc. POS systems can easily be programmed for CRT (city road tax) and the calculations should end up very accurate based on the volume that goes through the pumps. Merchandisers would then remit the CRT on a quarterly basis, and the City might even reimburse them for their efforts by offering free tickets to the Remai Arts Centre, a guided tour of the new police station, or a picnic on the Lake Placid site by the river.

6315-1
x 1920-1

From: CityCouncilWebForm
Sent: Wednesday, August 14, 2013 4:00 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Fred Biskal
527 Avenue H South
Saskatoon, Saskatchewan
S7M 1W7

EMAIL ADDRESS:

brights5337@shaw.ca

COMMENTS:

So you want to hike our taxes(FOR ROADS), all the while pretending to us that a major chunk of these taxes don't already exist and are being misappropriated for an unneeded art gallery, which would handily be rejected in a referendum or plebiscite and you know this already!!
I don't know which has truly been more irresponsible for our city, the elected or the electorate who puts these same unrealistic clowns back in.



RELY ON EVIDENCE

A Conservative mailout asks, "Who's on the right track to enhance Canada's fiscal strength?" One action listed is closing tax loopholes.

It's good to close tax loopholes, but it's more important to get the tax rates right.

The corporate share of federal revenues fell by three points, to 13 per cent in 2011-12 from 16 per cent in 2006-07, when the Harper

government cut business taxes to prime the economy. This presumes that private sector employers will spend the tax savings on job creation and research and development.

However, unlike water, money does not follow intractable physical laws. Large Canadian corporations have a \$300-billion pool of stagnant money, and the priming could have flowed into this pool instead of the economy.

Even if the tax reduction was used as a fiscal multiplier for economic growth as the government hoped, would it have been more effective to lower the rate only for small businesses, as these companies generally do not let money stagnate? Could the government have directed the three per cent

to the public sector, to create even more jobs? We will never know.

Whether free market proponents like it or not, our government is responsible for approximately 40 per cent of GDP. Every track it takes is a positive or negative fiscal multiplier. Once the three per cent is out of government hands, we have no control over its flow.

We need more evidence-based decisions from government.

Nancy Carswell
Shellbrook

TAXES GOING AWRY

I never thought that city council could induce strokes, but it appears it may be so. I am referring to the potential of another property tax increase.

Council says insufficient funds are available despite the growing population and the increased tax base. Property taxes were initiated to ensure that basic services to citizens are being met. At present, ours are not.

The original intent was to provide police, fire and ambulance, public works (waterworks system including sewage), garbage (collections/landfill) and street maintenance services. Nowhere was it suggested that our tax levies be used for a mayoral foreign trade mission, frivolous traffic bridge lights, the white elephant of River Landing or building of an unnecessary art gallery. The Mendel could have been renovated and expanded at much less cost.

We dutifully pay our taxes on the assumption that

intelligent decisions will be made. Sadly, this is not happening. It appears there is gross fiscal mismanagement at work. It is time for councillors to review their priorities, resulting in a more functional city.

A.G. Callias
Saskatoon

OPT FOR GATEWAY

Re: *Time for Harper to talk to Obama on Keystone* (SE, Aug. 8). President Barack Obama's lack of fortitude in approving Keystone XL should be a catalyst for Canada to fast-track the Northern Gateway Pipeline to Kitimat, B.C.

China and perhaps others will gladly build double-hulled ships to transport the oil. They will be bound to strict regulations that will be

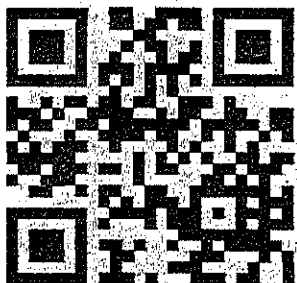
strongly enforced, something that did not occur with the Exxon Valdez horrible spill.

This will be a great opportunity for those in British Columbia who truly wish to be idle no more to acquire high-paying jobs, not only in building the pipeline but also in maintenance and other spinoff jobs.

The tragic disaster at Lac-Mégantic has shown everyone that rail is not the way to go.

If Obama prefers to continue taking oil from Venezuela, he is showing a total disregard for Canada. Shipping oil from South America to the U.S. appears to me to be a much more dangerous mode than a pipeline — not dangerous to the U.S. but to all points in between.

Floyd Gunter
Melfort



Scan this code to send a letter to the editor from your smartphone. For more information, see page A2.

LETTERS POLICY: The StarPhoenix welcomes letters, which are limited to 250 words and must include the writer's name, street address and phone number. Submissions will be verified and edited before publication. We publish the names and community of all letter writers. Do not send email attachments. Writing more than one letter a month is discouraged and open letters are not accepted. Send to: 204 Fifth Ave. N, Saskatoon, Sask. S7K 2P1, Fax: 657-6437, email: letters@thestarphoenix.com

I'll add Social Housing, that Proov & Fed govt's job.

RECEIVED
AUG 19 2013
CITY CLERK'S OFFICE
SASKATOON

From: CityCouncilWebForm
Sent: Wednesday, September 04, 2013 10:19 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Rick Reid
47 Simpson Cres
saskatoon, Saskatchewan
s7h3c5

EMAIL ADDRESS:

rick_reid@shaw.ca

COMMENTS:

Dear city council,
I am very concerned that you are thinking about increasing taxes dramatically to cover the cost of maintaining our city streets. In the last few years our streets have been steadily deteriorating and I see substantial portions of our budget going towards items that I will most likely never use or could very easily live without, river landing, the gallery, etc. I do however use our streets everyday. I have an alley that has very heavy traffic and is along side Greystone school, this summer the alley became almost impassable with pot holes as deep as 12 inches. I made several calls to get it filled and graded and after 2 months, the road was partially fixed 2 weeks before school started. This is not acceptable. I ask council to look at finding funding for our streets within our our current funding.
Thank you.
Rick Reid



City of
Saskatoon
Office of the City Clerk

222 - 3rd Avenue North
Saskatoon, SK S7K 0J5

ph 306•975•3240
fx 306•975•2784

(B15)

September 4, 2013

His Worship the Mayor and Members of City Council

**Re: Naming Suggestions for the Circle Drive South Bridge
(File No. CK. 6310-1)**

Attached are letters received providing naming suggestions for the Circle Drive South Bridge.

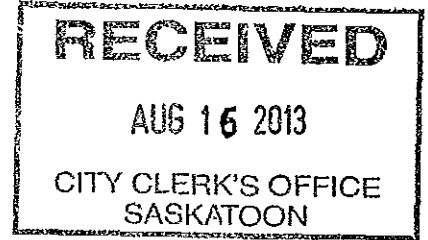
Yours truly,

A handwritten signature in black ink, appearing to read 'Joanne Sproule'.

Joanne Sproule
City Clerk

/ko
Attachment

From: CityCouncilWebForm
Sent: August 15, 2013 8:01 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Marc Ouellet
201 5th Street east
Saskatoon, Saskatchewan
S7H1E6

EMAIL ADDRESS:

oulmar@sasktel.net

COMMENTS:

hi I would like to submit a possible name for the new South Circle drive bridge. We have a premier in Saskatchewan that the City of Saskatoon has not paid any form of tribute to in any formal manner and that this may be an excellent example of some of his vision if you know much about him. That person is Walter Scott the first premier of Saskatchewan. He made numerous contributions to the province in many ways such as the legislature buildings, was an MP, MLA etc and briefly had a vision of everything should be large and the legislature is an example of that considering where it is in the size of all the other buildings in Canada. This current bridge is a large, imposing structure that I think exemplifies the vision he had for Saskatchewan at the turn of the century and that similar vision all Saskatoonians have currently. The bridge could be known as the Walter Scott Bridge. Thank you

O'Brien, Kathy (Clerks)

From: O'Brien, Kathy (Clerks)
Sent: September 04, 2013 11:32 AM
To: O'Brien, Kathy (Clerks)
Subject: Bridge Name

From: bigalsnot@sasktel.net [mailto:bigalsnot@sasktel.net]
Sent: July 23, 2013 7:40 PM
To: Web E-mail - City Manager
Subject: bridge name ,,,
Importance: High

City of Saskatoon Website 'Contact Us' Message

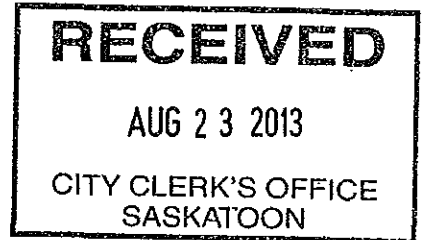
To: City Manager's Office
From: al mitchelmore "bigalsnot@sasktel.net"
Subject: bridge name ,,,
Message: i think the queen Elizabeth crossing would be nice ,,,the q e crossing ,,,

448 Avenue S South S7M 3A6

127
B16

Subject: Toronto City Council Member Motion to support Private Member's Bill C-322
Attachments: ▶ This is Horse Slaughter - YouTube.htm

From: janicerandall [mailto:janicerandall4@live.com]
Sent: Thursday, August 22, 2013 8:11 AM
To: Atchison, Don (Mayor's Office)
Subject: Toronto City Council Member Motion to support Private Member's Bill C-322



Dear Mayor:

On June 11 and 12, 2013, Toronto City Council unanimously passed a Motion (MM36.14) in support of the federal Private Members' Bill C-322 – An Act to amend the Health of Animals Act and the Meat Inspection Act (slaughter of horses for human consumption) <http://www.toronto.ca/legdocs/mmis/2013/mm/bgrd/backgroundfile-59216.pdf>. This Motion calls upon both the Ontario provincial and (Canadian) federal governments to adopt Bill C-322. <http://openparliament.ca/bills/41-1/C-322/>

If enacted, Bill C-322 would effectively shut down the slaughter of horses in Canada for human consumption. The premise of the Bill is that horses are not food-producing animals and many, if not most, are routinely administered drugs prohibited from entering the food chain. In effect it is irresponsible for Canada to permit the sale of horse meat given that horses have not been raised in accordance with food safety practices unlike other livestock. For example a powerful NSAID – phenylbutazone also known as bute - is a known carcinogen that is banned from use in any animal entering the food chain yet it is a common treatment for inflammation and pain in horses.

In 2012 approximately 67% of the horses slaughtered in Canada were imported from the US where no formal documentation of a horse's medication history exists. It is clearly a health concern. Moreover horses suffer immeasurably in transport to slaughter as well as during the slaughter process. Stunning is ineffective over 40% of the time using the captive-bolt which was developed for cattle. Horses are flight animals and have physiological attributes that do not make them good candidates for the captive-bolt and the kill boxes designed for cattle.

As the Canadian Horse Defence Coalition (CHDC) succinctly points out:

“The significance that Canada’s largest city adopted this Motion cannot be understated. The Motion recommends the Government of Ontario to prohibit the sale, movement and shipment of horses for the purpose of slaughter. This would stop the sale of horse meat at markets and restaurants, as well as ban the shipment of horses through Ontario, which is a major avenue for transport from the U.S. to Quebec slaughter plants. The sale of horses to kill buyers at OLEX and other livestock auctions would end. It would also provide the impetus for other provinces to follow suit, thus implementing the ban province by province.” <http://canadianhorsedefencecoalition.wordpress.com/2013/07/13/toronto-city-council-unanimously-passes-motion-in-support-of-bill-c-322/>

There are currently four horse slaughter facilities in Canada – two in Alberta and two in Quebec – and eight ports of entry from the US, all that funnel horses to these destinations across provincial borders. And it is not just US horses that end up at the slaughterhouses the other 33% are Canadian and come from numerous locations across Canada. Ultimately there are no boundaries to horse slaughter.

Horses have long been considered companions rather than livestock. With this in mind together with the issue of prohibited drug residues could you kindly consider opening a debate on horse slaughter and its implications on food safety and the welfare of the horse at your next council meeting?

I hope you will join the 80% of people in North America against horse slaughter. Thank you for your attention, it is most appreciated.

for our horses and for the sake and reputation of Canada

Janice Randall
Box 848
Evansburg, Alberta
T0E 0T0

Subject: STOP HORSE SLAUGHTER IN CANADA

RECEIVED

AUG 23 2013

CITY CLERK'S OFFICE
SASKATOON

From: Tiffin, Robin RQHR [mailto:Robin.Tiffin@rqhealth.ca]
Sent: Thursday, August 22, 2013 2:19 PM
To: Atchison, Don (Mayor's Office)
Subject: STOP HORSE SLAUGHTER IN CANADA

Dear Mayor,

(STOP HORSE SLAUGHTER IN CANADA): Toronto City Council Member Motion to support Private Member's Bill C-322

On June 11 and 12, 2013, Toronto City Council unanimously passed a Motion (MM36.14) in support of the federal Private Members' Bill C-322 – An Act to amend the Health of Animals Act and the Meat Inspection Act (slaughter of horses for human consumption)<http://www.toronto.ca/legdocs/mmls/2013/mm/bgrd/backgroundfile-59216.pdf>. This Motion calls upon both the Ontario provincial and (Canadian) federal governments to adopt Bill C-322.<http://openparliament.ca/bills/41-1/C-322/>

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In 2012 approximately 67% of the horses slaughtered in Canada were imported from the US where no formal documentation of a horse's medication history exists. It is clearly a health concern. Moreover horses suffer immeasurably in transport to slaughter as well as during the slaughter process. Stunning is ineffective over 40% of the time using the captive-bolt which was developed for cattle. Horses are flight animals and have physiological attributes that do not make them good candidates for the captive-bolt and the kill boxes designed for cattle.

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<http://canadianhorsedefencecoalition.wordpress.com/2013/07/13/toronto-city-council-unanimously-passes-motion-in-support-of-bill-c-322/>

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I hope you will join the 80% of people in North America against horse slaughter. Thank you for your attention, your feedback is most appreciated.

Sincerely,

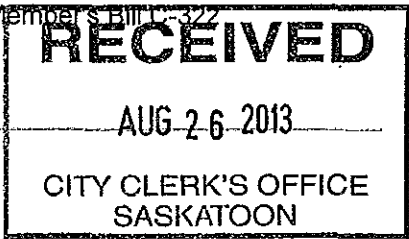
Robin Tiffin

*Master Schedule Creator
2755 Avonhurst Drive
robin.tiffin@rqhealth.ca
766-6086*

3209 Whitmore Ave
Regina SK
S4S 1C1

127-1

Subject: RE: Toronto City Council Member Motion to support Private Member's Bill C-322



From: Heather Clemenceau [mailto:heather.clemenceau@sympatico.ca]
Sent: Friday, August 23, 2013 2:35 PM
To: Atchison, Don (Mayor's Office)
Subject: [SPAM] - Toronto City Council Member Motion to support Private Member's Bill C-322 - Found word(s) drugs drugs in the Text body

Dear Mayor Atchison,

On June 11 and 12, 2013, Toronto City Council unanimously passed a Motion (MM36.14) in support of the federal Private Members' Bill C-322 – An Act to amend the Health of Animals Act and the Meat Inspection Act (slaughter of horses for human consumption) <http://www.toronto.ca/legdocs/mmis/2013/mm/bgrd/backgroundfile-59216.pdf>. This Motion calls upon both the Ontario provincial and (Canadian) federal governments to adopt Bill C-322. <http://openparliament.ca/bills/41-1/C-322/>

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There are currently four horse slaughter facilities in Canada – two in Alberta and two in Quebec – and eight ports of entry from the US, all that funnel horses to these destinations across provincial borders. And it is not just US horses that end up at the slaughterhouses the other 33% are Canadian and come from numerous locations across Canada. Ultimately there are no boundaries to horse slaughter.

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I hope you will join the 80% of people in North America against horse slaughter. Thank you for your attention, it is most appreciated.

Sincerely,

Heather Clemenceau

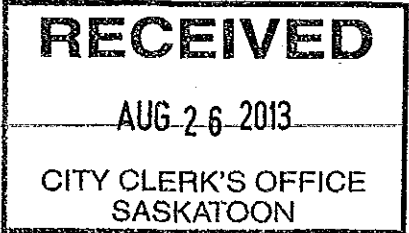
23 Luxton Avenue

Aurora, ON

905-751-0897

127-1

Subject: RE: Toronto City Council unanimously passes Motion in support of the federal Private Members' Bill C-322



From: Jane Allin [mailto:ajpeapod@gmail.com]
Sent: Monday, August 26, 2013 12:54 PM
To: Atchison, Don (Mayor's Office)
Cc: Hill, Darren (City Councillor); Lorje, Pat (City Councillor); Iwanchuk, Ann (City Councillor); Davies, Troy (City Councillor); Donauer, Randy (City Councillor); Clark, Charlie (City Councillor); Loewen, Mairin (City Councillor); Olauson, Eric (City Councillor); Paulsen, Tiffany (City Councillor); Jeffries, Zach (City Councillor)
Subject: [SPAM] - Toronto City Council unanimously passes Motion in support of the federal Private Members' Bill C-322 - Found word(s) drugs drugs in the Text body

Dear Mayor Atchison

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Sincerely,

Jane Allin
790 Somerset Crescent
Kingston, ON K7P 1G4



City of
Saskatoon

Saskatoon Development
Appeals Board

c/o City Clerk's Office
222 - 3rd Avenue North
Saskatoon, SK S7K 0J5

ph 306•975•3240
fx 306•975•2784

B17)

August 9, 2013

His Worship the Mayor
and Members of City Council

Ladies and Gentlemen:

**Re: Development Appeals Board Hearing
Refusal to Issue Building Permit
Proposed One-Unit Dwelling
(With Enclosed Rooftop Landing Area Exceeding
Maximum Allowable Gross Rooftop Area)
1611 Prince of Wales Avenue - R2 Zoning District
Ken Bartsch
(Appeal No. 16-2013)**

In accordance with Section 222(3)(c) of *The Planning and Development Act, 2007*, attached is a copy of a Notice of Hearing of the Development Appeals Board regarding the above-noted property.

Yours truly,

for **Shellie Bryant**
Secretary, Development Appeals Board

SB:ks

Attachment

Templates\DABs\Mayor.dot



City of
Saskatoon

Saskatoon Development
Appeals Board

c/o City Clerk's Office ph 306•975•3240
222 - 3rd Avenue North fx 306•975•2784
Saskatoon, SK S7K 0J5

NOTICE OF HEARING - DEVELOPMENT APPEALS BOARD

DATE:	Monday, August 26, 2013	TIME:	4:00 p.m.
PLACE:	Committee Room E, Ground Floor, North Wing, City Hall		
RE:	Refusal to Issue Development Permit Refusal to Issue Building Permit Proposed One-Unit Dwelling (With Enclosed Rooftop Landing Area Exceeding Maximum Allowable Gross Rooftop Area) 1611 Prince of Wales Avenue – R2 Zoning District Ken Bartsch (Appeal No. 16-2013)		

TAKE NOTICE that Ken Bartsch has filed an appeal under Section 219(1)(b) of *The Planning and Development Act, 2007*, in connection with the City's refusal to issue a Building Permit to construct a one-unit dwelling at 1611 Prince of Wales Avenue.

The property is located in an R2 Zoning District. Section 8.4.4(7) of the Bylaw states that the maximum building height for a one-unit dwelling in an established neighbourhood is 8.5 metres. Section 5.11(1)(f) states that the height limitations of the bylaw shall not apply to mechanical penthouses and necessary mechanical appurtenances, provided they are erected only to such heights as is necessary, and provided they do not cover more than 10% of the gross roof area upon which they are located.

Based on the information provided, the overall proposed building height is 9.8 metres. Exclusion of the enclosed landing area that provides necessary access to your rooftop terrace from the building height calculation makes the proposed dwelling compliant with the maximum building height. However, the gross roof area upon which the structure is located is calculated to 90.952 m² (979 sq. ft). The enclosed structure is calculated to be 11.055 m² (119 sq. ft.), which covers 12.16% of the gross roof area.

The Appellant is seeking the Board's approval to allow the proposed one-unit dwelling as submitted.

Development Appeals Board
Appeal 16-2013

Anyone wishing to provide comments either for or against this appeal can do so by writing to the Secretary, Development Appeals Board, City Clerk's Office, City Hall, Saskatoon, Saskatchewan, S7K 0J5 or email development.appeals.board@saskatoon.ca. Anyone wishing to obtain further information or view the file in this matter can contact the Secretary at (306) 975-2880.

Dated at SASKATOON, SASKATCHEWAN, this **9th** day of **August, 2013**.

Shellie Bryant, Secretary
Development Appeals Board



City of
Saskatoon

Saskatoon Development
Appeals Board

c/o City Clerk's Office
222 - 3rd Avenue North
Saskatoon, SK S7K 0J5

ph 306•975•3240
fx 306•975•2784

B18)

August 26, 2013

His Worship the Mayor
and Members of City Council

Ladies and Gentlemen:

**Re: Development Appeals Board Hearing
Refusal to Issue Sign Permit – Sign Group 1
Permanent Wall Sign
(Exceeding Maximum Allowable Sign Face Area)
2930 McClocklin Road – R1A Zoning District
Dale Deptuck for Hampton Free Methodist Church
(Appeal No. 17-2013)**

In accordance with Section 222(3)(c) of *The Planning and Development Act, 2007*, attached is a copy of a Notice of Hearing of the Development Appeals Board regarding the above-noted property.

Yours truly,

Elaine Long, Secretary
Development Appeals Board

EL:ks

Attachment



City of
Saskatoon
Saskatoon Development
Appeals Board

c/o City Clerk's Office ph 306•975•3240
222 - 3rd Avenue North fx 306•975•2784
Saskatoon, SK S7K 0J5

NOTICE OF HEARING - DEVELOPMENT APPEALS BOARD

DATE:	Monday, September 16, 2013	TIME:	4:00 p.m.
PLACE:	Committee Room E, Ground Floor, South Wing, City Hall		
RE:	Refusal to Issue Sign Permit – Sign Group 1 Permanent Wall Sign (Exceeding Maximum Allowable Sign Face Area) 2930 McClocklin Road – R1A Zoning District Dale Deptuck for Hampton Free Methodist Church (Appeal No. 17-2013)		

TAKE NOTICE that Dale Deptuck has filed an appeal under Section 219(1)(b) of *The Planning and Development Act, 2007*, in connection with the City's refusal to issue a Permanent Sign Permit for Hampton Free Methodist Church located at 2930 McClocklin Road.

The property is zoned R1A. Section 8.3.5 of the Zoning Bylaw states that the regulations governing Signs in an R1A District are contained in Appendix A – Sign Regulations. Section 3.1.3.4 of Appendix A provides restrictions of Wall Signs and states that for non-residential buildings (excepting bed and breakfast homes, daycare and preschools, custodial care facilities and home occupations) and multiple-unit residential buildings, the maximum sign face area of wall signs must not exceed 1.2 m².

Based on the information provided, the proposed sign face area is 3.46 m², which exceeds the maximum sign face area allowed by 2.26 m².

The Appellant is seeking the Board's approval to allow the proposed permanent wall sign as submitted.

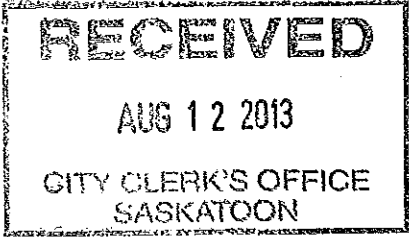
Anyone wishing to provide comments either for or against this appeal can do so by writing to the Secretary, Development Appeals Board, City Clerk's Office, City Hall, Saskatoon, Saskatchewan, S7K 0J5 or email development.appeals.board@saskatoon.ca. Anyone wishing to obtain further information or view the file in this matter can contact the Secretary at (306) 975-2780.

Dated at SASKATOON, SASKATCHEWAN, this 26th day of August, 2013.

Elaine Long, Secretary
Development Appeals Board

6320-1 C1)

From: CityCouncilWebForm
Sent: August 10, 2013 9:53 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Florence Scheepers
1305 13th st east
Saskatoon, Saskatchewan
S7H0C5

EMAIL ADDRESS:

fps774@mail.usask.ca

COMMENTS:

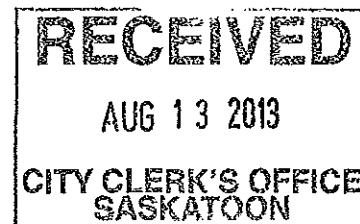
Hello, I am a resident in the Varsity View area and I have been living here for about four years. At the intersection between Wiggins Ave. and 14th Street I've witness several car accidents: Most minor fender benders but also some serious crashes. There is a stop sign on 14th Street but it appears to be missed by many drivers causing them the hit traffic heading down Wiggins Ave. In addition, drivers on Wiggins speed excessively, which only makes the issue more serious. Earlier today I saw the result of another crash where a passenger in one of the cars had to be taken to the emergency: this would be the seventh crash I've witnessed since moving to the area. Neighbours told me of another fender bender they saw only last week at the same intersection. My request is for some effort to reduce the number of crashes at the 14th Street and Wiggins Ave. intersection and perhaps others like it in the area: either by introducing a four way stop or a traffic light. I believe this could also reduce the number of drivers speeding as well.

Thank you very much

Florence Scheepers

6320-1
(ca)

From: CityCouncilWebForm
Sent: Monday, August 12, 2013 5:48 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

anne hanson
321 mccormack road
saskatoon, Saskatchewan
S7M 4T1

EMAIL ADDRESS:

anneh@sasktel.net

COMMENTS:

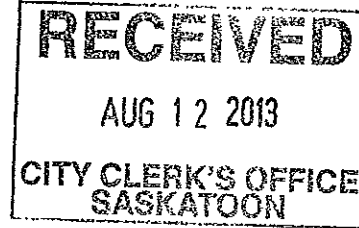
I am frustrated and confused about how to get a response from a member of city council. I sent e-mails to my representative and had no response. Do I have to send a letter to the whole council to be heard? My email suggested a barricade be put along 23rd street. A while ago there was a barricade erected, and I was happy to see that. After a couple days the barricade was taken down. My suspicion is that motorists complained about being slowed down. I figure there should be about four such barricade along 23rd street between Avenue P and Avenue H. My other concern, which I phoned about, is the necessity of having a walk light on Spadina where people cross going to and coming from the Mendel Art Gallery. When I phoned I was told it was under advisement, etc. That was over a year ago. That crossing is most unsafe because the pedestrian has a really hard time knowing when to cross--a walk light would fix that.

I think far too much time is spent, in government, to study things. For example, I read in the paper today that the city is going to study the dangerous intersections. What is to study? People drive like idiots--study done. One solution for those dangerous places would be to install cameras. I know it infringes on people's rights, etc.--blah blah, but it does help to slow people down and make them more aware.

Thanks for your consideration. I hope to hear from somebody.

4000-13

C3)



August 12, 2013

The Mayor and Saskatoon City Council
c/o City Clerks Office
City Hall, 222 - 3rd Avenue South
Saskatoon, SK S7K 0J5

Your Worship and City Councillors:

The Riversdale Business Improvement District (RBID) has been diligently working on building a stronger connection between the South Saskatchewan River and the 20th Street Commercial Corridor since it was identified as a priority in 1999. With preliminary streetscaping in the 300 blocks of Avenues A, B, and C South, the vision has been consistent through the Southeast Riversdale Design Plan of 2001, and the South Downtown Local Area Design Plan of 2004 to link 20th Street West in a stronger and more unified manner.

While we were instrumental in supporting the establishment of the Saskatoon Farmers' Market and Business Incubator as directed by the Riversdale-West Central Business Development Strategy released in 2001, it came with the realization that 19th Street West and the newly created River Landing District would need a seamless transition to the 20th Street Business Corridor.

Now, with evidence strongly supporting the attraction of residents to the Farmers' Market and Riversdale's many new businesses, the newly opened Circle Drive South Bridge is quickly transitioning the traffic flow as planned. We are better prepared to adapt 19th Street West between Avenue A to Avenue C as a properly functioning pedestrian friendly corridor by installing parking as was designed initially with the vision here.

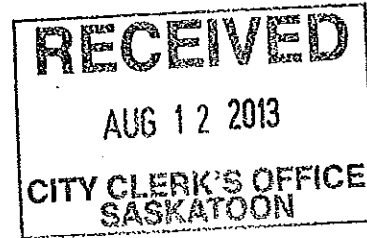
The Riversdale Community Association has also requested traffic calming measures on 19th Street West and the installation of metered parking stalls would alleviate some of this concern on behalf of the many residents and visiting customers that continue to increase as successful business enterprises and infill housing projects are completed and homeowners move here.

We would like to proceed with plans to meet with Administration to further advance what is truly becoming a special place as the City of Saskatoon and the Riversdale BID have envisioned.

Regards,

A handwritten signature in black ink, appearing to read "Randy Pshebylo". The signature is fluid and cursive.

Randy Pshebylo, BDM
Executive Director



August 12, 2013

The Mayor and Saskatoon City Council
c/o City Clerks Office
City Hall, 222 - 3rd Avenue North
Saskatoon, SK S7K 0J5

Your Worship and City Councillors:

The Riversdale Business Improvement District (RBID) has long sought after remedial action of the vacant lands located on the 20th Street Commercial Corridor between Avenue K and the CPR Railroad, south to 19th Street West. Many seemingly insurmountable challenges have presented themselves as new opportunities as of late, and we are excited about pursuing them.

For many years this area has been labeled a "Civic Centre Desert" where many new and young families face some hardships with accessing existing facilities located elsewhere. Transportation, winter conditions, financial costs, and lack of area amenities are all pointing to the need to address the pent up demand for activities and education in this centrally located area which will serve many neighbourhoods. It also complements this now easily accessed area due to the new Circle Drive South Bridge providing a connection to the Southwest Quadrant of Saskatoon.

Given the opportunities before us with new residents buying existing housing stock and adding infill housing, the City's plan to house more residents here means we need to meet the commercial, retail, service and Physical Activity needs of our families with children, and seniors moving here.

A Civic Centre on this location would serve the communities from Holiday Park, King George, Riversdale, Pleasant Hill, Caswell Hill, Westmount and surrounding areas very well. Given the rapid sale of new housing developments which have not yet completed construction, it is clear a new wave of creative people are moving to this area and will be better served with access to neighbourhood amenities. The Civic Centre will be a focal point for many newcomers along with long-time area residents who need a facility like other areas of Saskatoon already have.

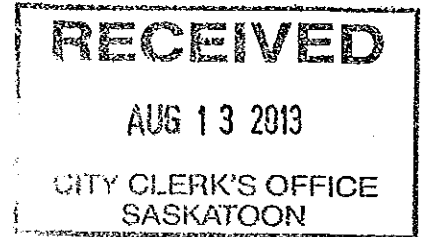
We would be most eager and pleased to participate with the local community associations in the planning and development of a much needed facility to serve our community.

Regards,

Randy Pshebylo, BDM
Executive Director

4205-15)

From: CityCouncilWebForm
Sent: August 13, 2013 12:36 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Donna Jamieson
210 Thode Ave.
Saskatoon, Saskatchewan
S7W 1A1

EMAIL ADDRESS:

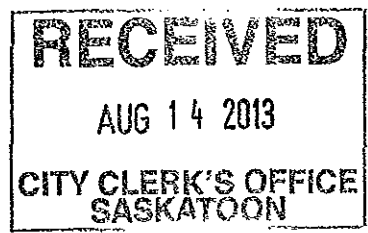
dcjamieson@shaw.ca

COMMENTS:

I have just sent another e-mail to our Councillor Zach Jeffries along with a picture of a portion of Wallace Park in Willowgrove. Today the City lawn mower had to be towed out as two of the homes with the back yard facing east deems it necessary to put their corrugated hoses from their sump pump draining into the park. Mr. Jeffries has told me this is illegal as it should be but to date nothing has been done. Just how long does it take to have this taken care of? You can get the picture from Mr. Jeffries.

6315-)
C6)

From: CityCouncilWebForm
Sent: Tuesday, August 13, 2013 6:14 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Bill Nixon
1617 Landa Street
Saskatoon, Saskatchewan
S7J 0P5

EMAIL ADDRESS:

wknixon@gmail.com

COMMENTS:

Somehow I feel writing to my city councilor is futile, as my last e-mail was never acknowledged, however, I feel that as a democracy I have a say in where my tax dollars go.

While everyone will agree that Saskatoon's infrastructure is falling apart due to years of neglect and poor repair practice, there are a few things to consider when implementing a huge increase in taxes to cover the rehabilitation of Saskatoon's infrastructure.

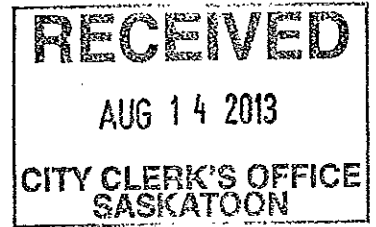
- Are the current regulations governing road construction in general rigorous enough to sustain the traffic flow that the city is experiencing
- How will this tax increase affect low income families
- Along with tax increases comes rent increases to cover the cost
- Does the 3% over 3 years go into a special fund for infrastructure repair only or is it part of the general accounts
- After 3 years do our taxes drop back to current rates or must the residents pay these taxes on a continuous basis
- Will the City modify their practice in how pot holes and street repair is currently done - When working on a water or sewer line, the hole is filled with gravel and traffic compacts the gravel until here is a major pot hole, more gravel added, more traffic, and eventually some pavement is thrown on top - it settles to form a dip and within no time there is a pot hole. Opening up these areas is necessary for water and sewer work. How it is opened and closed could be modified to provide a better surface that may not lead to an immediate pot hole. Once the work is completed, proper compaction of fill material and placement of pavement could possibly alleviate the need for continuous return to the problem area and the continuous formation of potholes. Sure, it may be more work and a bit higher cost initially but look at where we are at with the current program. Once an area has been dug up a number of times, which happens on many of our streets, the whole block should be repaved.

I think one of the things that the Mayor and all Councilors can be assured of with a major raising of taxes such as this - City Hall better take a long hard look at where and how tax payer money is being used in each and every Department. The Councilors have to ask the hard questions, maybe upset a few managers, but that is what a Councilor is there for. Each Department will have to operate more efficiently and it is up to the Councilors to scrutinize how they are being run. City Hall must do its part as well.

Personally I would like to see Council come up with a better solution than raising taxes.

4020-1
C7)

From: CityCouncilWebForm
Sent: Tuesday, August 13, 2013 9:08 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Vernon Marzolf
214 Beerling Crescent
Saskatoon, Saskatchewan
S7S 1K4

EMAIL ADDRESS:

vernon@sasktel.net

COMMENTS:

Dear Mayor & Council

Re: Canada Post Building

I was SHOCKED when the city did not purchase the building in 2006. I am sure that the Federal Government was shocked as well.

The Federal Government gave the City the "First Right of Refusal" because even the Federal Government could recognize the value of the building to the City!!!!

The City did NOT take advantage of the "First Right of Refusal" because the City could not see the value in the building in 2006!!!!

So what has changed in the value except the \$10 million ??????????

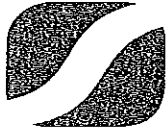
If the City could not see the value in 2006 at \$2.7 million how could the City ever see the value today at \$13 million????

I am SHOCKED again that the City would now consider purchasing the building today at an additional \$10 million !!!!!

I doubt if Council has even had the building appraised!!!! I would not do any real estate transaction without an appraisal!!!

So what I see here is both ends of the spectrum!!!!

Sincerely
Vernon Marzolf

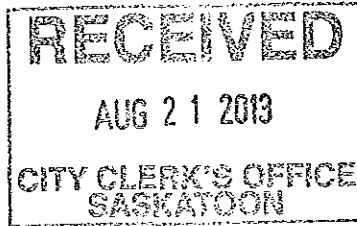


City of
Saskatoon

Office of the City
Manager

222 - 3rd Avenue North
Saskatoon, SK S7K 0J5 fx 306•975•3048
Phone: (306) 975-3655

4020-1



August 19, 2013

Mr. Vernon Marzolf
214 Beerling Crescent
Saskatoon SK S7S 1K4

Dear Mr. Marzolf:

Re: Canada Post Building – 202 – 4th Avenue North
(File No. 4020-30)

In response to your email of August 13, 2013, directed to the Mayor and Members of City Council, I would like to provide you with some clarification regarding the City of Saskatoon's current and past interest in acquiring the former Post Office property at 202-4th Avenue North.

The City had considered acquiring the property back in 2006; however, at that time the intended use of the property was for Saskatoon Police Service. Upon detailed review of the Police Service's space requirements, it was determined the building would not accommodate its long-term needs. Accordingly, the option to purchase the property was not exercised, and Vecima Networks subsequently acquired the property.

Now in 2013, the City of Saskatoon once again has been provided the opportunity to acquire the property. However, this time, the intended use of the building is to accommodate the corporation's long-term office space requirements. Ideally situated immediately across from City Hall, the property provides an excellent solution to both our immediate and long-term space needs.

Although the sale price of \$13.4M agreed to with Vecima is higher than the asking price in 2006, the building is not the same as it was then nor is the Saskatoon real estate market.

Vecima Networks invested approximately \$7M in upgrades to the mechanical and electrical systems. In addition, the main floor and a portion of the second floor have been completely renovated, and are now leased to external tenants deriving annual lease revenue of approximately \$460,000.

Both the City of Saskatoon and Vecima Networks have had independent market value appraisals completed on the property. The resulting sale price was negotiated based on these appraisals.

Sincerely,

Keith Pfell
Real Estate Manager

KP:blm

copy: City Manager
City Clerk

RECEIVED

AUG 15 2013

(8)

From: rtmpinel@sasktel.net
Sent: August 14, 2013 9:25 PM
To: Web E-mail - Mayor's Office; Web E-mail - City Clerks; Donauer, Randy (City Councillor); Loewen, Mairin (City Councillor); Paulsen, Tiffany (City Councillor); Lorje, Pat (City Councillor); Hill, Darren (City Councillor); Clark, Charlie (City Councillor); Iwanchuk, Ann (City Councillor); Davies, Troy (City Councillor); Olauson, Eric (City Councillor); Jeffries, Zach (City Councillor)
Cc: Darlene & Norman; Duane Pochylko; Elaine Weenk; Rene J. Pinel; Chris Rutkowski
Subject: Lot # 114 Brookmore Crescent in Briarwood
Attachments: IMG_0001.jpg; IMG_0002.jpg; IMG_0003.jpg; IMG_0004.jpg; IMG_0005.jpg; IMG_0006.jpg; IMG_0007.jpg; IMG_0008.jpg; IMG_0009.jpg; IMG_0010.jpg; IMG_0011.jpg; IMG_0012.jpg; IMG_0013.jpg; IMG_0014.jpg; IMG_0015.jpg; IMG_0016.jpg; IMG_0017.jpg

His Worship the Mayor and Members of the City Council,

Please open up all 17 pictures. This lot # 114 on Brookmore Crescent in Briarwood was purchased around the year 2000. It as been full of weeds since then. Every year he says he will build, but nothing happens. This lot is a disgrace to the Briarwood Community.

Everyone has a nice yard and we as there neighbour at 110 Brookmore, has to put up with this nonsense, which lowers our property value.

There weeds is spreading all over and we have to spend money to spray for weeds and it is terrible.

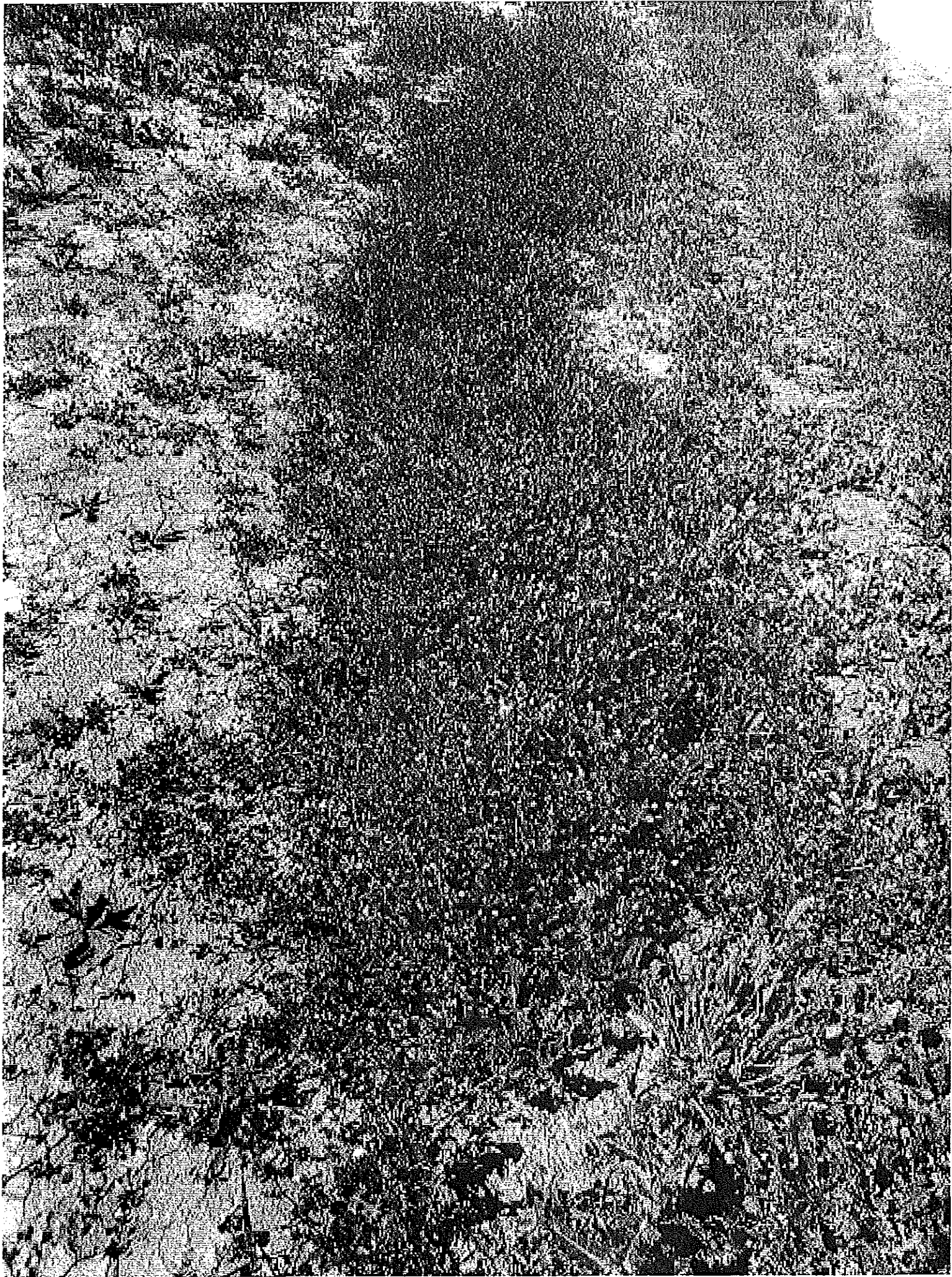
He purchased this lot prior to 2006 and the City should pass a bylaw that any lot, purchased prior to 2006 should be developed withing a time.

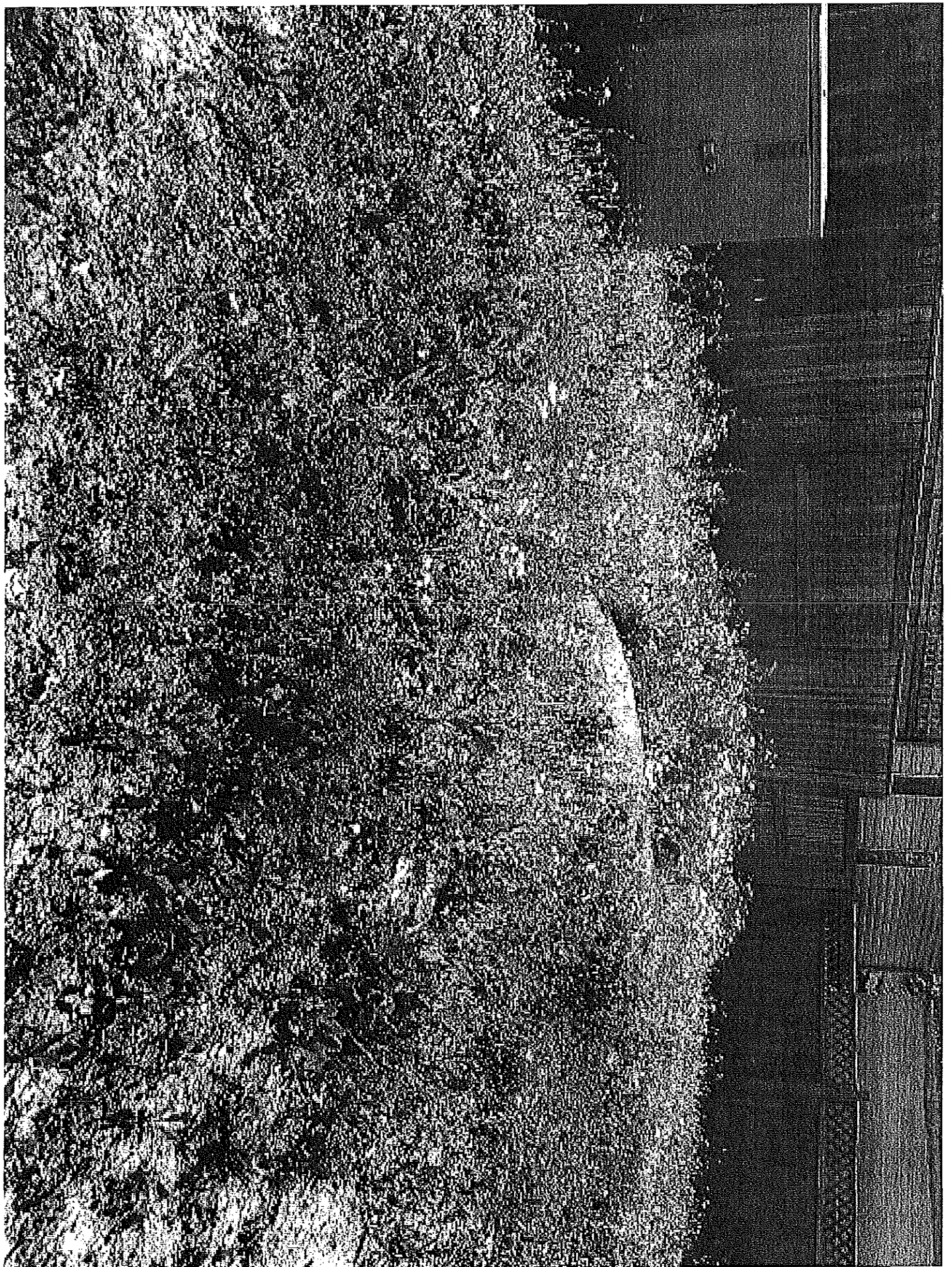
The whole City Council should drive here and see for themself and we know the City Council would not put up with this in there community.

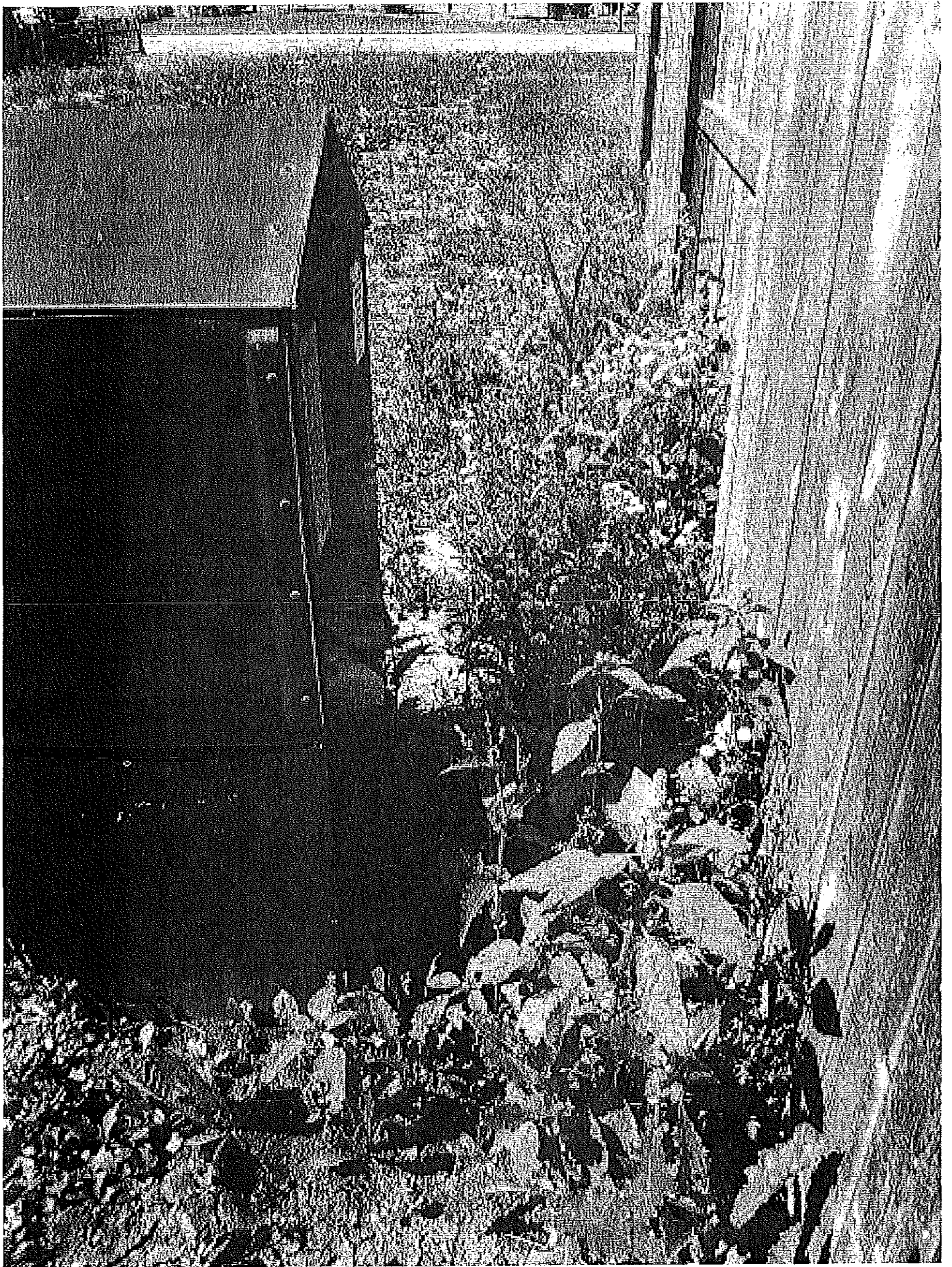
Please do something, everyone in Briarwood is sick looking at this lot.

Yours Truly,
René Pinel

110 Brookmore Cr.
Saskatoon SK
S7V 1C1

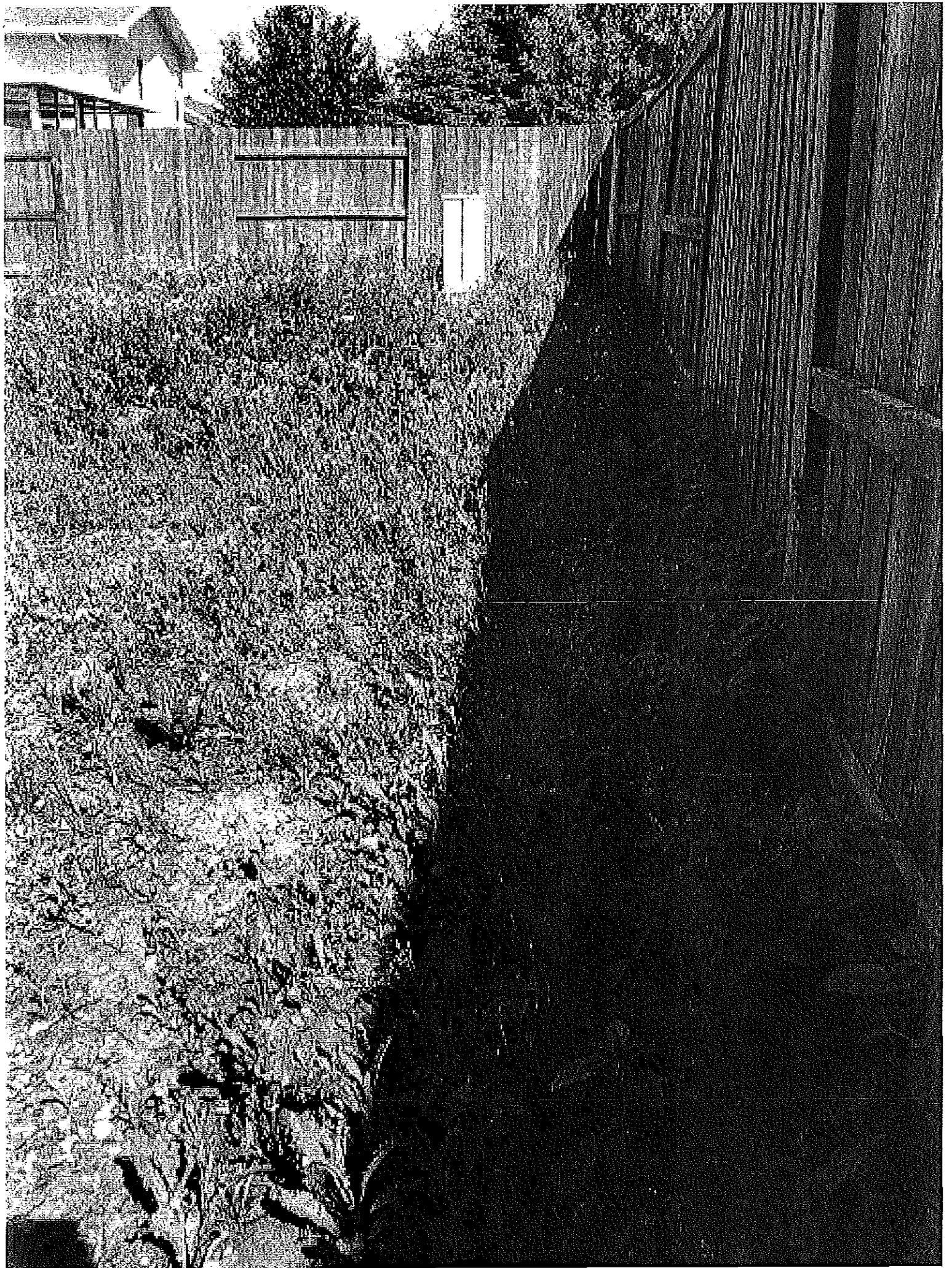




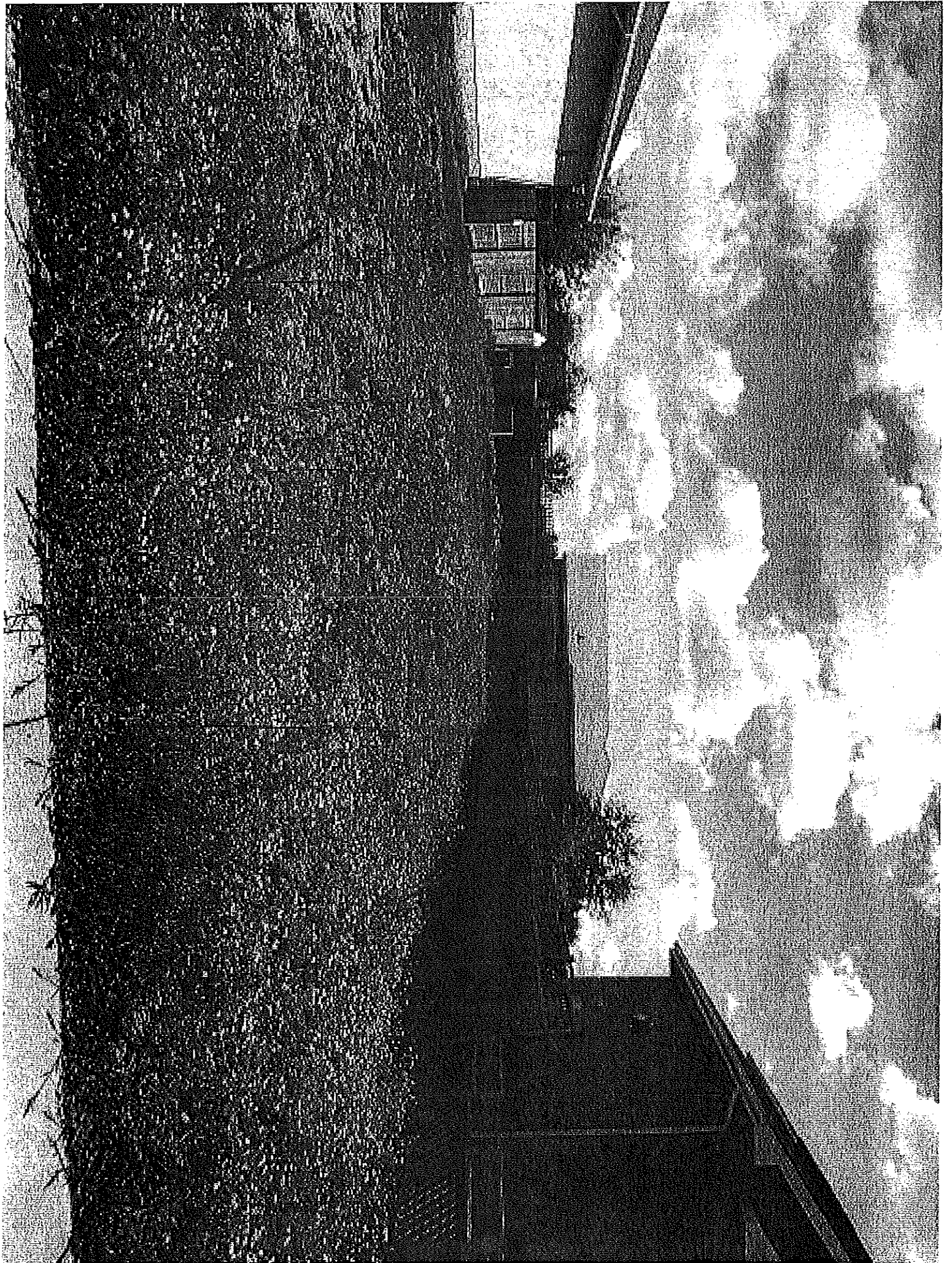








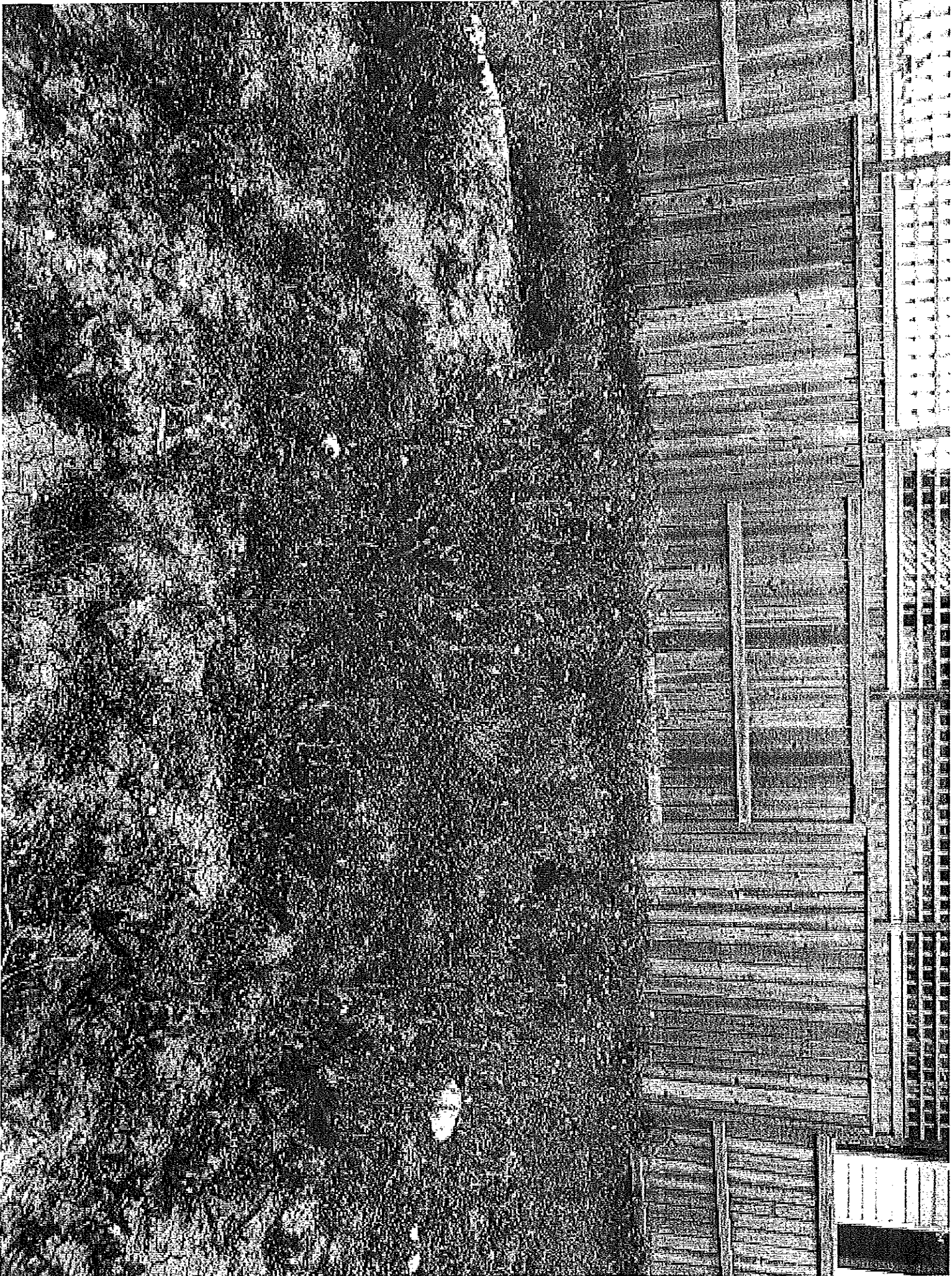


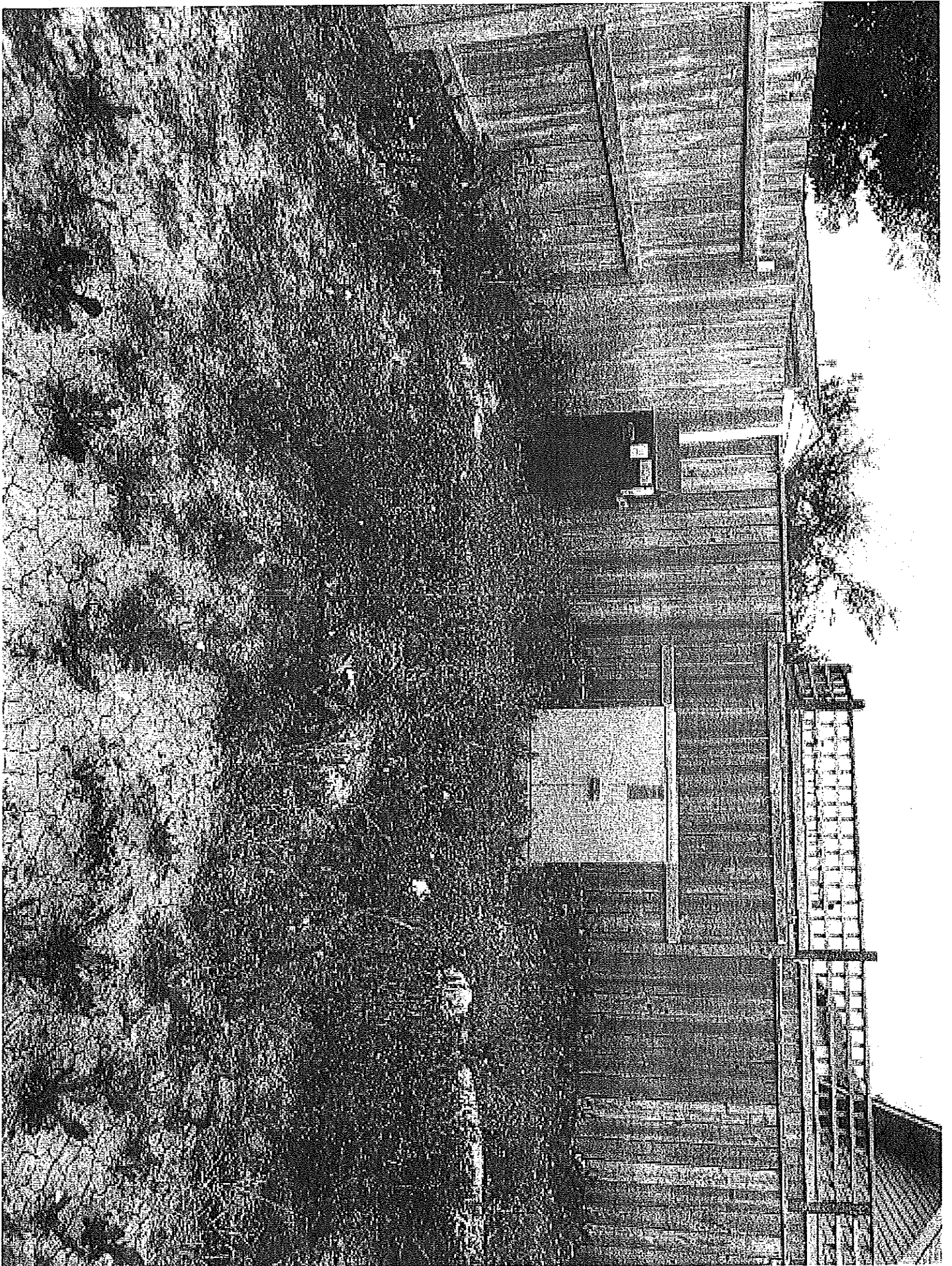


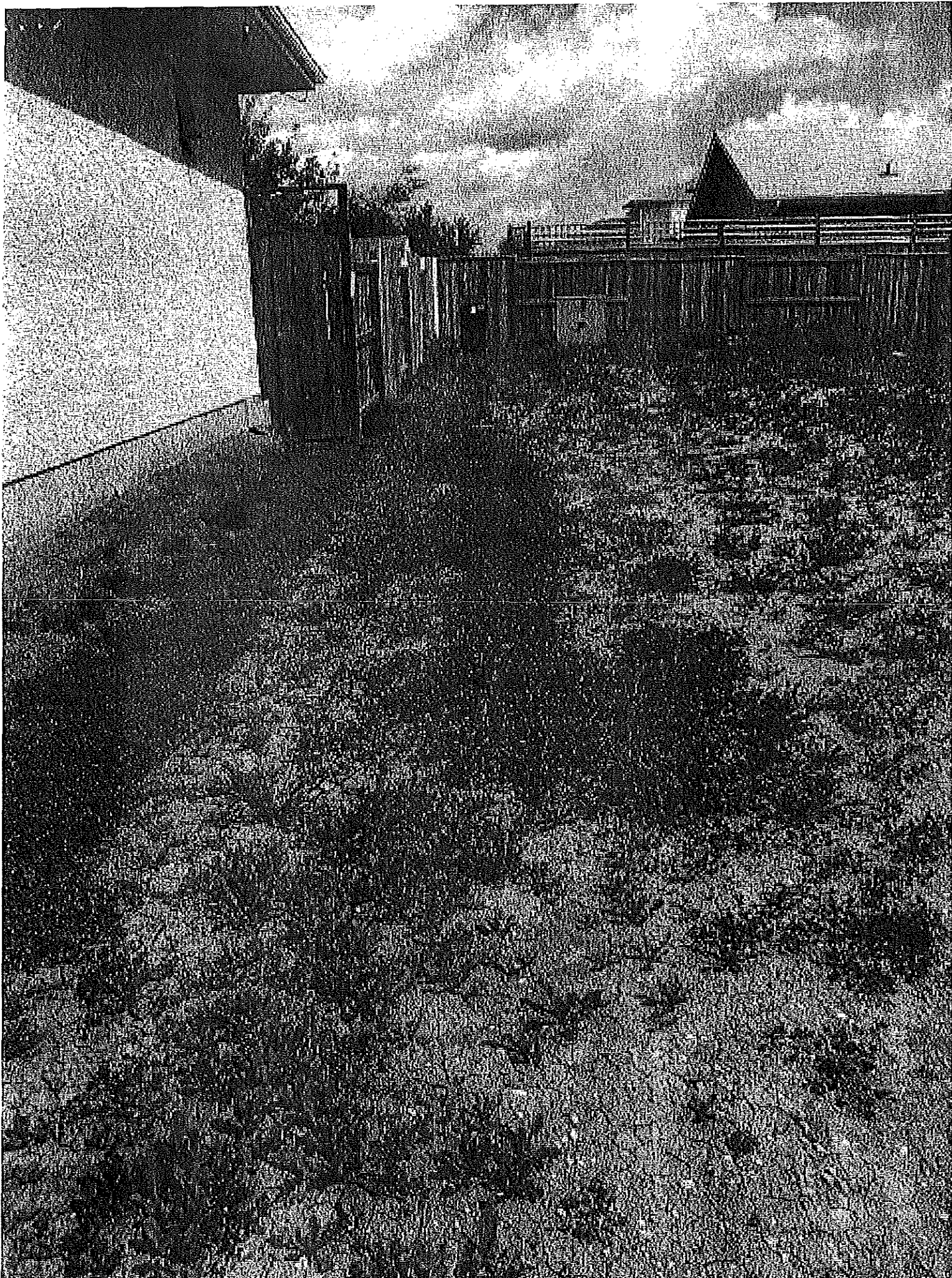




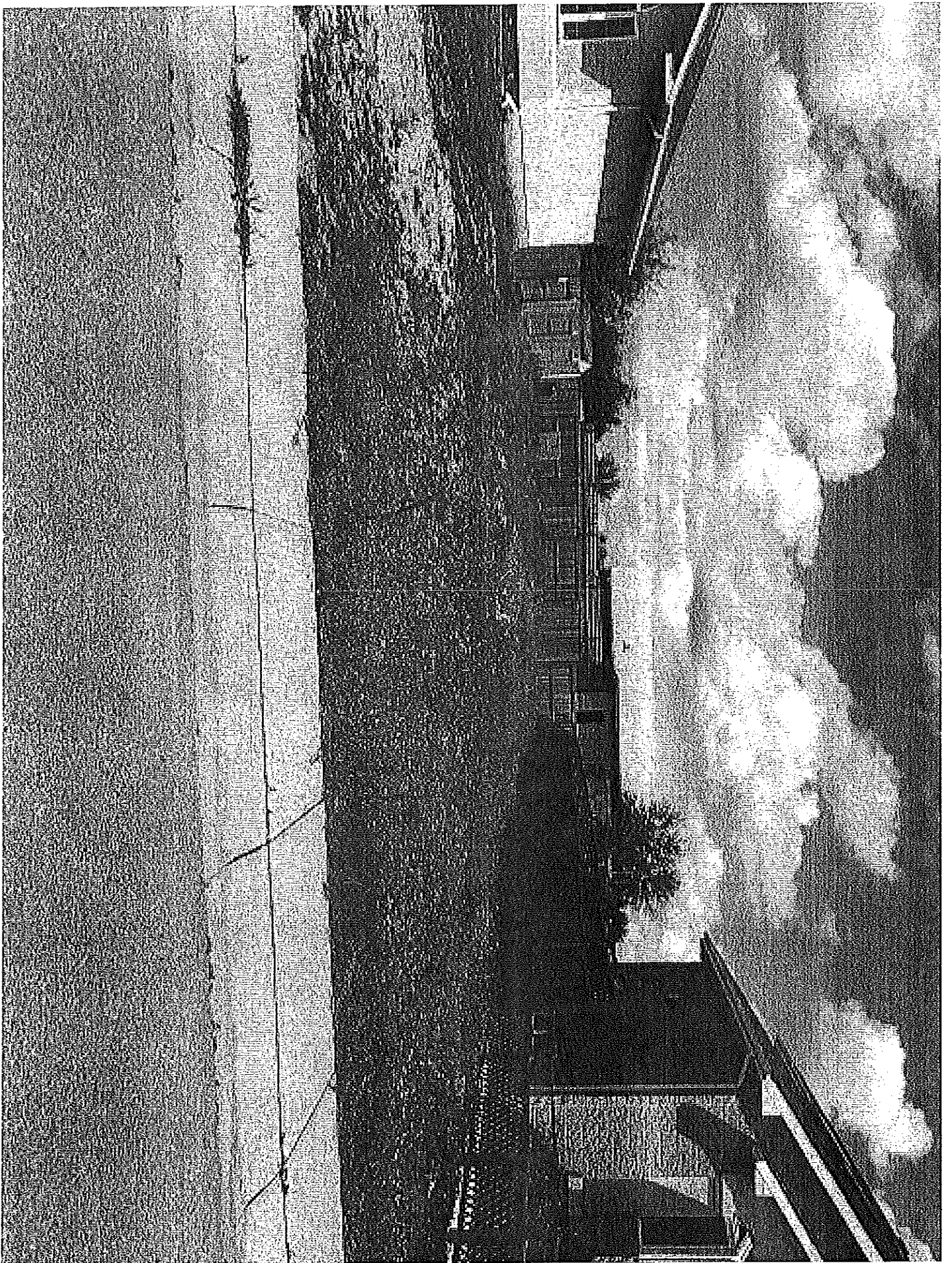












RECEIVED

4400-1

AUG 20 2013

CITY CLERK'S OFFICE
SASKATOON

From: rtmpinel@sasktel.net
Sent: August 20, 2013 2:28 PM
To: Paulsen, Dan (Fire); Web E-mail - City Clerks; Web E-mail - Mayor's Office; Donauer, Randy (City Councillor); Loewen, Mairin (City Councillor); Paulsen, Tiffany (City Councillor); Lorje, Pat (City Councillor); Hill, Darren (City Councillor); Clark, Charlie (City Councillor); Iwanchuk, Ann (City Councillor); Davies, Troy (City Councillor); Olauson, Eric (City Councillor); Jeffries, Zach (City Councillor)
Cc: Rene J. Pinel; Elaine Weenk; Duane Pochylko; Darlene & Norman; Chris Rutkowski
Subject: Fw: Lot # 114 Brookmore Crescent in Briarwood

His Worship the Mayor and Members of the City Council,

This is about lot 114 Brookmore Crescent in Briarwood, it was purchased from the city over 13 years ago and we moved in next door at 110 Brookmore Crescent in 2000. Beginning then on lot 114, i pulled out lots of foxtail because it was spreading and afterwards when the weeds got worse and instead of phoning the City Weed department.

Over all these years, i would phone him everytime to cut the weeds with is lawn mower and afterwards he would hire somone to spray with a weed killer and it was too late, because it was already spreading on the neighbours lawn. I phone them this summer about the mess and nothing has been done yet, they do not drive here to check.

What fouled us every year he said, he would build a house for sure. He refused many buyers, who would have built a house already. I mention to them if they are unable to build a house, to level and clean it up and use my spreader to seed grass, which should be enforced by the City. We tried to communicate with him and not report to City Weed Dpartment

We will press the City Council to pass a bylaw on September 9, 1013, at there Council Meeting and even if a lot was purchased prior to 2006 and withing so many years, that a house be built or the lot be seeded to a nice grass & mowed. We do not agree with the City that they cannot touch this lot and something as to be done.

This mess is lowering the value of our property and no one would buy our house next to this mess. What do you say about that?

René Pinel
 110 Brookmore Crescent
 Saskatoon, Sask
 S7V 1C1
 Phone Res: 306-955-1110
 Fax: 306-955-1428

----- Original Message -----

From: Olauson, Eric (City Councillor)
To: rtmpinel@sasktel.net
Cc: Darlene & Norman ; Duane Pochylko ; Elaine Weenk ; Chris Rutkowski ; Mayor and Councillors
Sent: Sunday, August 18, 2013 11:10 PM
Subject: RE: Lot # 114 Brookmore Crescent in Briarwood

Hello Ms. Pinel,

The property has been inspected and will be re-inspected on or about August 26th to ensure compliance with the bylaw. I will follow up at that time with both the bylaw officers and all on this email to close the communication loop.

Ms. Weenk,

I hope this communication will suffice to address your email sent today as well.

Please feel free to contact me with any further questions or concerns.

Thank you,
Eric Olauson
Councillor Ward 8
City of Saskatoon
222-Third Avenue North
Saskatoon, SK S7K 0J5
Cellular: (306) 361-0229
Email: eric.olauson@saskatoon.ca
Website: www.saskatoon.ca

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From: rtpinell@sasktel.net [mailto:rtpinell@sasktel.net]

Sent: Wednesday, August 14, 2013 9:25 PM

To: Web E-mail - Mayor's Office; Web E-mail - City Clerks; Donauer, Randy (City Councillor); Loewen, Mairin (City Councillor); Paulsen, Tiffany (City Councillor); Lorje, Pat (City Councillor); Hill, Darren (City Councillor); Clark, Charlie (City Councillor); Iwanchuk, Ann (City Councillor); Davies, Troy (City Councillor); Olauson, Eric (City Councillor); Jeffries, Zach (City Councillor)

Cc: Darlene & Norman; Duane Pochylko; Elaine Weenk; Rene J. Pinel; Chris Rutkowski

Subject: Lot # 114 Brookmore Crescent in Briarwood

His Worship the Mayor and Members of the City Council,

Please open up all 17 pictures. This lot # 114 on Brookmore Crescent in Briarwood was purchased around the year 2000. It has been full of weeds since then. Every year he says he will build, but nothing happens. This lot is a disgrace to the Briarwood Community.

Everyone has a nice yard and we as their neighbour at 110 Brookmore, have to put up with this nonsense, which lowers our property value.

These weeds are spreading all over and we have to spend money to spray for weeds and it is terrible.

He purchased this lot prior to 2006 and the City should pass a bylaw that any lot, purchased prior to 2006 should be developed within a time.

The whole City Council should drive here and see for themselves and we know the City Council would not put up with this in their community.

Please do something, everyone in Briarwood is sick looking at this lot.

Yours Truly,
René Pinel

RECEIVED
AUG 19 2013

4400-1
C9

From: Elaine Weenk [re.weenk@shaw.ca]
Sent: August 18, 2013 8:53 AM
To: Web E-mail - Mayor's Office; Web E-mail - City Clerks; Donauer, Randy (City Councillor); Loewen, Mairin (City Councillor); Paulsen, Tiffany (City Councillor); Lorje, Pat (City Councillor); Hill, Darren (City Councillor); Clark, Charlie (City Councillor); Iwanchuk, Ann (City Councillor); Davies, Troy (City Councillor); Olauson, Eric (City Councillor); Jeffries, Zach (City Councillor)
Subject: Emailing: IMG_0011, IMG_0016, IMG_0002, IMG_0003, IMG_0004, IMG_0005, IMG_0007, IMG_0008
Attachments: IMG_0011.jpg; IMG_0016.jpg; IMG_0002.jpg; IMG_0003.jpg; IMG_0004.jpg; IMG_0005.jpg; IMG_0007.jpg; IMG_0008.jpg

Briarwood Mess

I wish to bring your attention to this lot on Brookmore Cres, which has been reported, complained about and which seems like the City can't touch! Whether it's about weeds or unshovelled snow on the sidewalk, our complaints seem to fall on deaf ears. Yes, send someone out to measure the height of the weeds and check out if what these neighbours are saying is indeed true. Never mind the ugly sight!

The City talks, and puts money forward, of beautifying areas of Saskatoon, but this shameful little secret remains hidden in a high paying area, for taxes and for lot prices.

We are aware of the bylaw that prevents mandatory construction within a certain time frame but perhaps you could tweak that bylaw by stating, after a period of time, and in this case it's been 13 years or more, lots have to either have a house built, or the lot has to be maintained and groomed in a fashion that is similar to those in close proximity.

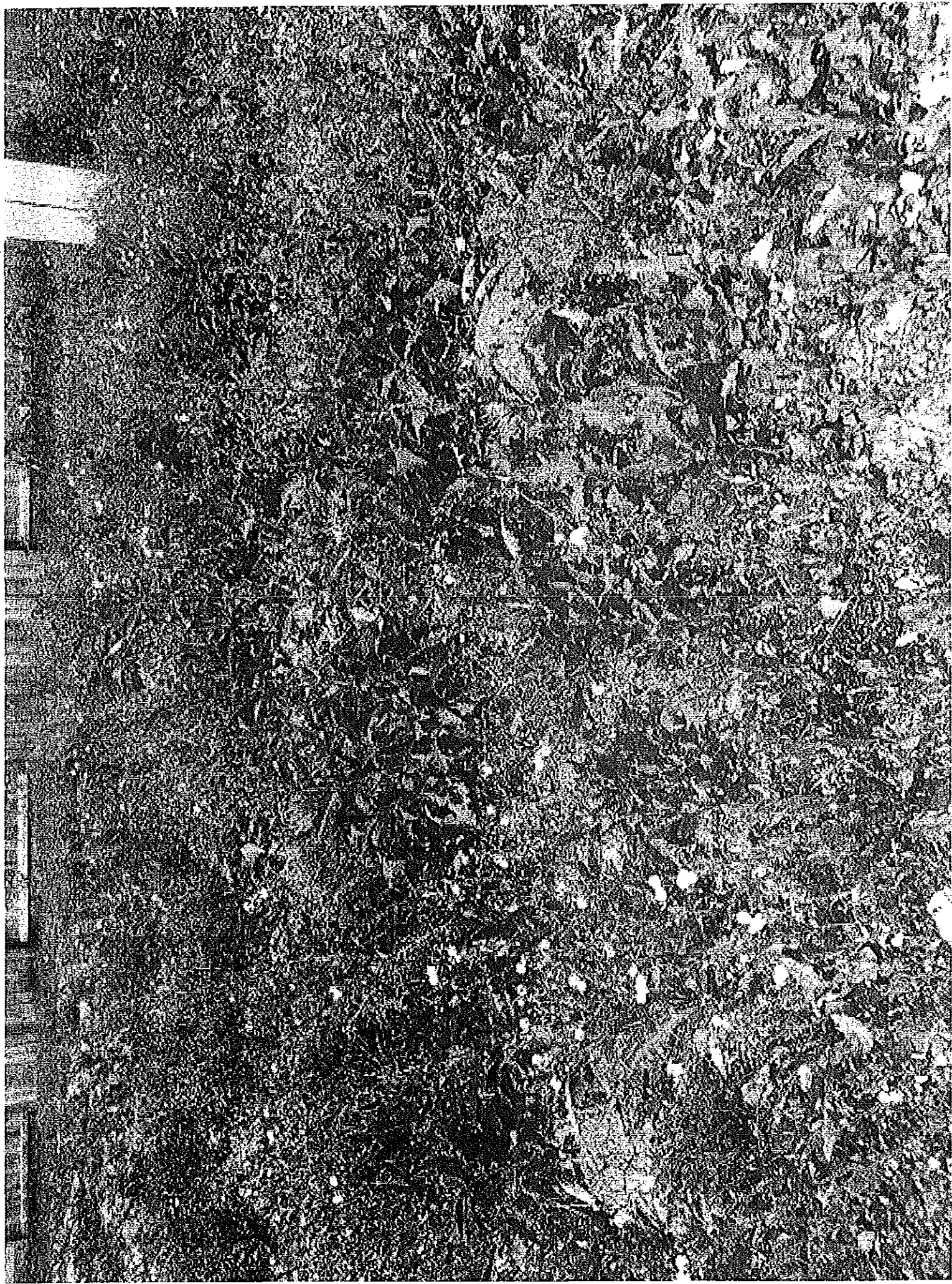
I have lived with this neighbouring lot since 2001, and I know if this was beside any one of the councillors' home, or our Mayor's, it would have been dealt with years ago. The people responsible for this lot will no longer take calls regarding the unsightly mess so our only recourse is to complain to our councillors, and our Mayor. Please untie your hands, don't be kept hostage by this one bylaw or one owner!

Thank you

R. E. Weenk
106 Brookmore Cres.
306-382-3677

Your message is ready to be sent with the following file or link attachments:

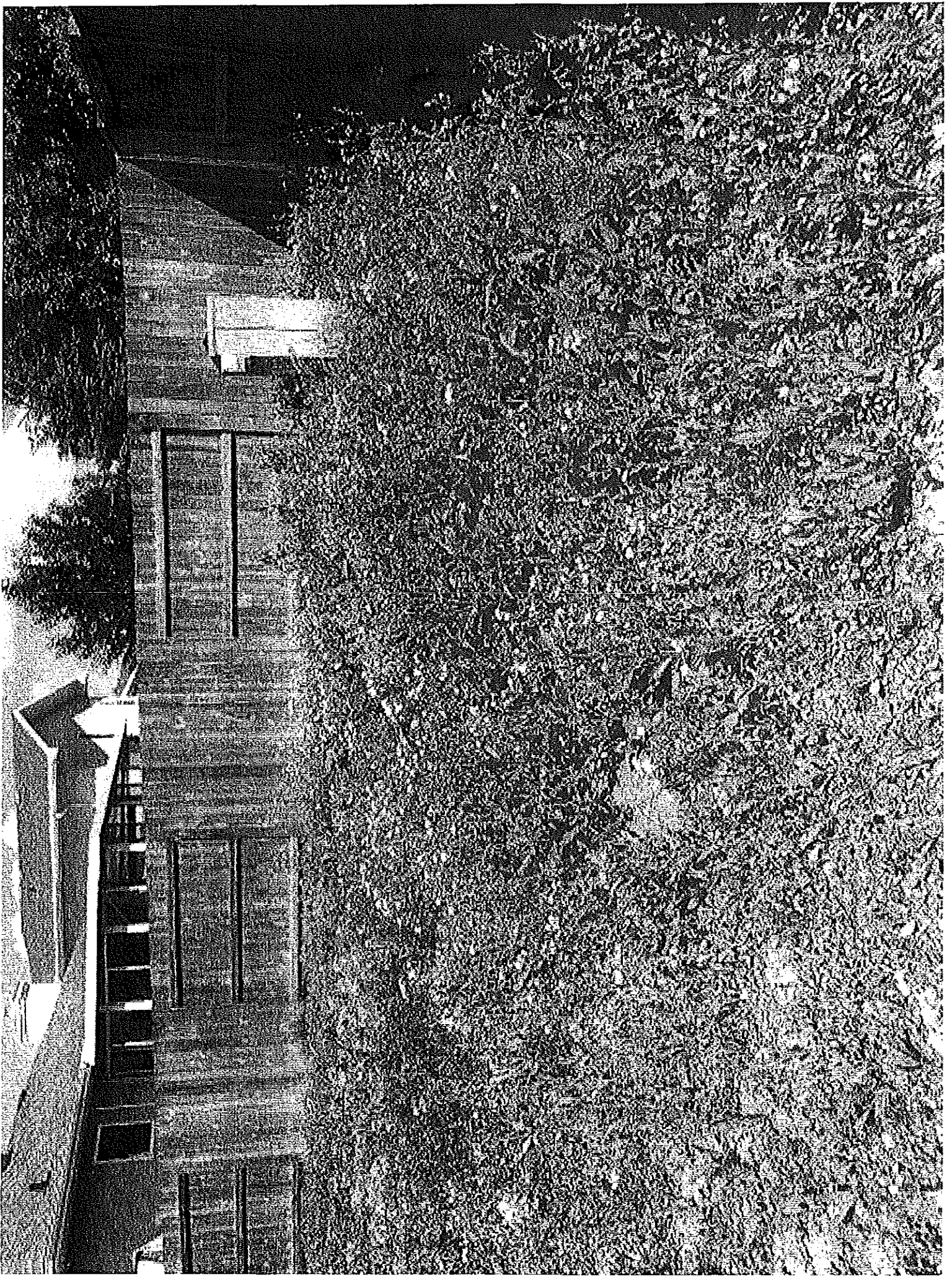
IMG_0011
IMG_0016
IMG_0002
IMG_0003
IMG_0004
IMG_0005
IMG_0007
IMG_0008









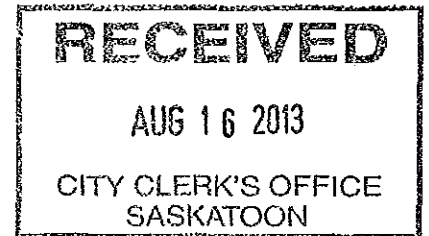






4110-1
C10

From: CityCouncilWebForm
Sent: August 16, 2013 9:23 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Andrea Newsham
628 Fifth Street East
Saskatoon, Saskatchewan
S7H 1G5

EMAIL ADDRESS:

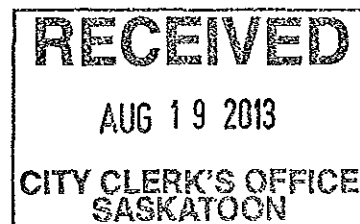
ajn@sasktel.net

COMMENTS:

Dear Sirs and Mesdames,
I write to express my concern about the changing character of my neighbourhood, Haultain. At a very fast pace, war-time bungalows and other smaller houses in my neighbourhood are being purchased by developers, torn down, and replaced with ultra-modern duplexes. My complaint is not about duplexes, but about the ultra-modern style of them. They simply do not fit in with the other houses and decrease the aesthetic value of the entire neighbourhood. Since I have seen replacement homes in Nutana and Buena Vista that were built to match the existing character of the neighbourhood, I know that it is entirely feasible for developers to do so. I ask that Haultain be governed by building guidelines that ensure the retention of the original character of the neighbourhood. Please consider this as a topic for discussion and I will follow up in a month or two to find out what more I can do to ensure some building guidelines are in place soon.
Thanks,
Andrea Newsham
628 5th Street East

300-
CII)

From: CityCouncilWebForm
Sent: Monday, August 19, 2013 8:35 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Dee Graham
234 Postnikoff Crescent
Saskatoon, Saskatchewan
S7M 4S6

EMAIL ADDRESS:

zayni.dolce@gmail.com

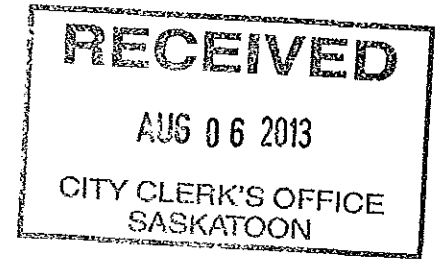
COMMENTS:

I just saw in an ad that "Blue Bay Massage" is City Licensed.

Um, I'm curious why the city is licensing a prostitution business? Everyone knows what goes on there. I personally know of a married man who can't wait for his wife to go out of town so he can go there for.....you fill in the dots there.

4205-74 (12)

From: CityCouncilWebForm
Sent: August 05, 2013 9:44 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Joan Constant
Box 25
Kinistino, Saskatchewan
S0J 1H0

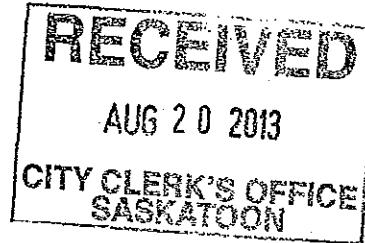
EMAIL ADDRESS:

jcon_ca04@yahoo.com

COMMENTS:

I would like to know if there is a policy at reporting incidents at the campsite? I was at the campsite on July 28 and 29. I came out of the showers around 9 00 am and there was a truck with two young gentlemen in there and holding up what looked like an I-phone facing towards the shower part. And these boys were laughing. I told the lady with two young girls that just came out of the shower, I think those boys are taking pictures and went to my campsite. The Manager then came over and said I shouldn't be saying things like that to other campers, and I made him lose 70 dollars as they were waiting for a campsite at 9 am. I then called city police at 9 13 and was advised I didn't nothing wrong and to call back if I noticed the truck coming back. I am very disappointed by being confronted by the manager. As I am a social worker, as well as another human being, we all have the right to report incidents that seem inappropriate. If it was the young gentleman that reported I did not have any kinds of conversation with them as I didn't want to jeopardize my safety. The manager even said they were holding up there device for wifi??? I just am confused as to why the young boys were there so early in the morning as check in is not till afternoon. I am more confused by the managers comments that I made him lose 70 dollars. Thanks you for allowing me to voice my concerns. Joan Constant
MASW

310-1700 Main Street
Saskatoon, Sk. S7H 5S1
August 18. 2013-08-18



7830-5
C13

To: His Worship Mayor Don Atchinson and City Council

Re: Cosmo Recycling cost proposal for multi-unit structures.

We are writing this not only for ourselves at the Monticello Condo Association at 1700 Main Street, but for all multi units that are at present recycling through Loraas or other plans.

Our building is comprised of thirty-two (32) units and fill any where from four to five, (95) litre bins every two weeks with recycle products. Our contract with Loraas is \$40.00 dollars plus 5% GST or \$42.00 per month for all thirty-two units, totals \$ 504.00 per year.

The city proposal for \$4.66 plus 5% GST per unit would cost the Monticello \$1878.96 per year.

Is the city prepared to reimburse the Association \$ 1374.96 for the difference in cost of service? Is the city prepared to allow those who have existing contracts, retain their association with the existing provider and not be charged on an individual basis by the city?

Further to the cost factor, the new provider would be responsible for replacing the five bins which Loraas would reclaim when they loose the contract.

We as a condo association are not prepared to absorb the difference in cost merely to allow a second business to operate.

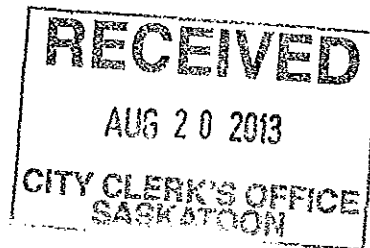
Please take these factors into consideration when finalizing this momentous project.

Monticello Condo Association
Board of Directors
Per: Joe Abrook
306 374 3660

A handwritten signature in cursive script, appearing to read "Joe Abrook".

6315-1 C14)

310-1700 Main St.
Saskatoon S7H 5S1
August 18,2013



to: His Worship Mayor Don Atchinson and City Council

re: parking lot at Kinsmen Park
(across from Mendel Art Gallery)

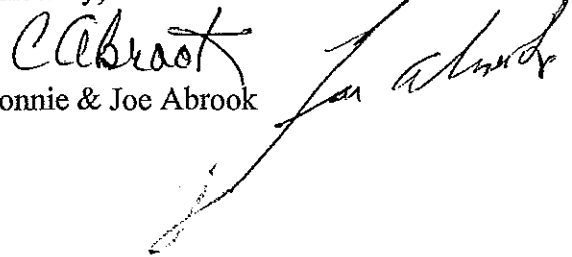
Our family decided to do a picnic in the park today – something we hadn't done for a number of years and though the picnic was great fun we were disgusted at the condition of the parking lot!! Huge pot holes and very rough pavement appeared in more than one part!! We are well aware that Kinsmen Park will be having renovations done in the near future but when you consider that parking lot is also used by people who frequent the Gallery as well as people attending Shakespeare on the Sask. it is deplorable to think that people would drive in from surrounding areas and be met by such an ugly, unkept parking lot!! What has happened to our civic pride??

My husband and I went to the Art Gallery on more than occasion this past winter and at no time had the parking lot been cleaned off or the sidewalk for that matter. When we inquired inside as to who was to be doing the cleaning we were told "the city". At one point later in our very long winter there were only two ruts to get in and out of the gallery parking lot.

It would appear that the city has given up on doing any maintenance of parking lots, sidewalks and streets and the priority list seems only to have **NEW** written in bold letters at the top. How very, very sad and embarrassing!! No wonder people are moving to some of the bedroom communities skirting our city. It would be interesting to know how many people have been hurt because of this failure to take care of what we already have or how many cars suffered damage to shocks, etc. Some of the potholes are in a position where it is impossible to go around them.

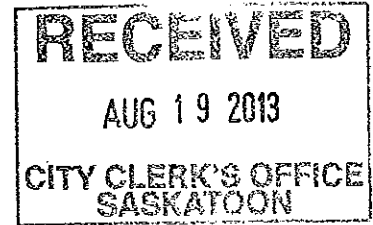
Saskatoon Shines?? It's a great line but we'd like to see that logo taken to heart...otherwise they are but empty words!!

Sincerely,


Connie & Joe Abrook

6120-1
C15)

From: CityCouncilWebForm
Sent: Monday, August 19, 2013 3:02 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Laurie Pushor
307 Coldspring Crescent
Saskatoon, Saskatchewan
S7J 3M9

EMAIL ADDRESS:

lauriepushor@hotmail.com

COMMENTS:

Dear Mayor and Council:

I just finished paying online a parking ticket I received last week. I appreciate the online payment system as it has been an efficient way to pay for the occasional unfortunate parking ticket.

I was very surprised to see two tickets added to the list of unpaid tickets. Upon further examination I was very surprised to see that both tickets were allegedly from 2004.

I am absolutely confident that I paid any at the time. I can further assure you with confidence that I do not have a record going back nearly 10 years to prove I paid these two tickets.

I would further argue that you likely don't have any real evidence that the tickets were even issued back in the day and more likely this is merely so error in your records which either incorrectly suggest I received these two tickets or if I did I did in fact pay them and this is an error in processing on your part.

Regardless in all of this is what I believe is a very suspect ethic to go digging around in very old records and pushing out claims of this nature in some dodgy way of gathering more revenue.

I await your reply.

Regards,
Laurie Pushor

6320-1
C16)

From: CityCouncilWebForm
Sent: Tuesday, August 20, 2013 8:34 AM
To: City Council
Subject: Write a Letter to City Council

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Beth Hiibner
411 Smith Cres
Saskatoon, Saskatchewan
S7M 5A8

EMAIL ADDRESS:

rbhiibner@sasktel.net

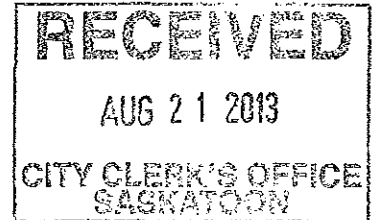
COMMENTS:

I would like to say thank you for the South End Bridge. It is wonderful to sail over from the west to the east. I have a mother on Louise Street and I am in the Parkridge area and getting there is so much quicker. The only problem is are you going to do anything with 11th street west and out to the highway. The big trucks are chewing up the pavement and the traffic has increased due to the trucks coming in going down 11th to the bridge to avoid the 22nd street nightmare. Is there any improvement going to be done on 11th street west. My husband works out at Agrium and uses 11th every day. His days are long enough and to go around and come down 22nd ST adds a lot of unnessasry time to his day.

Thank you
Beth Hiibner

4000-1
C17

From: CityCouncilWebForm
Sent: Wednesday, August 21, 2013 8:22 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Barb Biddle
3101 Ortona Street
Saskatoon, Saskatchewan
S7M 3R3

EMAIL ADDRESS:

b.r.biddle@sasktel.net

COMMENTS:

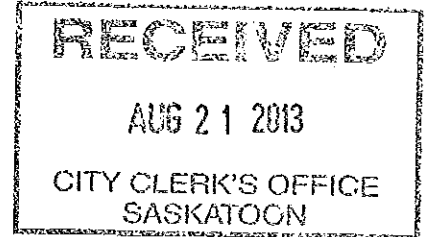
Although our community has been scheduled to receive a Local Area Plan (LAP), it keeps getting deferred. We respectfully request that we be scheduled for a LAP as soon as possible.

The city planning department has acknowledged at a public meeting that there would be a freeze on garden and garage suite development until we have had a LAP. We request that there be a freeze on all development until after we have had our LAP. As we are one of the few intact communities built under the VLA across Canada we would like to ensure our community isn't eroded or otherwise negatively impacted by any development which can tear apart this historic community.

yours truly,
Barb Biddle
President of Montgomery Place Community Association.

6320-1
C18)

From: CityCouncilWebForm
Sent: Wednesday, August 21, 2013 10:01 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Harold Heichman
3315 37th St W
Saskatoon, Saskatchewan
S7L 7L7

EMAIL ADDRESS:

harold.heichman@gmail.com

COMMENTS:

Because of the paving on Circle Drive North, traffic is really backed up on 42nd street. While waiting in traffic, I noticed that the vast majority of the traffic is semi-trailer traffic, going east.

I thought that the south bridge was to siphon off the truck traffic from 42nd street, but to me that does not appear to be happening.

Does the trucking community know about the new bridge? I suspect that new drivers to Saskatoon are following their GPS, which wouldn't know about the new bridge. Past drivers to Saskatoon are following the same route that they always take.

Is there signage when coming in from the west on hwy 16 that the new bridge is open? Signage might work on the off ramp from Idylwyld onto 42nd street to turn right and not left.

Another thought would have a temporary hire - a student, perhaps, handing out pamphlets informing truckers of the new bridge. With all the traffic and congestion a lot of trucks are basically parked there and I am sure that the drivers would appreciate a faster run through the city. A more direct approach, but there might be safety concerns.

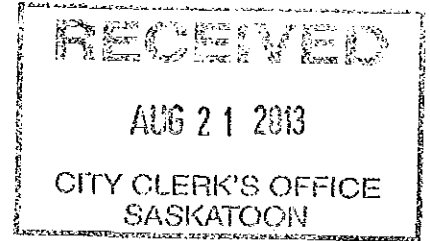
Just some thoughts.

Thanks for your time.

Harold.

53008
C19)

From: CityCouncilWebForm
Sent: Wednesday, August 21, 2013 3:03 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

linda lacoursiere
324 ave w south
saskatoon, Saskatchewan
s7m 3g5

EMAIL ADDRESS:

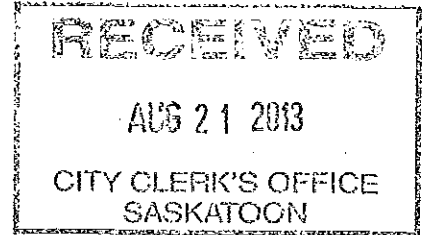
darkwolfmaster190@live.com

COMMENTS:

i would like to see cameras on the busy streets like 20th and w south cause of a accident that happen where a car was speeding and that he hit a car and almost hit chris and i chris was closer to the car then i was i am getting sick and tired of the cars speeding through the intersection of 20th and ave w south there should be a police officer there or cameras someday i am going to die on the road and that something has be done soon or the senior citizen are going to get hurt at the corner it is really bad in our area please do something

375-2
C20)

From: CityCouncilWebForm
Sent: Wednesday, August 21, 2013 2:45 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Serena Dallas
3530 33rd St W
Saskatoon, Saskatchewan
S7L6E1

EMAIL ADDRESS:

serenadallas@hotmail.com

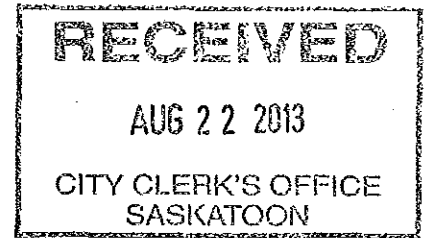
COMMENTS:

I would like to be added to the contact list for any amendments by-law 8244. Specifically in regards to File No. CK 375-2 Loud Motorcycles. I am a member of Riders Against Government Exploitation (R.A.G.G.) working with the Saskatoon area. While I am NOT a motorcycle driver - I am concerned about the possible changes to the existing by-law.

Thank you,
Serena Dallas

6250-1
C21

From: CityCouncilWebForm
Sent: Thursday, August 22, 2013 10:12 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Audrey De Bloci
2776 Eastview
Saskatoon, Saskatchewan
S7J 3H5

EMAIL ADDRESS:

deblock21@shaw.ca

COMMENTS:

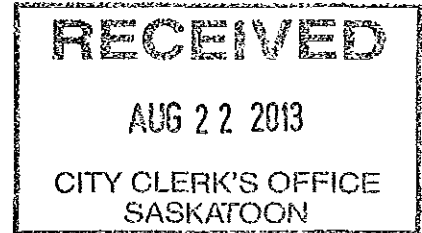
Please do something about the traffic light at Preston Avenue and Arlington. 1) A left turn arrow is needed. 2) A "no U turns are permitted". Cars coming from the south often pull a U turn almost causing a collision with a left turning car.

Note: I tried to find the site 'Neighborhood Traffic Planning' and was unsuccessful.

Thank you.

610-1
C22

From: CityCouncilWebForm
Sent: Thursday, August 22, 2013 3:54 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Peter Levesque
206-906C Duchess Street
Saskatoon, Saskatchewan
S7K 6K3

EMAIL ADDRESS:

p.levesque@shaw.ca

COMMENTS:

In July, I read a news item that reported on a city council meeting that reported revenues at leisure centres was down for the year. I had a leisure card from January to March. I went to the field house, but the winter before I went to the Shaw Centre.

I moved here from Regina in 2008. When I lived in Regina, I had a leisure card and used it 7 days a week. I regularly went to the field house, but when there were events (like high school track meets), I went to a smaller leisure centre.

At the field house and all of the smaller leisure centres, all cardio equipment have televisions and cable TV (treadmills, upright bikes, reclining bikes, ellipticals, etc.).

The cost for a leisure card was the same as Saskatoon, but the equipment (with TV's) was far superior.

I know some equipment at the Shaw Centre have TV's (not all) but this is the only place and you cannot deny the Shaw Centre is on the edge of the city and for the majority of citizens is far away. Not to be negative, but the cardio equipment is at least 10 years behind what Regina has.

If you want more people to use the leisure centres, you need to upgrade your equipment. I realize the cost is extremely high, but you have to decide if you want more people to use the leisure centres (and provide affordable exercise opportunities, for a healthier city) or you want to continue to watch attendance drop.

I recommend the city contact (and visit) the Regina field house and other leisure centres in Regina. Talk to managers about attendance, equipment, etc. Talk to city management about how they paid for purchasing equipment and cable TV (companies they dealt with, deals they made).

Regina leisure centres can and do compete successfully with commercial exercise centres. Saskatoon is not in a position to do this at this time. It is your decision as to what you want Saskatoon leisure centres to be.

Saskatoon is growing. Do the leisure centres grow, or become obsolete?

Thank you

Peter Levesque

127-1
(23)

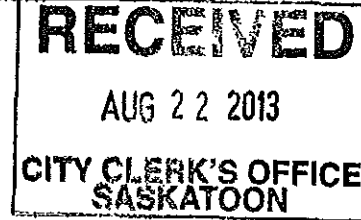


Holiday Park Community Association

1250 Avenue K South

Saskatoon, Sask

S7M 2G7



August 10 2013

His Worship the Mayor and City Council,

At the last meeting of The Holiday Park Community Association, a motion was made that we as an association send a letter to the city of Saskatoon and the Provincial Government, stating our opposition to the addition of STRIP CLUBS to the City of Saskatoon and to the Province of Saskatchewan, furthermore that we urge the City of Saskatoon and all levels of Government to oppose the Provinces move to relax liquor laws to allow these clubs. The motion was voted on and unanimously accepted.

We the Holiday Park Community Association are strongly opposed to the addition of any STRIP CLUBS to both the City of Saskatoon and to the province of Saskatchewan. We urge the City of Saskatoon and all levels of Government to oppose the provinces move to relax liquor laws to allow these clubs.

“STRIP CLUBS” will not add any social value to our communities or to the City, they will only add to the exploitation of women, the erosion of family life, increases in illegal drugs and organized crime as well as additional policing and social costs.

We have a great City and are a destination Province. We are a place to move to and have a great place to work in, live in and raise a family – Lets all work together at every level to keep it that way.

Remember – it could be your daughter or granddaughter that gets pulled into this lifestyle.

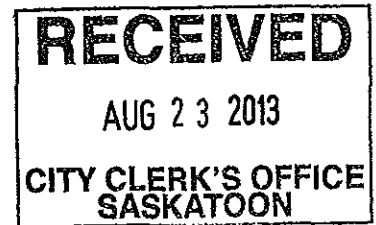
Sincerely,


Walter Katelnikoff

President- Holiday Park Community Association

7830-3
C24)

From: CityCouncilWebForm
Sent: Thursday, August 22, 2013 7:35 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Laurie Reis
3945 Diefenbaker Dr
Saskatoon, Saskatchewan
S7L 5S9

EMAIL ADDRESS:

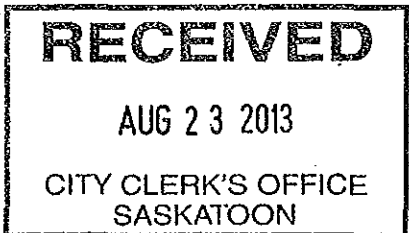
reis1@shaw.ca

COMMENTS:

This letter is to complain about the garbage and recycle pick up that we have had during the construction on our street. We received a letter from the City saying that during construction our pick ups would be from the back lane. Since our street has been closed since the end of June, we have had our garbage picked up on the right day only once. The answer we get when we call is "Leave it there we will get to it". When I called concerning recycle pick up the first time I was told they don't pick up from the back. This is very annoying. We have started taking our garbage to the dump our selves so we are now paying twice for a service that we already pay for through taxes. Better planning is needed to fix this so others don't have to do the same.

6.315-1
C25)

From: CityCouncilWebForm
Sent: Friday, August 23, 2013 9:31 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:

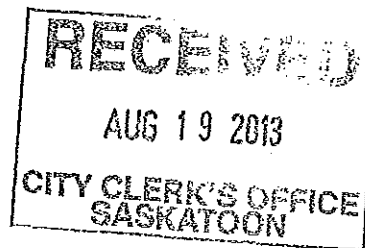
craig.allan@sasktel.net

COMMENTS:

Why is the city so tardy most times at painting lines on streets that have been resurfaced. Both parts of Diefenbaker and Confedearition Drive were resurfaced about two months ago and they still have no lines. 22nd was resurfaced from Avenue w to Avenue P about three weeks ago and only part of the lines have been done. The section going westbound on 22nd Street from Witney to the Train Overpass is also not done. Last weekend August 17 and 18 20th Street was resurfaced between Avenue P and Avenue M and the lines were painted by Wednesday August 21st. Again I say this city has alot poor practices when it come to street maintenace. Keep up the fair work.

225-70
C26

From: Cheryl Loadman [Cheryl@scoa.ca]
Sent: August 19, 2013 8:51 AM
To: Web E-mail - City Clerks
Subject: Attention of City Clerks Office
Attachments: LT - Accessibility Committee.pdf



Good morning,

Please find attached a letter for the attention of the City of Saskatoon Accessibility Committee.

Thank you for your attention to directing this letter to the appropriate person.

Have a good day!

Cheryl
Cheryl Loadman
Age-friendly Saskatoon Project Coordinator
Saskatoon Council on Aging Inc.
2020 College Drive
Saskatoon, SK S7N 2W4
Ph: 306-652-2255
www.scoa.ca
NB: We are located at The Saskatoon Field House



Accessibility Committee
Office of the City Clerk
2nd Floor, City Hall
222 3rd Ave. North
Saskatoon, SK S7K 0J5

Dear Accessibility Committee,

On behalf of the Saskatoon Council on Aging (SCOA) and its members, we want to thank you for your work in raising concerns about accessibility issues for the citizens, and in particular, the older adult population, of Saskatoon. Ensuring that our city is easily traversed is essential to the health, well being and quality of life of all involved. Unfortunately, the Council writes to you to ask that you bring to the attention of the City of Saskatoon Accessibility Committee, accessibility issues which we consider to be significant for the older adult community in Saskatoon.

With our recent move to the Saskatoon Field House, our members have noted three barriers which prevent or impede access to both this important public facility and to our office. These barriers are the lack of sidewalks leading from the bus stops on College Drive to the Saskatoon Field House, the short time allotted to the crosswalk from the College Drive at Field House Drive, and the lack of front door fixed route bus service. Our survey of other user groups located in the Field House servicing the older adult population, found that they share similar concerns, especially regarding the lack of public transit access.

Any obstacle which affects so many users access to the exercise programs and services offered at the Field House Barriers is of significant concern. The lack of sidewalk from the College Drive intersection to the Saskatoon Field House means walking on the road. Due to uneven summer road surfaces, and ice and snow in the winter, the older adult may face a risk of falling, and/or even more concerning, a greater chance of slipping under or into traffic. In the summer, there is the prospect of being struck by bikes or vehicles who share the road. Should the older adult opt to cross the lawn, our members indicate concerns about the possibility of tripping over a gopher hole or on icy paths. With regards to the Field House Drive crosswalk, a short crosswalk time places older adults in an equally precarious if not harmful situation as this crosswalk runs along a busy, multi-lane road. It is a problem that will be exacerbated in the winter months when older adults are moving slowly and taking greater care to avoid falls while crossing the intersection.

...2/



Finally, the lack of front door fixed route bus service is of great concern. It means that many older adults in Saskatoon who do not drive and who have mobility issues (particularly those ineligible for Access Transit Services) experience a great deal of difficulty getting to the Saskatoon Field House. Not only does this create an unacceptable barrier for SCOA members, but it affects a large portion of Saskatoon's 79,000 (50+) older adult population as well as many younger individuals who are not able to ride public transit or to walk the distance from the transit stop to the Field House doors.

The Saskatoon Field House is a destination for many older adults not only because of SCOA's location, but also because of the various public services and exercise programs that are run through this location. Older adults are active and determined people who value their health and independence. By addressing the aforementioned issues, we can ensure that our older adult citizens are able to retain their independence and to live healthy lives.

Thank you again, Jeanette, for your efforts to raise these and other issues with the Accessibility Committee. We look forward to hearing back from you and if you have any questions, please feel free to contact me to discuss.

Sincerely,

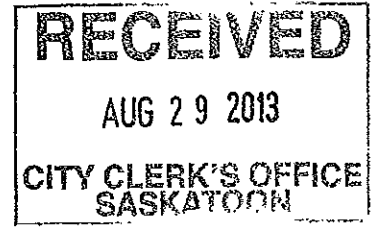
Elliot Paus-Jenssen
President

cc: Board of Directors Saskatoon Council on Aging
Coronary Artery Rehabilitation Group Inc.
Saskatoon Health Region
Saskatoon Field House - City of Saskatoon: Leisure Services Branch



307-1
(C27)

From: CityCouncilWebForm
Sent: Wednesday, August 28, 2013 8:15 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Allan Syroishka
217 Anderson Cres
Saskatoon, Saskatchewan
S7H 4A1

EMAIL ADDRESS:

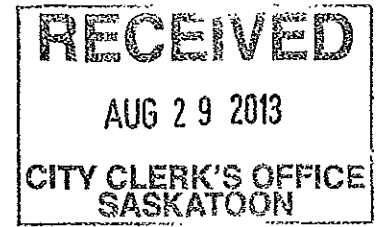
allansyr@hotmail.com

COMMENTS:

After attending an A and F meeting August 13/13, I am dismayed that after dealing with the city on taxi industry issues for three years nothing has been accomplished and we are back to square one. The only thing that has come out of all this consultation has been expense to taxi operators and no improvement of services. I have 30 years of experience in the taxi industry and would welcome the opportunity to discuss this further.

7311-1
C28

From: CityCouncilWebForm
Sent: Thursday, August 29, 2013 1:38 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Joanne Cliff
338 cooper Cres
saskatoon, Saskatchewan
S7M 4L3

EMAIL ADDRESS:

j.cliff@sasktel.net

COMMENTS:

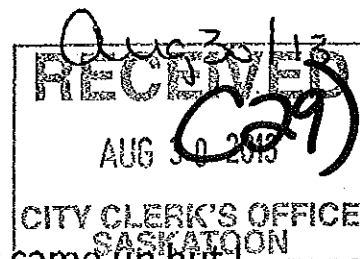
Just heard about Transit wanting to move the bus terminal from Confederation park Plaza --I really do not like that idea. It will be hard for people to make connections by having to cross the street-also safety concerns with doing so -especially in winter. The bus terminal is perfect where it was-easy access to Cosmo Civic Center and to the mall.

It keeps the buses off the street, which keeps traffic moving better.

I really do not see the reasoning behind moving the terminal to on street .

I cannot make it to the open house , so I decided to voice my opinion online. Thank-you.

7311-1



To the transit dept:

I didn't make it to the meeting last night as something came up but I would like to voice my concerns;

- Im a small business owner in the confederation mall and have noticed that our sales have dropped to at least \$1000.00 per month. As a small business owner I can not afford to loose that much in sales.
- I have been hearing from our customers complaining about the buses moved to confed dr. we have a lot of elderly and handicape etc. that have a very hard time going up the hill. Also in the winter this will make it even worse.
- All my staff take the bus and with winter coming and its dark by the time we are off work it is not safe for them to walk down to the buses by themselves. When it was at the mall we had security around. (how safe is it for my staff which are your customers?????) not safe at all.
- The new bus area is a mess. Garbage all over. At least when it was with the mall the mall staff kept it clean all the time.
- I drive to work and twice after work I'm heading home on confed dr and the bus has pulled out in front of me. One of these days they are going to hit me or someone else and with school going back can you imagine all the students etc. getting off the bus at the same time and its only a matter of time before someone gets hit or worse killed. This isn't something I'm sure the city wants to see and have to deal with, so why what till something happens.
- Questions: why was the bus mall changed to start with?
- What was wrong with were it was?
- Thank you and look forward to hearing from you:

- Claire Gagnon
- 306-955-3801
- Fax 306-955-3804

Claire Gagnon

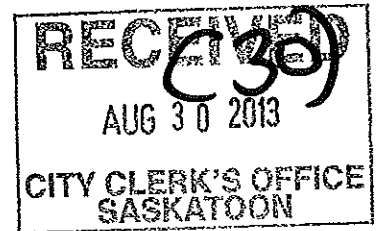
BUS MALL PETITION:**PLEASE PUT YOUR NAME AND PHONE # IF YOU ARE WANTING THE BUS MALL****BACK TO THE CONFEDERATION MALL:**

<u>DATE:</u>	<u>NAME:</u>	<u>PHONE #:</u>
Aug 20/2013	Chaire Gagnon	955 3801
Aug 20/2013	K Park	3841207
Aug 20/2013	Lori Stephens	291-7728
Aug 20/2013	Man Gismou	382-7548
Aug 20/2013	Gordon & Margorie Miller	651-9421
Aug 20/2013	Royal Fair Werna	
Bruna Laf	Eufemia	
Aug 20/13	Jessica Henney	220-8940
Aug 20/13	Gloria Turnbull	652-4809
Aug 20/13	Doree Adams	653-0538
Aug 20/13	WALTONS	9795723
Alexander Sulzman	Aug 20	
Aug 20 2013	Justina Wall	
Aug 21 st 2013.	Remond Deming	
Aug 21 st 2013	Jay Kachuck	652-4723
Aug 21 st 2013	Evelyn Bruce Odrey	382-7033
Aug 21/2013	Robert Crawford	
Aug 21/13	Richard Cobbin	382-2429
Aug 21/13	Jani Siemens	651-3512
Aug 21/13	Heslie Stimmang	
Aug 21/13	Carol LaLiberte	978-0231
Aug 21/13	Tamara Brittain	715 2881
Aug 21/13	Kaitlyn Zeiler	270 6461
Aug 21/13	Susan Urdale	

4400-1

August 29, 2013

City of Saskatoon
City Hall
222 - 3rd Avenue North
Saskatoon, SK S7K 0J5



Attn: Mr. Randy Donauer , Councillor Ward 5

Re: Unsightly area along Pinehouse Drive

Being a resident of the Willow Crest Condominiums at 303 Pinehouse Drive, I have had occasion to drive up and down Pinehouse many times. I have noticed that the west/central area of this street has become very unsightly. My concerns are as follows:

1. Two white large Loraas type disposal waste bins located between the buildings known as Wimbledon Terrace, at 107 and 103 Pinehouse Drive. They are approximately 45' from the city sidewalk. They are left open and an eyesore.
2. One blue Loraas type garbage bin, between 270 and 274 Pinehouse Drive, Rosewood Apts...again open and hugging the city sidewalk.
3. Edelweist at 278 Pinehouse Drive, a beige Loraas type garbage bin, open and hugging the city sidewalk.
4. Again, several waste bins in full view, in the parking lot for the Pharmasave and Crackers Lounge. Not a pretty sight for the new condo there!

Should these bins not be located at the rear of these properties? They make for a very unsightly view driving down what is a main thoroughfare in our otherwise beautiful north end. Immediate first impressions are bad and detract from our property values. Also unsanitary and a draw for flies and rodents.

Please note that these are not "Loraas" bins ...do not have the Loraas name on them, so assume they are private contractors for the apartments/condos there.

5. Graffiti on utility and mail boxes at 232 and 242 Pinehouse Drive.

This morning, I have already spoken with Operator #1228 at the Safety and Property Maintenance Division, and also to Keith at Waste Management and Environmental Garbage & Recycling. I know you are a very busy person, but perhaps you could take a drive down this street yourself and get a better idea of my concerns. The moment you get just east of the hill, the view is certainly much improved. Any assistance in this matter would be greatly appreciated.

Regards

Ray Therrien
#213 - 303 Pinehouse Drive
Saskatoon, SK S7K 7Z4
Phone (306) 242-7346

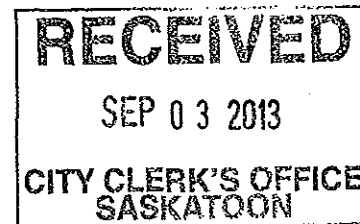
CC: Keith, Waste Management and Environmental Garbage & Recycling
City Hall, Saskatoon

Optr #1228, Safety and Property Maintenance Division
City Hall, Saskatoon

Joanne Sproule, City Clerk's Office
City Hall, Saskatoon

7820-5
(C31)

From: CityCouncilWebForm
Sent: Sunday, September 01, 2013 9:44 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Dan Striemer
1205 Cairns Avenue
Saskatoon, Saskatchewan
S7H 2H1

EMAIL ADDRESS:

COMMENTS:

Mayor and Councillors, I write to you today for two reasons related to our infrastructure services of lately in our neighbourhood.

Over the last couple of months there has been five water main breaks on 8th St East within a 1.5 block linear distance from the intersection of 8th Street and Cairns Avenue. These breaks, as fairly as I can see, have all been in two specific spots in the five instances. Each incident has caused an interruption in service to both residences and businesses, roadway restrictions/closures, and water advisories to all affected.

I do not know how to maintain, repair, or install water pipeline. However, I find it completely unacceptable that a series of breaks occurs five times within such a short period of time in the same spots approximately 50 metres apart. This leads me to believe any one or all of a few conclusions:

1. The work being performed is done incorrectly or substandard because of knowledge or materials.
2. "Bandaids" solutions are intentionally being used due to outside pressures; such as budget, time, or timeliness of the repair, etc.

Regardless of the reason, residents like myself have had to endure approximately 7-8 days without running water in this time period. Temporary water trailers have become a common, roadside accessory in our neighbourhood. As have temporary water lines from fire hydrants for the businesses on the north side of 8th Street.

At this point I propose that a few resolutions are done. First, residents should not take a backseat to businesses in treatment when it comes to water services. A shower in the morning so that a person can work is equally important to a neighbourhood as washing dishes is to a business. At one point I could not bathe or launder at home for just over three days while repairs were performed. At this

same time, a food-serving establishment directly across 8th Street receives hydrant-fed water service so they can operate.

Just because they can claim business losses doesn't make them more important. I manage a business in the city, which would be impossible for me without presenting a professional, clean image. I'm sure you understand.

In summary, I would like the proper repairs done to our water system whatever they may be. Secondly, residents should not be treated as less important than businesses when basic services are concerned.

Thank you.



Government
of
Saskatchewan

Housing Network

Saskatchewan Housing Corporation
11th Floor, 1920 Broad Street
Regina, Canada
S4P 3V6

C32

(306) 787-4077
1-800-667-7567
(306) 798-3110 (Fax)

August 27, 2013

RECEIVED
AUG 30 2013
CITY CLERK'S OFFICE
SASKATOON

Ms. Joanne Sproule, Clerk
City of Saskatoon
222 3rd Avenue North
SASKATOON SK S7K 0J5

Dear Sir/Madam:

Re: 2012 Settlement Municipal Share – Revised Letter

For your records we have enclosed a revised letter reflecting the corrected settlement year of 2012.

Kindly accept our apologies for the error.

If you have any questions, please contact our office.

Yours truly,

April Beattie
Finance Clerk

cc: Mr. Ray Neale, Manager, Saskatoon Housing Authority



Government
of
Saskatchewan

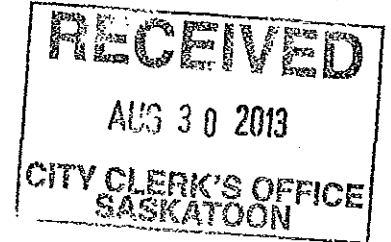
Housing Network

Saskatchewan Housing Corporation
11th Floor, 1920 Broad Street
Regina, Canada
S4P 3V6

(306) 787-4077
1-800-667-7567
(306) 798-3110 (Fax)

August 27, 2013

Joanne Sproule, Clerk
City of Saskatoon
222 3rd Avenue North
SASKATOON SK S7K 0J5



Dear Sir/Madam:

Re: 2012 Settlement Municipal Share - Housing Projects

Based on the financial operations of the Saskatoon Housing Authority, the city's 5% share of the operating loss for 2012 is \$75,036.44. A detailed schedule of the total 5% is enclosed for your reference. The increased cost is a result of the large capital reinvestment made to the housing projects in your community. This funding came from a combination of regular funding as well as funding through the Canada Economic Action Plan.

Please make your cheque payable to Saskatchewan Housing Corporation and forward to the above address. **Kindly confirm the above address to your previous records.**

If you have any questions, please contact our office.

Yours truly,

Dianne Baird
Executive Director

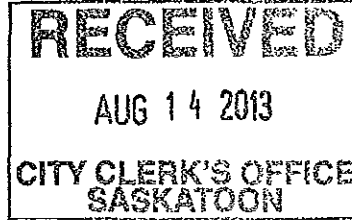
cc: Mr. Ray Neale, Manager, Saskatoon Housing Authority



Government
of
Saskatchewan

Housing Network

1610-1
Saskatchewan Housing Corporation
11th Floor, 1920 Broad Street
Regina, Canada
S4P 3V6



(306) 787-4077
1-800-667-7567
(306) 798-3110 (Fax)

July 26, 2013

Janice Mann, Clerk
City of Saskatoon
222 3rd Avenue North
SASKATOON SK S7K 0J5

Dear Sir/Madam:

Re: 2011 Settlement Municipal Share - Housing Projects

Based on the financial operations of the Saskatoon Housing Authority, the city's 5% share of the operating loss for 2011 is \$75,036.44. A detailed schedule of the total 5% is enclosed for your reference. The increased cost is a result of the large capital reinvestment made to the housing projects in your community. This funding came from a combination of regular funding as well as funding through the Canada Economic Action Plan.

Please make your cheque payable to Saskatchewan Housing Corporation and forward to the above address. **Kindly confirm the above address to your previous records.**

Also attached is information regarding changes to the Social Housing Program which were announced last summer. These changes will come into effect on July 1, 2014 for existing tenants.

If you have any questions, please contact our office.

Yours truly,

Dianne Baird
Executive Director

cc: Mr. Ray Neale, Manager, Saskatoon Housing Authority

STIMULUS INCLUDED

STIMULUS EXCLUDED

PROJECT TYPE	DIVISION NUMBER	BUSINESS UNIT	NET INCOME/(LOSS) PER HOUSING AUTHORITY MUNIC SHARE			TOTAL INVOICE	NET INCOME/(LOSS) PER HOUSING AUTHORITY MUNIC SHARE			TOTAL INVOICE
			FINANCIAL STATEMENT	H.A. INCOME/(LOSS)			FINANCIAL STATEMENT	H.A. INCOME/(LOSS)		
SPH - SENIORS/FAMILY	70 09	1091/3593	1267/1375	33,630.45	1,681.52		33,630.45	1,681.52		
SPH - SENIORS	70 09	1093	1268	(24,957.67)	(1,247.88)		(24,957.67)	(1,247.88)		
SPH - SENIORS	70 09	1094	1269	45,151.21	2,257.56		51,146.94	2,557.35		
SPH - SENIORS	70 09	1095	1270	(356,628.96)	(17,831.45)		(326,881.96)	(16,344.10)		
SPH - SENIORS	70 09	1097	1271	(654,096.37)	(32,704.82)		(654,096.37)	(32,704.82)		
SPH - SENIORS	70 09	1099	1272	54,752.27	2,737.61		54,752.27	2,737.61		
SPH - FAMILY	71 09	3591	1374	(289,908.62)	(14,495.43)		(289,908.62)	(14,495.43)		
SPH - FAMILY	71 09	3594	1376	164,914.29	8,245.71		164,914.29	8,245.71		
SPH - FAMILY	71 09	3595	1377	(50,262.21)	(2,513.11)		(50,262.21)	(2,513.11)		
SPH - FAMILY	71 09	3601	1378	(161,469.56)	(8,073.48)		(13,525.56)	(676.28)		
SPH - FAMILY	71 09	3603	1379	(29,092.21)	(1,454.61)		(29,092.21)	(1,454.61)		
SPH 31/82 (SENIORS-OPERATIONS)	70 09	1100	1273	3,586.55	179.33		3,586.55	179.33		
SPH 34/84 (FAMILY - OPERATIONS)	71 09	3604	1380	(115,198.79)	(5,759.94)		(115,198.79)	(5,759.94)		
SPH - I/A	72 09	5005	1430	742.27	0.00		742.27	0.00		
PHD NON-PROFIT	75 09	6833	1541	140,955.20	0.00		140,955.20	0.00		
PHD NON-PROFIT	75 09	6834	1542	97,527.34	0.00		97,527.34	0.00		
PHD NON-PROFIT	75 09	6835	1543	(9,730.11)	0.00		(9,730.11)	0.00		
PHD NON-PROFIT	75 09	6836	1544	165,586.18	0.00		165,586.18	0.00		
PHD NON-PROFIT	75 09	6837	1545	437,679.72	0.00		437,679.72	0.00		
LIMITED DIVIDEND - ST. PAUL'S PLACE	75 09	6838	1546	66,575.96	0.00		66,575.96	0.00		
LIMITED DIVIDEND - EMBASSY GARDENS	75 09	6839	1547	248,069.47	0.00		248,069.47	0.00		
SECTION 56.1 - 1987 COMM	87 09	8707	1946	0.00	0.00		0.00	0.00		
SECTION 56.1 - 1988 COMM	87 09	8820	1948	(1,094.88)	0.00		(1,094.88)	0.00		
SECTION 56.1 - 1988 COMM	87 09	8819	1947	33,327.53	0.00		33,327.53	0.00		
SECTION 56.1 - 1989 COMM	87 09	8907	1949	17,102.44	0.00		17,102.44	0.00		
WESTRIDGE-LAURIER-SEC 56.1-1990 COMM	97 07	9004	2626	(32,587.18)	0.00		(32,587.18)	0.00		
CLINKSKILL-SEC 56.1 - 1992 COMM	87 09	9204	1950	(377,467.51)	(18,873.38)		(377,467.51)	(18,873.38)		
HOMES NOW - AVE 'I' SOUTH	91 09	0001	1984	(19,816.41)	0.00		(19,816.41)	0.00		
HOMES NOW - 24 CENTRAL PLACE	91 09	0002	1985	5,062.80	0.00		5,062.80	0.00		
SASKATOON NEW AFFORDABLE RENTALS			2074	27,024.16	0.00		27,024.16	0.00		
SASKATOON NEW AFFORDABLE RENTALS			2077	16,950.57	0.00		16,950.57	0.00		
SASKATOON NEW AFFORDABLE RENTALS			2078	0.00	0.00		0.00	0.00		
SASKATOON NEW AFFORDABLE RENTALS			2084	0.00	0.00		0.00	0.00		
SASKATOON NEW AFFORDABLE RENTALS			2085	0.00	0.00		0.00	0.00		
SASKATOON NEW AFFORDABLE RENTALS			2086	0.00	0.00		0.00	0.00		
SASKATOON NEW AFFORDABLE RENTALS			2087	97,307.88	0.00		97,307.88	0.00		
SASKATOON NEW AFFORDABLE RENTALS			2088	(4,082.24)	0.00		(4,082.24)	0.00		
SPH - FAMILY			2637	(5,758.40)	0.00		(5,758.40)	0.00		
SPH - FAMILY			2638	(80,906.25)	0.00		(80,906.25)	0.00		
SASKATOON NEW AFFORDABLE RENTALS			2656	54,575.98	0.00		54,575.98	0.00		
SASKATOON NEW AFFORDABLE RENTALS			2658	48,899.88	0.00		48,899.88	0.00		
							1.04			
Less: Interest Differential					12,815.92			12,815.92		

SCHEDULE OF MUNICIPAL SHARE
 CITY OF SASKATOON
 2012 HOUSING AUTHORITY OPERATIONS
 FILE: SASKATOON

STIMULUS INCLUDED

STIMULUS EXCLUDED

PROJECT TYPE	DIVISION NUMBER	BUSINESS UNIT	NET INCOME/(LOSS)		TOTAL INVOICE	NET INCOME/(LOSS)		TOTAL INVOICE
			PER HOUSING AUTHORITY FINANCIAL STATEMENT	MUNIC SHARE H.A. INCOME/(LOSS)		PER HOUSING AUTHORITY FINANCIAL STATEMENT	MUNIC SHARE H.A. INCOME/(LOSS)	
			(453,635.22)	(75,036.44)	75,036.44	(269,947.45)	(65,852.10)	65,852.10

SOCIAL HOUSING PROGRAM CHANGES

Questions and Answers

1. Why are changes being made to the Social Housing Program?

The intent of the Social Housing Program is to offer rental housing for families and seniors with low incomes who do not have the resources, and who have the greatest challenge in finding suitable housing in the local housing market. The changes will ensure that those in greatest need will have access to safe, affordable housing.

2. What changes are being made to the Social Housing Program?

Eligibility criteria have been developed to ensure those with the greatest need have access to the Social Housing Program. Income and asset levels have been established in order to qualify for a Social Housing benefit. First priority will be given to applicants that meet the criteria. It is recognized that Social Housing may be the only rental option in some communities. Seniors with income and assets greater than the established limits can be housed if there are no eligible senior applicants; however they will not be eligible for the Social Housing rent subsidy.

Rent calculations will be based on 30% of adjusted household income, which is consistent with the CMHC National Affordability Standard. Community market rents have been established as a maximum. All rural communities will have the same community market rent, which is lower than the maximum rate set for the cities. Seniors not meeting the eligibility criteria will not receive a Social Housing rent subsidy and will be charged the community market rent.

Housing Authorities have been provided with the established income and asset levels as well as the community market rent.

3. When do the changes take effect?

The policy changes will take effect in the rural communities on July 1, 2013. These changes have already been implemented in larger communities in the province.

4. How will the changes affect tenants already in the Social Housing Program prior to July 1, 2013?

Tenants in the Social Housing Program in rural communities prior to July 1, 2013 will not be required to move, even if their income and asset levels exceed the established limits. Their rent will be based on 30% of their income to a maximum of the community market rent. One year's notice will be provided which means any increase in rent due to the program changes will not take effect for existing tenants until July 1, 2014.

SOCIAL HOUSING PROGRAM POLICY CHANGES – FACT SHEET

KEY FACTS ON SASKATCHEWAN HOUSING CORPORATION'S SOCIAL HOUSING PROGRAM

- Social Housing = rent is calculated as a percentage of income.
- Saskatchewan Housing Corporation owns/operates approximately 14,700 social housing units across the province.
- Saskatchewan currently has the most social housing units per capita of all western provinces.

FIVE MAJOR CHANGES TO THE SOCIAL HOUSING PROGRAM

1. NEW ELIGIBILITY CRITERIA

- No eligibility criteria currently exist around income or asset levels.
- New criteria will include maximum income and asset criteria
- Changes will not apply to existing tenants

2. PRIORITIZATION OF APPLICANTS

- Current prioritization of applicants puts the greatest emphasis on affordability
- The new criteria adds things like the safety and condition of the household's existing dwelling, whether their current home is overcrowded, and consideration for those who are homeless or victims of domestic abuse.

3. CHANGES TO THE RENT SCALE

- Currently, rent is calculated using a complex Graduated Rent Scale, where a \$1.00 increase in income could result in more than a \$1.00 increase in rent.
- Tenants will now be charged rents at 30 per cent of adjusted household income, which is consistent with the CMHC National Affordability Standard ("adjusted" refers to the exclusion of benefits such as Federal and Provincial benefits for children, seniors or persons with disabilities such as Universal Child Care benefit or the Senior Income Plan).
- This change will create more transparent rental rates which will be fairer to both existing and prospective tenants.

4. CHANGES TO THE MAXIMUM RENTAL RATE

- Currently, rental rates are capped at \$800 regardless of income level.
- Nearly 800 households living in social housing units currently have their rent capped at \$800, despite having income levels that would otherwise put them at rents above the cap. This includes a minimum of 15 households with incomes over \$100,000 per year.
- Removing the cap should incent these households to move to the private market and create more spaces for those with the greatest housing need.

5. CHANGES TO THE MINIMUM RENTAL RATE

- Currently, minimum rent is \$100/month despite the fact the minimum shelter benefit from the Ministry of Social Services is \$326/month.
- New tenants will pay a new minimum of \$326 and be encouraged to access the full benefits available to them.
- Changes will not apply to existing tenants currently paying under \$326.

Implementation Plan

Not all the policies are being rolled out at the same time. Implementation of the policy changes is being rolled out in phases.

October 1, 2012

- Four of the five policy changes rolled out in Regina, Saskatoon, Moose Jaw and Prince Albert.
- Prioritization will be rolled out in next phase.

February 1, 2013

- Policy changes will be implemented in the next 22 largest centres, this includes remaining cities and larger communities such as Kindersley and Moosomin.
- Changes to policies regarding tenants receiving income assistance benefits will be province-wide.

July 1, 2013

- Policy changes in the balance of the province.
- Prioritization changes rolled out province wide.
- Roll-out of program solution to address the needs seniors living in smaller rural and northern communities.

Policy Changes

1. Eligibility criteria

- Existing tenants will not be impacted. No tenants will be evicted as a result of the new eligibility requirements
- New tenants will be required to meet the eligibility criteria as of the date of implementation in their community.

2. Prioritization of Applicants

- All existing and new applications will be prioritized using new prioritization scale
- Change required to provincial housing authority computer system, so change planned for February 1st implementation

3. Rent Scale

- Existing tenants rent will continue to be calculated on the old scale for one year from the date of implementation in their community. At the end of the notice period their rent will be set at 30 per cent of adjusted household income. Tenants who pay their own heating costs, will have their rent reduced by a heating allowance that better represents the true heating costs being paid. The allowance will be based on the size of unit and type of heating source.
- New tenants will have their rent set at 30 per cent of adjusted household income as of the date of implementation in their community.

4. Maximum Rent

- The maximum rent of \$800 will be removed. New rents will be based on 30% and in accordance with the requirements of the Residential Tenancies Act for their community.

5. Minimum Rent

- Existing tenants paying rent less than \$326 will be protected, and will continue to have their rent calculated on the old scale.
- New tenants will be charged a minimum rent of \$326 effective the date of implementation in their community.

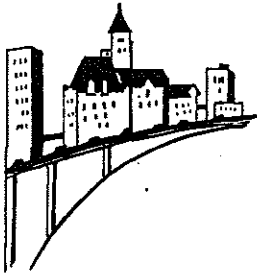
Other Policy Changes

Tenants receiving assistance through the Saskatchewan Assistance Program (SAP) and Saskatchewan Assured Income for Disability (SAID).

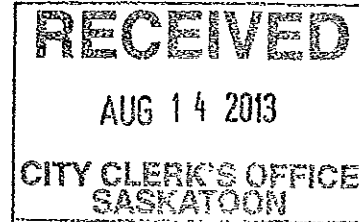
- Existing tenants rent will be set at the shelter tier rate in effect for their community on February 1, 2013.
- New tenants will have their rent set at the tier rate for their community effective as of the date of implementation in their community.

Tenants receiving assistance through Transitional Employment Allowance (TEA) and Provincial Training Allowance (PTA).

- There will be no change in the rent calculation for existing TEA and PTA tenants.
- New tenants will have their rent set at the tier rate for their community effective as of the date of implementation in their community.



– The Canadian Federation of University Women - Saskatoon –



August 8, 2013

City Clerk's Office
City of Saskatoon
222-23rd Street East
Saskatoon
S7K 0J5

To: Mayor and City Councillors:

The Canadian Federation of University Women Saskatoon Inc. is a non-profit group advocating for all aspects of education. In particular we work to ensure that women have access to furthering their aspirations in all fields. To support this end we have provided financial aid for women since the 1930s. In the last year we provided \$29,500 in scholarships to students at the University of Saskatchewan and to a student graduating from Royal West Campus. We also support the music festival and the science fair in Saskatoon and donate a painting by a local artist to a Saskatoon elementary school each year

This is financed by donations from our past and current members and by the profits from our mammoth book sale held each October. Our members and supporters contribute many hours of labour to bring this about.

In 2013 the provincial government will again declare September 14 as CFUW Day in Saskatchewan. CFUW Saskatoon would like to celebrate the occasion by asking you to declare September 14, 2013 as CFUW Day in Saskatoon. We would appreciate this recognition of our contribution to the community. We look forward to continuing with our work.

I would be happy to speak to council on this matter and provide further information. Thank you for your consideration.

Sincerely,

Dr. Gerlinde Sarkar, PhD
President
Canadian Federation of University Women Saskatoon Inc.
Phone 306-374-3006
Email gerlinde.sarkar@gmail.com
website: <https://sites.google.com/site/cfuwsaskatoon/>

243 Nesslin Terr
Saskatoon, S7J 4S2

205 5.
D2)

To:
Subject: RE: Waste Reduction Week in Canada Oct. 15-21, 2012

From: Martha @ SWRC [<mailto:martha@saskwastereduction.ca>]
Sent: Tuesday, August 13, 2013 10:44 AM
To: Martha @ SWRC
Subject: FW: Waste Reduction Week in Canada Oct. 15-21, 2012

To: Saskatchewan Communities

Re: WASTE REDUCTION WEEK IN CANADA, OCTOBER 21 - 27, 2013

Now in its 13th year, Waste Reduction Week (WRW) will be celebrated across Canada, promoting the theme "Too Good to Waste." WRW celebrates efforts to reduce, reuse, recycle and compost, and encourages us all to take on new challenges. Waste reduction is key to conserving the world's resources and landfill space, and to reducing our debt to the future.

The Saskatchewan Waste Reduction Council (SWRC) invites your community to participate in WRW by proclaiming your support, planning activities and celebrating your waste reduction accomplishments. The national website, WRWCanada.com, (under "Get Involved") allows you to register any events you plan for the week and to register your proclamation (sample copy attached). The website also contains resources for municipalities and information on the other WRW contests and events.

Let us know what you are planning at info@saskwastereduction.ca and SWRC will gladly acknowledge and promote your participation on the Waste Reduction Week page of our website at SaskWasteReduction.ca

Thank you for passing the Waste Reduction Week message on to your residents.

Joanne Fedyk
Executive Director
Saskatchewan Waste Reduction Council
joanne@saskwastereduction.ca
Phone: (306) 931-3242
Fax: (306) 955-5852



Think More...Waste Less



Health Promotion Department
Population and Public Health
101 – 310 Idylwyld Drive North
SASKATOON SK S7L 0Z2

205-5
D3
RECEIVED
AUG 30 2013
CITY CLERK'S OFFICE
SASKATOON



Tel: 655-4601
Fax: 655-4498

August 29, 2013

City Council, c/o City Clerk
City of Saskatoon
City Hall
222-3rd Avenue North
Saskatoon, SK S7K 0J5

Dear City Council:

Re: Request for the month of October to be proclaimed as "in motion" month

Please accept this letter as a formal request to Saskatoon City Council to proclaim the month of October as **in motion** month. This request is being made on behalf of the **in motion** partnership between Saskatoon Health Region, City of Saskatoon and University of Saskatchewan.

in motion is a population health promotion strategy led by the Saskatoon Health Region, Health Promotion Department. **in motion** works in partnerships to build community capacity and create supportive environments which help citizens make physical activity a part of their daily lives where they live, work, learn and play.

Throughout October, **in motion** will be encouraging everyone in Saskatoon and Region to be part of the collective action towards building a vibrant and healthy community through physical activity. Our community wide challenge will ask citizens to commit to an action that will help "move" others, and therefore contribute to the overall health of the community.

To kick-off October as **in motion** month, there will be a number of celebrations of physical activity taking place in Saskatoon and Region. In Saskatoon, students will be participating in the **in motion** Ginormous Dance Party on October 1st within their schools. On October 3rd an older adult walk will be led by the Saskatoon Council on Aging at the Fieldhouse. Other events will also be happening in Humboldt, Rosthern and Wakaw where it has also been requested that they declare October as **in motion** month.

Thank you for taking the time to review our request and for supporting **in motion** in our community.

Yours truly,

Tanya Dunn-Pierce, Manager
Health Promotion Department
Population and Public Health
Saskatoon Health Region

Physical Activity...DO IT for life!



Saskatchewan
EcoNetwork

535 - 8th Street East, Saskatoon SK S7N 0P9
Phone (306) 652-1275 • info@econet.sk.ca • www.econet.ca

205-5
RECEIVED
AUG 30 2013
CITY CLERK'S OFFICE
SASKATOON

Mayor D.J. Atchison
City of Saskatoon
222-3rd Avenue North
Saskatoon, SK S7K 0J5

August 29, 2013

Your Worship,

On behalf of the Saskatchewan EcoNetwork, I am writing this letter to ask that the City of Saskatoon proclaim September 29, 2013 as World Rivers Day in Saskatoon.

In 2003, the United Nations, out of concern for the impending global water and sanitation crisis, decided to dedicate a full decade to highlight the importance of these issues and to encourage people everywhere to take steps to protect the world's freshwater resources. From this came, the International Decade for Action "Water for Life" (2003-2013) from which World Rivers Day was born. World Rivers Day 2012 was celebrated by several millions of people across more than 60 countries. We want to continue to build that momentum this year. The attention that a City proclamation can bring to the event would be very welcome in helping us educate people in Saskatoon about the importance of our river and how to protect it into the future.

As a primary feature of the landscape and the source of the City's water supply, the South Saskatchewan River is certainly a worthy subject of celebration. Along with other community groups, we will be celebrating World Rivers Day and drawing attention to the need for our rivers to be protected and cherished.

One of our focuses this year will be to support and promote the City of Saskatoon's water conservation initiatives. A council proclamation would be an additional opportunity to get media attention for the water conservation program.

We ask that the City of Saskatoon add its voice to ours by declaring September 29, 2013 World Rivers Day. If Council could consider our request at its earliest convenience, we would be grateful. Council has, in its wisdom, declared previous World Rivers Days and we hope that Council will agree that the South Saskatchewan River merits an annual day of recognition as without this river, Saskatoon would not be such a wonderful City as it is.

Thank you, your worship for any consideration you may be able to give this request.

Yours truly,

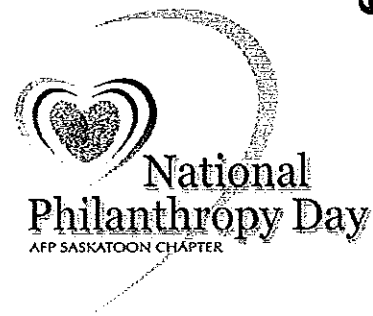
Rick Marek
Executive Director
Saskatchewan EcoNetwork



205-5
D5)

August 27, 2013

His Worship Donald J. Atchison
Office of the Mayor
222 Third Avenue North
Saskatoon, SK S7K 0J5



Dear Mayor Atchison and Members of City Council:

Request that a Proclamation of National Philanthropy Day® be issued for Friday, November 15th, 2013.

I am writing to request that a proclamation be issued for National Philanthropy Day®, the day set aside to remember and pay tribute to those people active in the philanthropic community. From donors to volunteers, from large, international nonprofits to the community centre down the street, each has made an indelible contribution to our communities, our nation, and our world.

National Philanthropy Day is November 15. Every year on this day the world pauses for a moment to celebrate the difference philanthropy makes in our lives. National Philanthropy Day is an international celebration for all that has been accomplished in the name of giving – and offers a chance to give a sincere thank you to those who make giving possible.

In Saskatoon, National Philanthropy Day celebrations are being organized by the Saskatoon Chapter of the Association of Fundraising Professionals (AFP). Our 13th annual National Philanthropy Day celebration will be held on **Friday, November 15th at TCU Place, from 11:30 a.m. to 1:30 p.m.** In addition to requesting this proclamation, we would also request the honour of Your Worship's presence at our 13th annual National Philanthropy Day Luncheon.

The two-hour celebration and luncheon will feature **George Lafond, Treaty Commissioner who will deliver the keynote address.** George Lafond will talk about "Building Community" to an expected audience of greater than 400 people. Recognition of nominated donors, youth philanthropists and outstanding fundraising professionals will be announced. Our 13th Annual Philanthropy Day Celebration Luncheon is a chance for business, corporate and individual donors, volunteers and our voluntary sector organizations to sit down and toast philanthropy together.

AFP is an organization that represents more than 30,000 professional fundraisers in 200 chapters around the world. Through education, training and advocacy efforts, AFP works to advance philanthropy efforts in your community. "It's no longer just about recognizing leaders within the philanthropic world," says AFP CEO and President, Andrew Watt, of National Philanthropy Day. "It has become a community event that resonates with the

entire public and seeks to bring everyone together to remember the tremendous accomplishments philanthropy has made in our world.”

Thank you for your consideration of this request, and I look forward to hearing from you in the near future. If you have any questions, please contact either chair Carla Loney-Tindall at 306-683-8440.

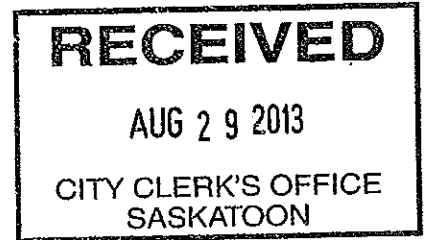
Sincerely,



Carla Loney-Tindall
Chair, AFP National Philanthropy Day 2013
Loney-TindallC@spsd.sk.ca

D6)
20575

From: CityCouncilWebForm
Sent: August 29, 2013 2:50 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Heather Hogg
2221 Hanselman Court
Saskatoon, Saskatchewan
S7L6A8

EMAIL ADDRESS:

heather.h@ldas.org

COMMENTS:

I would like to ask the City of Saskatoon to declare October as Learning Disabilities Awareness month.

Learning Disabilities Assoc of SK