

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

**Monday, February 23, 2015, 1:00 p.m.
Council Chamber, City Hall**

| | Pages |
|--|----------------|
| 1. NATIONAL ANTHEM AND CALL TO ORDER | |
| 2. CONFIRMATION OF AGENDA | |
| 2.1 Revised Agenda - The Saskatoon Gallery and Conservatory Corporation AGM - Item 8.5.1 (File No. CK. 175-27) | 16 - 17 |
| 2.2 Letter submitting comments - James Glennie, President, Saskatchewan Community Wind - Item 9.7.1 (File No. CK. 2000-5) | 18 |
| 2.3 Additional Information - Item 9.10.1 (File No. CK. 6000-1) | |
| 2.3.1 Report of the General Manager, Transportation and Utilities Department dated February 23, 2015 - 'Capital Project #2236 - Stonebridge and Highway 11 Interchange' | 19 - 21 |
| 2.3.2 Letter submitting comments - Ryan Gerstmar | 22 |

Recommendation

1. That the agenda for today's meeting be amended by adding the above matters, as outlined; and
2. That the agenda be confirmed, as amended.

3. DECLARATION OF PECUNIARY INTEREST

4. ADOPTION OF MINUTES

4.1 Minutes of Regular Meeting of City Council held on January 26, 2015

5. PUBLIC ACKNOWLEDGMENTS

6. UNFINISHED BUSINESS

7. QUESTION PERIOD

8. CONSENT AGENDA

Recommendation

That the Committee recommendations contained in items 8.1.1 to 8.1.8, 8.2.1 to 8.2.8, 8.3.1 to 8.3.13, 8.4.1 to 8.4.4 and 8.5.1 to 8.5.7 be adopted as one motion.

8.1 Standing Policy Committee on Planning, Development & Community Services

8.1.1 2015 Business Plan Outline – Community Standards Division [File No. CK. 115-1]

Recommendation

That the report of the General Manager, Community Services Department, dated January 5, 2015 be received as information.

- 8.1.2 Vacant Lot and Adaptive Reuse Incentive Program – 100A and 100B 112th Street West [Files CK. 4110-45 and PL. 4110-71-48]** 31 - 35

Recommendation

1. That a five-year tax abatement, equivalent to 70% of the incremental taxes, for the development of 100A and 100B 112th 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 requested to prepare the appropriate agreement, and that His Worship the Mayor and the City Clerk be authorized to execute the agreement, under the Corporate Seal.

- 8.1.3 Purchase of Used Fire Rescue Apparatus [Files CK. 1400-1 and FP. 1703]** 36 - 39

Recommendation

1. That the purchase of a used Rescue Apparatus from the Hyde Park Volunteer Fire Department, Hyde Park, Pennsylvania, at a total estimated cost of \$318,500 CDN, be accepted (R.I.V., GST, Brokerage Fees and Freight included); and
2. That the source of funding be the Fire Apparatus Reserve.

- 8.1.4 Business License Bylaw, 2002, Bylaw No. 8075 Amendments Report [Files CK. 300-1 and PL. 4005-9]** 40 - 45

Recommendation

1. That the proposed amendments to Business License Bylaw, 2002 Bylaw No. 8075, as outlined in this report, be approved; and
2. That the City Solicitor be requested to prepare the necessary bylaws to address the proposed amendments to Business License Bylaw, 2002, Bylaw No. 8075 for consideration by City Council, and to address the repealing of License Bylaw No. 6066.

- 8.1.5 Appointment of 2015 Municipal Weed Inspectors and Dutch Elm Disease Inspectors [Files CK. 4200-8 and PK. 4190-1]** 46 - 48

Recommendation

1. That Jeff Boone and Jessie Stolar of the Community Services Department be appointed as the City of Saskatoon 2015 Weed Inspectors, in accordance with the provisions of The Weed Control Act;
2. That Michelle Chartier and Jeff Boone of the Community Services Department be appointed as the City of Saskatoon 2015 Municipal Dutch Elm Disease Inspectors, in accordance with the provisions of The Forest Resources Management Act; and
3. That the City Clerk be requested to notify the Minister of the Environment.

- 8.1.6 Local Area Plan Process and Implementation of Recommendations [Files CK. 4000-11, CK. 4000-15 and PL. 4110-31]** 49 - 146

Recommendation

That the report of the General Manager, Community Services Department, dated February 9, 2015, be received as information.

- 8.1.7 Designation of Hampton Village Off-Leash Recreation Area and Amendment to Animal Control Bylaw, 1999, Bylaw No. 7860 [Files CK. 4205-1 and RS. 4205-17]** 147 - 153

Recommendation

1. That 3.2 acres of Municipal Reserve (District Park) in Hampton Village be designated as an Off-Leash Recreation Area; and
2. That the City Solicitor be requested to amend Animal Control Bylaw, 1999, Bylaw No. 7860, to establish 3.2 acres of Municipal Reserve, Plan No. 102108046, as a designated off-leash area.

8.1.8 Innovative Housing Incentives – Westgate Heights Attainable Housing Inc. – 3323 Centennial Drive [Files CK. 750-4 and PL. 951-111]

154 - 163

Recommendation

1. That funding of 10% of the total capital cost of the construction of 40 affordable rental units at 3323 Centennial Drive by Westgate Heights Attainable Housing Inc., estimated at \$750,000 be approved, subject to approval of this project under the Provincial Rental Development Program;
2. That an exception be approved to Innovative Housing Incentives Policy No. C09-002, allowing the grant to be paid in installments at set stages of development, as described in the report of the General Manager, Community Services Department dated February 9, 2015;
3. That a five-year abatement of the incremental property taxes for the 40 affordable rental units be applied, commencing the next taxation year, following the completion of construction; and
4. That the City Solicitor be requested to prepare the necessary incentive and tax abatement agreements, and that His Worship the Mayor and the City Clerk be authorized to execute these agreements under the corporate seal.

8.2 Standing Policy Committee on Finance

8.2.1 Property Realized Reserve Withdrawal [Files CK. 1815-1 and AF. 1815-3]

164 - 166

Recommendation

That \$885,992.32 be withdrawn from the Property Realized Reserve to fund miscellaneous land development and related sales costs incurred during the period December 1, 2013, to November 30, 2014.

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| 8.2.2 | Property Tax Liens 2014 [Files CK. 1920-3 and AF. 1920-3] | 167 - 183 |
| | Recommendation | |
| | That the City Solicitor be instructed to take the necessary action under provisions of <i>The Tax Enforcement Act</i> with respect to properties with 2014 tax liens. | |
| 8.2.3 | 2015 Budget Approval – Business Improvement Districts [Files CK. 1905-5, AF. 1680-2, 1680-3, 1680-4 and 1680-5] | 184 - 196 |
| | Recommendation | |
| | <ol style="list-style-type: none"> 1. That the 2015 budget submissions from the Partnership, Broadway Business Improvement District, Riversdale Business Improvement District, the Sutherland Business Improvement District, and the 33rd Street Business Improvement District be approved; and 2. That the City Solicitor be requested to prepare the 2015 Business Improvement District Levy Bylaws for submission to City Council for consideration at the same meeting that the Mill Rate Bylaws are presented. | |
| 8.2.4 | Contract Award Report – August 1 to December 31, 2014 Contracts between 50,000 and 75,000 [Files CK. 1000-1 and AF. 1000-1] | 197 - 200 |
| | Recommendation | |
| | That the report of the CFO/General Manager, Asset and Financial Management Department, dated February 9, 2015, be received as information. | |
| 8.2.5 | Annual Status Report – Non-Policy Tax Incentive Agreements [Files CK. 2965-1, AF. 1965-1 and 1600-1] | 201 - 203 |
| | Recommendation | |
| | That the report of the CFO/General Manager, Asset and Financial Management Department, dated February 9, 2015, be received as information. | |

- 8.2.6 2015 Annexation (Boundary Alteration) – Tax Implications and Options [Files CK. 4060-1 and AF. 4020-1]** 204 - 209

Recommendation

1. That no new mitigation or transitional tax measures be taken except for those used in past practice; and
2. That the Administration be requested to provide a report regarding the provision of services when properties are annexed into the City.

- 8.2.7 Baydo Development Corporation – 412 Willowgrove Square Boulevard Streetscaping [Files CK. 4131-26, AF. 4214-1 and LA. 4125-10]** 210 - 217

Recommendation

1. That the Administration be authorized to proceed with payment of \$123,247.18 plus GST to Baydo Development Corporation for the City of Saskatoon's share of expenses incurred to construct the sidewalk and other landscaping amenities in the boulevard adjacent to 412 Willowgrove Square; and
2. That the City Solicitor be directed to prepare a Maintenance Service Agreement delineating maintenance responsibilities for this development between Baydo Development Corporation, City of Saskatoon and the 412 Willowgrove Square Condominium Association.

- 8.2.8 Standard & Poor's Canadian Ratings – City of Saskatoon [Files CK. 1500-4 and AF. 1500-4]** 218 - 230

Recommendation

That the report of the CFO/General Manager, Asset & Financial Management Department, dated February 9, 2015, be received as information.

8.3 Standing Policy Committee on Transportation

- 8.3.1 **Award of Contract – Urban Systems Ltd. for the Development of the Active Transportation Plan [Files CK. 4110-2 and PL. 6330-6]** 231 - 236

Recommendation

1. That the award of contract for the development of the Active Transportation Plan to Urban Systems Ltd. for a total of \$209,987.98 (including GST) be approved; and
2. That the City Solicitor be requested to prepare the appropriate contract documents, and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

- 8.3.2 **Capital Project 2407 – IS North Commuter Parkway and Traffic Bridge – Operation and Maintenance Update [Files CK. 6050-10, x6050-8, CS. 6050-10 and IS. 6050-104-044]** 237 - 241

Recommendation

That the information be received.

- 8.3.3 **Neighbourhood Traffic Management Program Reviews – Selection Process [Files CK. 6320-1 and TS. 6320-1]** 242 - 247

Recommendation

1. That the Administration be directed to draft a policy pertaining to selection of neighbourhoods to receive Neighbourhood Traffic Reviews based on the modified selection process outlined in this report;
2. That the Administration be directed to draft a report pertaining to selection of major roadway corridors to receive a Corridor Review based on a similar selection process; and
3. That the Administration continue to work on an interim process for developing neighborhoods, which includes an opportunity for residents to participate.

- 8.3.4 Brevoort Park Neighbourhood Traffic Review [File No. CK. 6320-1] 248 - 286**
- Recommendation**
- That the Neighbourhood Traffic Review for the Brevoort Park neighbourhood be adopted as the framework for future traffic improvements in the area, to be undertaken as funding is made available through the annual budget process.
- 8.3.5 Holliston Neighbourhood Traffic Review [File No. CK. 6320-1] 287 - 331**
- Recommendation**
- That the Neighbourhood Traffic Review for the Holliston neighbourhood be adopted as the framework for future traffic improvements in the area, to be undertaken as funding is made available through the annual budget process.
- 8.3.6 Hudson Bay Park Neighbourhood Traffic Review [File No. CK. 6320-1] 332 - 369**
- Recommendation**
- That the Neighbourhood Traffic Review for the Hudson Bay Park neighbourhood be adopted as the framework for future traffic improvements in the area, to be undertaken as funding is made available through the annual budget process.
- 8.3.7 Westmount Neighbourhood Traffic Review [File No. CK. 6320-1] 370 - 407**
- Recommendation**
- That the Neighbourhood Traffic Review for the Westmount neighbourhood be adopted as the framework for future traffic improvements in the area, to be undertaken as funding is made available through the annual budget process.
- 8.3.8 Inquiry – Councillor A. Iwanchuk (June 23, 2014) Pedestrian-Activated Crosswalk or Traffic Light - Confederation Drive and John A. MacDonald Road [File No. CK. 6150-3] 408 - 413**
- Recommendation**
- That the information be received.

- 8.3.9 Inquiry - Councillor T. Davies (January 21, 2013) - Installation of Traffic Light at Milton Street and Confederation Drive [File No. CK. 6250-1]** 414 - 419
- Recommendation**
- That the information be received.
- 8.3.10 Median Closure and New Median Opening on Idylwyld Drive at 25th Street [File No. CK. 6320-5]** 420 - 425
- Recommendation**
- That the information be received.
- 8.3.11 Snowmobile Bylaw Amendment [Files CK. 185-1 and TS. 186-1]** 426 - 431
- Recommendation**
1. That designated snowmobile routes within city limits be updated; and
 2. That the City Solicitor be requested to prepare the amendment to Bylaw No. 7983, The Snowmobile Bylaw, 2000.
- 8.3.12 University Bridge Rehabilitation [Files CK. 6050-7 and TU. 6050-104-03]** 432 - 436
- Recommendation**
1. That the information be received;
 2. That the Administration proceed with the award process of the University Bridge Rehabilitation Contract utilizing the base bid of maintaining a single lane open for traffic; and
 3. That the single lane open for traffic during rehabilitation be solely dedicated to two way traffic accommodation for only emergency vehicles, Saskatoon Transit buses, Saskatoon Health Region authorized vehicles, and school buses contracted by the Saskatoon School Boards.

- 8.3.13 Westvac Industrial Ltd. – Supply of Stertil-Koni Column Lifts – Blanket Purchase Order [Files. CK. 1000-1 and WT. 7300-1]** 437 - 440

Recommendation

1. That the Administration prepare a blanket purchase order with Westvac Industrial Ltd., the only western Canadian supplier of the supply of Stertil-Koni Column Lifts for the next two years, for a maximum total estimated cost of \$100,000 (not including taxes) per year; and,
2. That Purchasing Services issue the appropriate blanket purchase order.

8.4 Standing Policy Committee on Environment, Utilities & Corporate Services

- 8.4.1 Membership of the City of Saskatoon on the National Zero Waste Council [Files CK. 7830-1 and CP. 7830-1]** 441 - 451

Recommendation

That the City of Saskatoon become a member of the National Zero Waste Council.

- 8.4.2 Inquiry – Councillor Donauer (March 3, 2014) Rainwater Re-use on Civic Buildings [Files CK. 600-1 and CP. 7822-1]** 452 - 456

Recommendation

That the report of the General Manager, Corporate Performance Department dated February 10, 2015, be received as information.

- 8.4.3 Summary of SaskPower Smart Meter Review by Crown Investments Corporation of Saskatchewan [Files CK. 1000-2 and WT. 2030-4]** 457 - 473

Recommendation

That Administration continue on its current path to implement an Advanced Metering Infrastructure (AMI) system for both the electricity and water utilities.

- 8.4.4 Advanced Metering Infrastructure Project – Award of Contract for Meter Data Management System [Files CK. 261-3 and WT. 2030-4]** 474 - 478

Recommendation

1. That the proposal submitted by Harris Utilities/Smartworks for the supply of a Meter Data Management System for the Advanced Metering Infrastructure project, for a total cost of \$894,430.07 (including taxes) be accepted; and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

8.5 Executive Committee

- 8.5.1 Notice of Annual General Meeting – The Saskatoon Gallery and Conservatory Corporation [File No. CK. 175-27]** 479 - 481

Recommendation

That the City of Saskatoon, being a member of The Saskatoon Gallery and Conservatory Corporation, appoint Donald Atchison, or in his absence, Tiffany Paulsen or Charlie Clark of the City of Saskatoon, in the Province of Saskatchewan, as its proxy to vote for it on its behalf at the Annual General Meeting of the members of The Saskatoon Gallery and Conservatory Corporation, to be held on the 17th day of March, 2015, or at any adjournment or adjournments thereof.

- 8.5.2 Notice of Annual General Meeting – The Art Gallery of Saskatchewan Inc. [File No. CK. 175-27]** 482 - 484

Recommendation

That the City of Saskatoon, being a member of The Art Gallery of Saskatchewan Inc., appoint Donald Atchison, or in his absence, Tiffany Paulsen or Charlie Clark of the City of Saskatoon, in the Province of Saskatchewan, as its proxy to vote for it on its behalf at the Annual General Meeting of the members of The Art Gallery of Saskatchewan Inc., to be held on the 17th day of March, 2015, or at any adjournments or adjournments thereof.

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| 8.5.3 | Strategic Plan Proposed Performance Measures and Targets [File No. CK. 116-1] | 485 - 490 |
| | Recommendation | |
| | 1. That the information be received; and | |
| | 2. That the Administration proceed with public engagement and consultation on the performance targets as outlined in the report of the General Manager, Corporate Performance Department dated February 11, 2015. | |
| 8.5.4 | City Representative – Steering Committee – Saskatoon South Perimeter Highway General Location Study [File No. CK. 6000-1] | 491 |
| | Recommendation | |
| | That His Worship Mayor D. Atchison be appointed as the representative of the City of Saskatoon on the Steering Committee for the Saskatoon South Perimeter Highway General Location Study. | |
| 8.5.5 | Appointment – Cultural Diversity and Race Relations Committee [File No. CK. 225-40] | 492 |
| | Recommendation | |
| | That Councillor Olauson be appointed to the Cultural Diversity and Race Relations Committee for 2015, to replace Councillor Davies. | |
| 8.5.6 | Appointments – Saskatoon Gallery and Conservatory Corporation Board of Trustees and Remai Modern Art Gallery of Saskatchewan Board of Trustees [File No. CK. 175-27] | 493 |
| | Recommendation | |
| | That the City's representative be instructed to vote the City's proxy at the Annual General Meetings of The Saskatoon Gallery and Conservatory Corporation and The Art Gallery of Saskatchewan Inc. for the appointments of the following to the Board of Trustees for each, throughout a term expiring at the conclusion of the 2017 Annual General Meeting: | |
| | •Scott Verity | |
| | •Denise Dorfman | |
| | •Dr. Grant Stoneham | |

8.5.7 City Representation – P4G Regional Oversight Committee (ROC) [File No. CK. 4250-1]

494

Recommendation

That His Worship Mayor D. Atchison, Councillor R. Donauer, and Councillor E. Olauson be confirmed as the City's representatives on the P4G Regional Oversight Committee (ROC).

9. REPORTS FROM ADMINISTRATION AND COMMITTEES

9.1 Asset & Financial Management Department

9.2 Community Services Department

9.3 Corporate Performance Department

9.4 Transportation & Utilities Department

9.5 Office of the City Clerk

9.6 Office of the City Solicitor

9.6.1 Inquiry - Councillor Donauer - Council's Authority and Delegated Authority to Administration [Files CK. 255-1 and CK. 127-12] 495 - 505

Recommendation

That the report of the City Solicitor, dated February 23, 2015, be received as information.

9.7 Standing Policy Committee on Environment, Utilities & Corporate Services

9.7.1 Tall Wind Turbine Project Update [Files CK. 2000-5 and WT. 2000-10] 506 - 509

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated February 10, 2015, be received as information.

9.8 Standing Policy Committee on Finance

9.9 Standing Policy Committee on Planning, Development & Community Services

9.10 Standing Policy Committee on Transportation

- 9.10.1 Capital Project No. 2236 – Stonebridge and Highway 11 Interchange [File No. CK. 6290-1] 510 - 515**

Recommendation

That Capital Project No. 2236 - Stonebridge and Highway 11 Interchange be provided with an additional \$1.9 million of funding from the Interchange Reserve in order that this project be undertaken in 2015.

- 9.10.2 Sidewalk Snow Clearing Enforcement Process [File No. CK. 6290-1] 516 - 520**

A letter received from Ed Hipkin is also provided.

Recommendation

That the Administration be directed to draft the appropriate policy based on Option 3 as outlined in this report.

9.11 Executive Committee

9.12 Other Reports

- 10. INQUIRIES**
- 11. MOTIONS (NOTICE PREVIOUSLY GIVEN)**
- 12. GIVING NOTICE**
- 13. URGENT BUSINESS**
- 14. IN CAMERA SESSION (OPTIONAL)**
- 15. ADJOURNMENT**

175-27

RECEIVED

FEB 23 2015
CITY CLERK'S OFFICE
SASKATOON

From: Darlene Walker <dwalker@mendel.ca>
Sent: February 23, 2015 9:24 AM
To: Web E-mail - City Clerks
Cc: Gregory Burke
Subject: Annual General Meeting of The Saskatoon Gallery and Conservatory Corporation - Updated Agenda
Attachments: Agenda - Annual General Meeting March 17, 2015 - Saskatoon Gallery and Conservatory.pdf
Importance: High

Further to the Notice of Annual General Meeting and agenda for The Saskatoon Gallery and Conservatory Corporation that was delivered to the City Clerk's Office on February 3, 2015 and that is to be presented at City Council today under item 8.5.1, please replace the attached updated Agenda with that previously provided.

If you have any questions or require additional information, please do not hesitate to contact me.

Thank you,
Darlene

Darlene Walker
Mendel Art Gallery
950 Spadina Crescent East
Saskatoon, SK S7K 3L6
Direct Line 306-975-7669
Email dwalker@mendel.ca

AGENDA

**ANNUAL GENERAL MEETING OF THE MEMBERS
THE SASKATOON GALLERY AND CONSERVATORY CORPORATION
Saskatoon Club, 417 – 21st Street East, Saskatoon, SK**

Tuesday, March 17, 2015, at 7:00 p.m.

- I. ROLL CALL
- II. APPOINTMENT OF SECRETARY
- III. NOTICE OF WAIVER OF IRREGULARITIES
- IV. APPROVAL OF AGENDA
- V. APPROVAL OF MINUTES
 - Annual General Meeting – March 25, 2014
 - Special General Meeting – June 17, 2014
- VI. INSTRUMENT OF PROXY
- VII. ANNUAL REPORTS
 1. Annual Report of the Chair & President
 2. Annual Report of the Executive Director & CEO
 3. Annual Report of the Treasurer
 - a. Review and approval of financial statements
- VIII. SPECIAL BUSINESS - REMOVAL OF CLASS MEMBERS AND RESIGNATION OF TRUSTEES APPOINTED BY THAT CLASS
- IX. APPOINTMENT TO BOARD OF TRUSTEES
- X. APPOINTMENT OF AUDITORS
- XI. RECOGNITION OF RETIRING TRUSTEES
- XII. VOTE OF THANKS
- XIII. ADJOURNMENT



RECEIVED
FEB 23 2015
CITY CLERK'S OFFICE
SASKATOON

Saskatchewan Community Wind
220 20th Street West
Saskatoon, SK
February 22, 2015

His Worship the Mayor and Members of City Council
City Hall, 222 - 3rd Ave. N., Saskatoon
Saskatchewan. S7K 0J5

Council Agenda 23-Feb-2015: page 496. Tall Wind Turbine Project Update

This agenda item notes that *'wind power is an attractive electricity generation technology ... but faces challenges inside the SL&P Service Area'*. It therefore concludes by recommending no further action with regards to the development of a large wind energy facility.

That conclusion is deficient because the report makes no mention of the potential for a multi-turbine, community-owned, large wind facility located outside of SL&P's franchise area. We state with certainty and are prepared to support with excellent third party references and detailed analyses, that such a community-owned wind project represents the most economically attractive way for the City to achieve its ambitious green energy goals.

By way of response City administration will say that SaskPower is unwilling to connect such a facility and that the City has no ability to influence SaskPower. That claim is hard to believe given that the Saskatoon region contains a quarter of Saskatchewan's population, that the public overwhelmingly wants more of their electricity generated by renewables and given that, as a Crown-owned entity, SaskPower has a duty to be cognizant of public opinion.

The following focuses on the US because Canadian wind data is already included in the City's report. Since June 2012, when we started working on our Saskatoon community-wind project, 15,300 megawatts of new wind-turbine generating capacity, representing \$30-billion of invested capital, has been added in the United States. This amount is more than any other single source of new capacity: natural gas generation was a distant second with 11,200 megawatts. The largest single investor in wind energy during that period has been Warren Buffett. His primary motivation is economic: wind energy is cost competitive and offers an excellent financial hedge against natural-gas fuel price volatility. The bulk of his investment has been in Iowa: that state now generates approximately 30 percent of its total electricity needs using wind turbines.

Saskatchewan has a world-class wind energy resource and there is no economic nor technical reason why wind energy should not generate 20 percent of Saskatchewan's electricity. If it did, it would create 25,000 jobs and \$4-billion of investment. This would be an economic lifeline for many in this time of depressed global oil prices. Saskatoon has an opportunity to lead and, given its size, it also has a duty. We hope, as do many others, that you will reject the *'Tall Wind Turbine Project Update'* and that you will instead give serious consideration to our proposal for a community-owned wind turbine project located outside of SL&P's franchise area.

Regards,

James Glennie, MBA, CFA
President, Saskatchewan Community Wind
james.glennie@saskwind.ca

Capital Project #2236 – Stonebridge and Highway 11 Interchange

Recommendation

That the Administration work with Dream Development to proceed with tendering the Stonebridge and Highway 11 Interchange without inclusion of Ramp 3.

Topic and Purpose

The purpose of this report is to provide additional information pertaining to the options for tendering the eastbound to southbound ramp (Ramp 3) as part of the construction of the Stonebridge and Highway 11 Interchange.

Report Highlights

1. The engineering cost estimate to construct Ramp 3 is \$3.7 Million.
2. The cost to complete the design and modify tender documents to obtain a firm quote for Ramp 3 is \$105,000 and will take approximately six weeks.
3. Projected traffic demand for Ramp 3 is approximately 50 vehicles per day.
4. Considering all factors, the Administration is not recommending construction of Ramp 3 at this time. Ramp 3 construction should be considered once development plans east of Highway 11 are known and a funding agreement is in place with the developer.

Strategic Goal

This report supports the Strategic Goal of Moving Around as the provision of adequate access to newly developed neighbourhoods contributes to the overall development of an integrated transportation network.

Background

The Standing Policy Committee on Transportation at its meeting held February 10, 2015, considered a report on the Stonebridge and Highway 11 Interchange and requested additional information on the ability to include Ramp 3 as an option when the project is tendered.

Report

Estimated Cost for Ramp 3

The design of the Stonebridge Flyover was completed by AECOM on behalf of Dream Development (Dream), which is a requirement of the Development and Servicing Agreement between the City of Saskatoon and Dream. A detailed cost estimate was developed for the overall project, including Ramp 3. The incremental cost to include Ramp 3 is \$3.7 Million if constructed in conjunction with the initial interchange construction. This cost estimate incorporates efficiencies gained by constructing at the same time as the interchange.

If Ramp 3 is constructed at a later date, the cost may increase by approximately 15% due to the need for separate mobilization/demobilization, engineering, design, traffic management, and contract administration. In addition to the 15%, inflation costs for construction will also be a factor depending on when the construction proceeds.

Tendering Ramp 3 as an Option

Tendering Ramp 3 as an option, to obtain a firm price, or to include it as a de-scoping item will require additional design work to be completed and the tender documents to be modified. An additional cost of the design work is \$105,000 and is estimated to take approximately six weeks to complete.

This option choice will delay the tender by six weeks and construction by approximately four weeks. A special meeting of City Council may be required to review the tender results in determining whether or not to proceed with the inclusion of this ramp.

Traffic Demand for Ramp 3

The Traffic Impact Assessment indicated that the demand for the ramps to the north would be approximately 3,000 trips each per day. The Traffic Impact Assessment did not provide a traffic projection for the ramps to the south as they were not included as part of the Stonebridge Neighbourhood Concept Plan. Subsequent analysis estimates that Ramp 3 would generate 50 trips per day from the Stonebridge neighbourhood.

There are many transportation and non-transportation civic priorities that the Administration believes would provide more benefit to the community than construction of Ramp 3, which would benefit residents in the eastern portion of Stonebridge leaving the City heading south. Stonebridge residents have freeway access to the north, and once on Circle Drive have uninterrupted freeway access to Highway 11 southbound.

Final design and construction of Ramps 3 and 4 should proceed in conjunction with any potential development east of Highway 11. At this time, it is unknown if and when any significant development will occur. If a significant development does proceed in the future, both east of Highway 11 and also south of the City, traffic demand for Ramps 3 and 4 would increase. At that time, the developer of the lands east of Highway 11 will be required to partially fund construction of Ramps 3 and 4. If the City were to proceed with construction now, it would make cost recovery more difficult in the future and construction funding would need to be found for the 2015 and 2016 work.

Considering all factors, the Administration does not recommend proceeding with tendering or construction of Ramp 3 at this time. Even if the project closed at a total price lower than the estimate, the Administration would not recommend proceeding with Ramp 3, and would instead recommend any City savings be allocated to other Council priorities.

Options to the Recommendation

City Council could direct the Administration to proceed with design and construction of Ramp 3 in conjunction with the current tender.

Also, City Council could direct the Administration to obtain a firm price for Ramp 3 through the tender process, and defer the decision on whether or not to construct the ramp until the price is known. Should City Council desire a firm price for Ramp 3, the Administration may be able to negotiate a price with the successful bidder after award of the contract. The design of the ramp will still need to be advanced at a City cost of \$105,000 to obtain a firm price.

Public and/or Stakeholder Involvement

Extensive public consultation regarding the Stonebridge neighbourhood was undertaken at the time the neighbourhood concept plan was being considered. That consultation included neighbourhood access and configuration of the Stonebridge and Highway 11 Interchange.

Communication Plan

Project communication to be carried out during the construction phase of this project will include information on: the City's website; updates via the City's Daily Road Report; City Service Alerts (saskatoon.ca/service-alerts), Construction Map (saskatoon.ca/constructionmap) and regular updates to the neighbourhood Community Association.

Financial Implications

Proceeding to tender without the inclusion of Ramp 3 will not have a further financial impact on the project. The City's portion of the additional costs to proceed without the inclusion of Ramp 3 is outlined in the report from February 10, 2015, including a budget adjustment of \$1.9 Million.

Environmental Implications

The construction phase of this project will result in consumption of natural resources (fuel) and generation of greenhouse gas emissions. The overall impact on greenhouse gas emissions has not been quantified at this time, but will be included in annual reporting by the Administration.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

Completion of the interchange is planned for the fall of 2016.

Public Notice

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

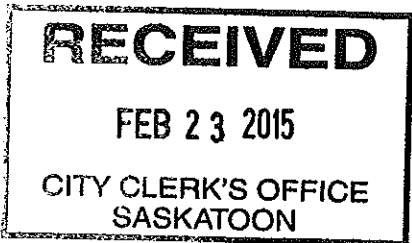
Report Approval

Written by: Angela Gardiner, Director of Transportation
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

Council AG – Capital Project #2236 – Stonebridge and Highway 11 Interchange.docx

6000-1

His Worship the Mayor and Members of City Council
c/o City's Clerk Office, City Hall
Saskatoon, SK S7K0J5



Re: 9.10.1 Capital Project #2236 – Stonebridge & Highway 11 interchange.

I apologies for not being able to attend in person I have an afternoon meeting I am unable to miss or reschedule.

I am deeply disappointed in the City's administration disregard and contempt for due process, the public, and council. In the last year alone the administration has ignored both committee and council requests for options at this interchange; given more than a year not one option on funding, design, or tendering as requested have been presented.

When administration has presented information to committee or council it has been both inconsistent and less than transparent. Examples include estimates, reasons for the changing estimates, and traffic counts. In an effort to be brief I'll just summarize one; traffic counts. For ramp 3 they were originally [Feb 2014] presented as daily traffic of 175 cars. In committee a year later they were presented as 50. When asked for an explanation the response was that 175 is based on including ramp 4. Ramp 4, not being developed, moves traffic coming from outside the city into Stonebridge. It isn't clear how that ramp could more than triple traffic out of the neighbourhood on ramp 3. I note the counts were also presented as full daily totals, but as actually commuter only traffic. This detail came out on Friday. It is complete non-sense and the best example of how the administration has repeatedly misrepresented to committee and council on this issue.

As the administration will not provide options for the interchange let me provide a few.

Options 1: Allow southern access out of Stonebridge onto highway 11 without a ramp as is done on 60th street, 71st street, Marquis Dr., and access to and from the town of Warman.

Option 2: Tender for the interchange with ramp 1 & 2. Include ramp 3 or other southern access onto highway 11 that meets highway safety standards as an option. Give full points for any response that includes southern access within the budgeted cost.

Option 3: Do a designed build bid process as was done for the South Bridge. Note: This option was suggested by the Mayor at the Feb 10th 2014 council meeting.

All three options present the City with negligible financial cost. Please seriously consider utilizing one or a combination of the above options.

Thank you,

Ryan Gerstmar

346 Assaly St.
Saskatoon, Sk.
S7T 0E2

To: Hudson, Janice (Clerks)
Subject: RE: Letter to Council - Snow Removal Enforcement Bylaw

Mayor and Council

The Accessibility Committee has from its beginnings discussed snow removal in the downtown core, residential areas, bus stops, alleys, parking lots, and in front of businesses. It is an issue that just will not go away as the City Bylaw is not adequate. If it was our Committee would not continually be discussing an issue that is a barrier to those of us with mobility disabilities including seniors.

Simply put the Accessibility Committee needs a Bylaw that is clear and strong so that it leaves no doubt as to who is responsible for clearing snow, when it must be done, and the consequences if it is not done.

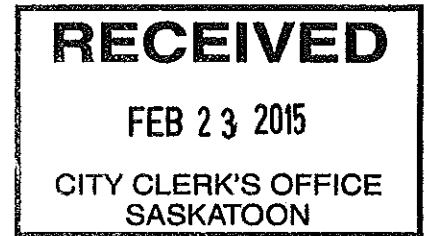
When it snows citizens with mobility disabilities using canes, chairs, or guides are not able to get to a bus stop, get to a Doctor, get to the store, etc.. We are prisoners and what holds us in is not steel and locks but rather snow. This should not be happening.

We need a strong clear by-law and strong clear consequences. We need a process where folks with good intent do not get fined but rather monitored to insure clearing occurs. Where there is clear intent not to remove snow then the Bylaw must be invoked. Where intent to clear snow is evident and the individual has called in and is on a list where extra time may be needed before clearing can occur then the By-law should not be invoked but this must be monitored.

The citizens of Saskatoon with mobility disabilities need to have access to our bus stops, our sidewalks, our City Facilities, and of course businesses, Doctors, appointments, and shopping. If snow is not cleared then we become prisoners in our homes.

The City of Saskatoon Accessibility Committee should not have to discuss snow removal issues except to receive a report on how well things are going as opposed to issue after issue after issue.

We encourage you to be firm but understanding on this issue and if you get it right we will know simply by not having to address snow removal issues at every meeting.



regards,
Robin East, Chair
Saskatoon Accessibility Advisory Committee



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

2015 Business Plan Outline – Community Standards Division

Recommendation of the Committee

That the report of the General Manager, Community Services Department, dated January 5, 2015 be received as information.

History

At the January 5, 2015 meeting of the Standing Policy Committee on Planning, Development and Community Services, consideration of the report of the General Manager, Community Services Department was deferred to the February 9, 2015 meeting.

The Committee has now considered and is forwarding the report to City Council for information.

Attachment

January 5, 2015 Report of the General Manager, Community Services Department

2015 Business Plan Outline – Community Standards Division

Recommendation

That the report of the General Manager, Community Services Department, dated January 5, 2015 be forwarded to City Council for information.

Topic and Purpose

The purpose of this report is to provide a high level outline of the 2015 business plan for the new Community Standards Division.

Report Highlights

1. Currently there are many business units providing bylaw enforcement services throughout the City Administration, covering all Departments and numerous different divisions. This “distributed” model of bylaw enforcement has limitations in terms of business alignment, communications, customer service, and being able to respond to issues in a comprehensive way.
2. As part of the Corporate alignment, the Community Standards Division will provide a preferred model of service delivery, with the number of separate bylaw enforcement units being reduced, communications both in and out becoming centralized, and customers provided with more convenient access to available services.
3. Next steps will include aligning corporate-wide communications on bylaw enforcement issues to the division and ensuring that all City business units (that enforce bylaws) are either directly or indirectly connected through an administrative corporate bylaw enforcement committee.
4. Aside from creating this new aligned bylaw enforcement business unit, the division will also be comprised of the currently functioning Business License and Bylaw Compliance Section and the Parking Services Section.

Strategic Goal

This report supports the Strategic Goal of Continuous Improvement by aiming for a coordinated approach to citizen inquires on bylaw compliance issues with enhanced communications and improved accountability. This report supports the Strategic Goal of Sustainable Growth by maintaining accepted community standards as infill development and increasing residential diversity is facilitated. This report also supports the Strategic Goal of Quality of Life by taking initiatives to enhance and protect property values and overall community standards, which in turn, improves public perceptions about the community, and encourages private investment.

Background

At the City Council meeting held on November 4, 2013, the City Manager tabled a report outlining a corporate structure for the City of Saskatoon that aligned with business lines and budgeting processes.

The principles around the alignment were:

- Similar functions are grouped together;
- Decision making is encouraged at the front-line level;
- Performance measurement will be embedded in the structure;
- Leadership is encouraged and developed;
- Accountability for outcomes and performance is promoted, and
- Maintain current work units where possible to minimize the impact of change.

One of the more specific objectives of the alignment was to create a new organizational and service delivery model for bylaw enforcement services. This is now defined as the Community Standards Division, within the Community Services Department.

Report

Current Distribution of Bylaw Enforcement Services

There are multiple business units currently providing bylaw enforcement services throughout the corporation, covering all Departments and numerous different divisions. Some of the main enforcement programs are summarized below:

Fire Department:

- Property Maintenance and Nuisance Abatement Bylaw;
- Fire Prevention Act and Regulations;
- Dangerous Goods Bylaw; and
- Multi-unit residential inspection services.

Planning and Development:

- Adult Services Licensing Bylaw;
- Business License Bylaw;
- Zoning Bylaw; and
- Administrative link to Community Support Officer Program.

Environmental and Corporate Initiatives:

- Sewer Use Bylaw; and
- City response to contaminated lands (supported by Fire).

Saskatoon Water:

- Drainage Bylaw; and
- Storm Water Management Utility.

2015 Business Plan Outline – Community Standards Division

Public Works:

- Waste and Dumping Bylaw.

Corporate Revenue:

- General License Bylaw; and
- Taxi licensing and enforcement.

Transportation:

- Residential Parking Program;
- Parking meters and collections;
- Street Use Bylaw;
- Sidewalk Clearing Bylaw; and
- Temporary Sign Bylaw.

Recreation and Sport:

- Animal Control Bylaw (supported by Animal Control Agency contract); and
- Parks Usage Bylaw.

Building Standards:

- Building Bylaw; and
- Plumbing Bylaw.

Police Service:

- Noise Bylaw;
- Traffic Bylaw; and
- Crime Free Multi-Unit Housing Program.

This “distributed” model of bylaw enforcement has limitations in terms of accountability, communications, customer service, and being able to respond to acute issues in a comprehensive way. Multiple business units make it challenging to undertake “combined enforcement” for properties with several bylaw issues going on at once.

Community Standards Division – New Business Model for Bylaw Enforcement Services

In terms of bylaw enforcement, the new division aims for the following outcomes:

- To coordinate and be accountable for bylaw enforcement programs and activities across the corporation;
- To be a communications focal point for customer and citizen inquiries on community standards and bylaw enforcement; and
- To effectively deliver a model that upholds accepted community standards for public health and safety and to protect public and private property.

The Community Standards Division will initially consist of the Business License and Zoning Bylaw Compliance Section (from the Planning and Development Division) and the Parking Services Section (from the Transportation Division). Other resources may

2015 Business Plan Outline – Community Standards Division

be added over time, for example, through transfers or contract services, as the business case may warrant.

A major advantage of a combined approach is to form a team of cross-trained bylaw compliance officers that can address multiple bylaw enforcement situations. This team approach provides a larger pool of resources to draw upon during busy times, provides broader coverage and more flexible customer service. Also, collaborative data collection will allow staff to track trends, identify “hot spots”, and measure outcomes.

Proposed 2015 High Level Business Plan for Bylaw Enforcement Services

The following initiatives are envisioned for the Bylaw Enforcement section of the division in 2015:

- Develop a centralized phone system for community based bylaw inquiries and complaints, with a view to connecting to the 311 system;
- Develop a City web page summarizing accepted community standards for residential and business areas (Good Neighbour Practices Guide) with a convenient web form for making inquiries on specific issues. Typical areas of interest include parking, vehicle storage and repairs, illegal suites, sidewalk snow clearing, weeds and grass, untidy premises, noise, drainage, home based businesses, graffiti, fences, decks, garages, landscaping, general licensing, and all types of nuisances leaving private property;
- Following from the proposed new policies for infill development, provide a coordinated approach for approvals, inspections, and enforcement related to infill development in established neighbourhoods;
- Develop a framework to effectively review and amend existing bylaws;
- Align with the bylaw inspection and enforcement efforts currently conducted by the Fire Department to find more effective delivery methods; and
- Explore contract service opportunities to provide support throughout the division.

Proposed 2015 High Level Business Plan for Remaining Active Sections

The following initiatives comprise the current 4-year strategies for the Business License and Bylaw Compliance section:

- Finalize a new Business License Bylaw;
- Review landscaping regulations in the Zoning Bylaw;
- Investigate options to regulate historically non-compliant rental properties;
- Review signage regulations and election sign policy; and
- Review potential for office uses in IL2 zoning.

The following initiatives are currently envisioned for the Parking Services section in 2015:

- Implementation of new flex pay parking system;
- Review the role of the Parking Committee;
- Assess the parking revenue formula to determine effective revenue distribution; and
- Review Residential Parking Permit policy to determine the role of institutional and commercial properties.

Options to the Recommendation

The Committee may wish to provide additional direction to the Administration.

Policy Implications

There are no policy implications at this time. A number of existing bylaws will be considered for renewal once the division is fully operational in 2015.

Public and/or Stakeholder Involvement

Extensive consultation was undertaken with internal stakeholders (Fire, Transportation, Public Works, Environment, Planning and Development, Building Standards, etc.) to determine the initial organization of the division and the ongoing direct and indirect connections.

Communication Plan

A full internal and external communications plan will be formulated once the division is operational in 2015.

Financial Implications

There are no budget implications at this time. An existing vacant FTE was utilized to resource the Director position, with funding for the position provided by fees approved in the 2015 Business Plan and Budget Review. Creating the new service line will involve some transfers between divisions.

Due Date for Follow-up and/or Project Completion

A detailed 2016 business plan for Community Standards that aligns with Strategic Goals and the budget will be presented in the fall of 2015.

Public Notice

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

Report Approval

Written by: Andrew Hildebrandt, Director of Community Standards
Randy Grauer, General Manager, Community Services Department
Approved by: Darren Crilly, Acting General Manager, Community Services Department

S:/Reports/CS/PDCS/2015 Business Plan – Community Standards Division.docx/dh



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Vacant Lot and Adaptive Reuse Incentive Program – 100A and 100B 112th Street West

Recommendation of the Committee

1. That a five-year tax abatement, equivalent to 70% of the incremental taxes, for the development of 100A and 100B 112th 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 requested to prepare the appropriate agreement, and that His Worship the Mayor and the City Clerk be authorized to execute the agreement, under the Corporate Seal.

History

At the February 9, 2015 meeting of the Standing Policy Committee on Planning, Development and Community Services, a report of the General Manager, Community Services Department, dated February 9, 2015, was considered.

Attachment

February 9, 2015 Report of the General Manager, Community Services Department

Vacant Lot and Adaptive Reuse Incentive Program - 100A and 100B 112th Street West

Recommendation

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

- 1) That a five-year tax abatement, equivalent to 70% of the incremental taxes, for the development of 100A and 100B 112th 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 requested to prepare the appropriate agreement, and that His Worship the Mayor and the City Clerk be authorized to execute the agreement, under the Corporate Seal.

Topic and Purpose

The purpose of this report is to request approval for a five-year tax abatement for the incremental property tax for the development of the property located at 100 112th Street West under the Vacant Lot and Adaptive Reuse (VLAR) Incentive Program.

Report Highlights

1. The application was reviewed using the evaluation system of the VLAR Incentive Program.
2. The estimated incremental property tax abatement for 100A 112th Street West, based on the 2014 tax value, is \$980.83 annually or \$4,904.17 over five years. The estimated incremental property tax abatement for 100B 112th Street West, based on the 2014 tax value, is \$980.46 annually or \$4,902.31 over five years.
3. The Administration recommends the approval of a five-year tax abatement of the incremental property taxes, for the development of semi-detached dwellings located at 100A and 100B 112th Street West.

Strategic Goal

This report supports the City of Saskatoon's (City) long-term Strategic Goal of Sustainable Growth by increasing and encouraging infill development.

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. A score out of 100, which the project earns, determines what proportion of the maximum incentive amount it will receive. Any residual portion of the maximum incentive amount on projects that earn less than 100% will be redirected into the VLAR Reserve.

Report

Review of Application

On December 10, 2014, the Neighbourhood Planning Section, Planning and Development Division, received an application under the VLAR Incentive Program from Larry Chometa and Tammy Luciw for the development of a property located at 100 112th Street West in Sutherland. The estimated total project cost is \$450,000. The property has been vacant since 2002. The land was subdivided earlier this year in preparation for the development of semi-detached dwellings.

The application was reviewed using the program's evaluation system. The project at 100 112th Street West received a total of 70 out of 100 points, for 70% of the maximum incentive amount. The awarding of points was broken down as follows:

- a) 50 base points;
- b) 10 points for a two-unit dwelling; and
- c) 10 points for locating within 175 metres from an existing transit stop and having a Walk Score of 76.

Estimated Incremental Property Tax Abatement

The applicant is applying for a five-year tax abatement of the incremental property taxes for both units. According to the Office of the City Assessor, the incremental increase in annual property taxes for unit 100A in the two-unit dwelling is estimated to be \$1,401.19, based on the 2014 tax year. The maximum incentive amount would be \$7,005.95 over five years. The value of this abatement over the five-year period, based on an earned incentive amount of 70%, is estimated to be \$4,904.17. The incremental increase in annual property taxes for unit 100B in the two-unit dwelling is estimated to be \$1,400.66. The maximum incentive amount would be \$7,003.30 over five years. The value of this abatement over the five-year period, based on an earned incentive amount of 70%, is estimated to be \$4,902.31. The total estimated five-year tax abatement for the two units is \$9,806.48. There is a slight difference in the values of the abatements due to the variance in lot sizes. The property at 100A is 3,641.65 square feet, and the property at 100B is 3,646.06 square feet.

Administration Recommendation

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

Vacant Lot and Adaptive Reuse Incentive Program – 100A and 100B 112th Street West

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.

Public and/or Stakeholder Involvement

The need for public/stakeholder involvement is not deemed necessary at this time.

Financial Implications

The incremental property tax abatement for the project at 100 112th Street West is forgone revenue and will not impact the VLAR Reserve. However, the City will forgo 70% of the increase in tax revenue resulting from this project over a five-year period.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

The redevelopment of the property located at 100 112th Street West is expected to be completed by April 2015. The property tax abatements, if approved, will begin the year following project completion and continue for five years.

Public Notice

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

Attachment

1. 100 112th Street West – Location Map

Report Approval

Written by: Ellen Pearson, Planner, Neighbourhood Planning Section
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/CP/2015/PDCS – VLAR Incentive Program – 100A and 100B 112th Street West/ks



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Purchase of Used Fire Rescue Apparatus

Recommendation of the Committee

1. That the purchase of a used Rescue Apparatus from the Hyde Park Volunteer Fire Department, Hyde Park, Pennsylvania, at a total estimated cost of \$318,500 CDN, be accepted (R.I.V., GST, Brokerage Fees and Freight included); and
2. That the source of funding be the Fire Apparatus Reserve.

History

At the February 9, 2015 meeting of the Standing Policy Committee on Planning, Development and Community Services, a report of the Fire Chief, dated February 9, 2015, was considered.

Attachment

February 9, 2015 Report of the Fire Chief

Purchase of Used Fire Rescue Apparatus

Recommendation

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

1. That the purchase of a used Rescue Apparatus from the Hyde Park Volunteer Fire Department, Hyde Park, Pennsylvania, at a total estimated cost of \$318,500 CDN, be accepted (R.I.V., GST, Brokerage Fees and Freight included); and
2. That the source of funding be the Fire Apparatus Reserve.

Topic and Purpose

The purpose of this report is to request a change within the Fire Apparatus Reserve for the purchase of a used Rescue Apparatus to align with the revised department business plan.

Report Highlights

1. The Saskatoon Fire Department (SFD) Administration is requesting approval to purchase a used (2009) HME Ferrara Rescue Truck from Hyde Park Volunteer Fire Department, Hyde Park, Pennsylvania, for the purchase price of \$318,500 CDN.
2. Transportation cost to ship the apparatus to Saskatoon will be approximately \$8,500 and will be considered as part of the cost of the Rescue Truck purchase.
3. A new Rescue Truck was originally scheduled for purchase in 2015 for an estimated cost of \$450,000, to be funded from the Fire Apparatus Reserve – ((Capital Project #2379 - \$165,000) and the Fire Capital Reserve - (Capital Project #2504 - \$285,000).

Strategic Goal(s)

This report supports the Strategic Goal of Quality of Life. This initiative aligns with the SFD's revised business plan in supporting emergency response for the citizens and the continued growth of the city.

The use of existing internal funding also contributes to the Strategic Goal of Asset and Financial Sustainability.

Background

SFD Administration has completed a continuous improvement review of the Saskatoon Fire Department's business plan. This review identified the need for increased rescue capability on both the east and west sides of the city.

Purchase of Used Fire Rescue Apparatus

Having two identified rescue apparatus (presently in a tendered position) will provide the necessary expertise to deal with the increasing number of incidents. A tendered position allows staff in the existing station the opportunity to use varied apparatus in the assigned responses.

This specialized platform would be utilized by the SFD in response to all hazards response as indicated below:

1. Structural Fires

- Rapid intervention teams (OH&S requirement)
- Rescue from upper floors involved in fires
- Fire ground support (lights, air supply, breaching tools)

2. Extrication Rescue

- Passenger vehicle extrication
- Commercial vehicle extrication
- Industrial equipment

3. Technical Rescue

- Rope rescue initial response (low and high angle)
- Confined space rescue initial response
- Trench rescue initial response
- Structural collapse rescue initial response
- Engulfment rescue (size up, ventilation, mitigation).

Report

Several factors have contributed to the decision of moving forward with the purchase of a used (2009) HME Ferrara Rescue Truck for the SFD:

- This supports the revised business plan.
- The apparatus meets the design criteria established by the Labor/Management working group.
- Enhances the safety of the department responders to fire incidents.
- The apparatus is in nearly new condition with only 5000 miles on the odometer.
- The previously proposed purchase of a used rescue apparatus which was approved by City Council on September 29, 2014, was unsuccessful after a formal inspection conducted by SFD staff determined a number of shortcomings.

By adjusting the expenditures from the Fire Apparatus Reserve, it will allow the SFD to achieve its new business plan goals while remaining within the allotted budget. Various sources were considered as comparators to reach the decision to recommend the purchase of this apparatus from the Hyde Park Volunteer Fire Department. This apparatus has been completely inspected by SFD staff and will meet all departmental requirements. There will be funds available in the Fire Capital Reserve to obtain the recommended rescue equipment for its intended role.

Options to the Recommendation

The first option is to continue with the original plan to tender a new Rescue Truck in 2015 for \$450,000. This option would result in obtaining delivery of the apparatus in the

Purchase of Used Fire Rescue Apparatus

spring of 2016 due to the length of time it takes for the tender process and to have the truck built.

A second option is to continue researching for other used rescue apparatus to meet the SFD plan. Based on findings from the last calendar year, the HME Ferrara Rescue truck is definitely the department's best option and finding a similar used truck for this cost will be difficult.

Public and/or Stakeholder Involvement

There is no Public and/or Stakeholder involvement required.

Communication Plan

There is no communication plan required.

Financial Implications

There are no additional expenditures required as the funding will come from the Fire Apparatus Reserve and Fire Capital Reserve. The funds were put in place for the purchase of a new Rescue Apparatus in 2015.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

The Apparatus is available immediately and will be held for SFD until February 25, 2015.

Public Notice

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

Report Approval

Written by: Glenn Ledray, Assistant Chief
Reviewed by: Dan Paulsen, Fire Chief
Approved by: Murray Totland, City Manager

Administrative Report – SFD Purchase Used Rescue Apparatus 2015.docx



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Business License Bylaw, 2002, Bylaw No. 8075 Amendments Report

Recommendation of the Committee

1. That the proposed amendments to Business License Bylaw, 2002 Bylaw No. 8075, as outlined in this report, be approved; and
2. That the City Solicitor be requested to prepare the necessary bylaws to address the proposed amendments to Business License Bylaw, 2002, Bylaw No. 8075 for consideration by City Council, and to address the repealing of License Bylaw No. 6066.

History

At the February 9, 2015 meeting of the Standing Policy Committee on Planning, Development and Community Services, a report of the General Manager, Community Services, dated February 9, 2015, was considered.

Attachment

February 9, 2015 Report of the General Manager, Community Services

Business License Bylaw, 2002, Bylaw No. 8075 Amendments Report

Recommendation

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

1. That the proposed amendments to Business License Bylaw, 2002 Bylaw No. 8075, as outlined in this report, be approved; and
2. That the City Solicitor be requested to prepare the necessary bylaws to address the proposed amendments to Business License Bylaw, 2002, Bylaw No. 8075 for consideration by City Council, and to address the repealing of License Bylaw No. 6066.

Topic and Purpose

This report proposes to consolidate Business License Bylaw, 2002, Bylaw No. 8075 (Business License Bylaw No. 8075) and License Bylaw No. 6066, and includes housekeeping items and proposed amendments.

Report Highlights

1. Consolidation of Business License Bylaw No. 8075 and License Bylaw No. 6066 will increase administrative efficiency and accessibility for the general public. Several housekeeping amendments are required to reflect changes in policies and definitions and are detailed in Attachment 1.
2. Regulations no longer required in License Bylaw No. 6066 will be repealed.

Strategic Goal

The recommendations in this report support the Strategic Goal of Continuous Improvement by being more efficient in business operations. The bylaw amendments reflect best practices and will aid to streamline administration and improve service to the community.

Background

The Community Services and Corporate Performance Departments jointly administer Business License Bylaw No. 8075 and License Bylaw No. 6066. Together, the two bylaws provide for the licensing and regulation of businesses within Saskatoon. Although the two bylaws are similar in nature and intent, each bylaw has jurisdiction over different types of businesses, and it makes sense to now consolidate these into one bylaw.

License Bylaw No. 6066 has been in effect since January 1, 1981. Since that time, most of the sections have been repealed as they were incorporated into other bylaws or

were no longer necessary. The remaining components can be readily incorporated into Business License Bylaw No. 8075.

Report

Consolidation of these bylaws will improve administrative efficiency and make it easier for customers, as this area of regulation will be found in one comprehensive bylaw.

Both bylaws require amendments to reflect changes in land use policies, as well as general housekeeping items such as updates to definitions and department names. The creation of one bylaw for business license regulation will accommodate these updates.

A summary of the proposed amendments to Business License Bylaw No. 8075, as well as sections to be repealed, are contained in Attachment 1.

Updates to Business License Regulations Required

The Administration recommends the following updates be incorporated into a new business license bylaw:

- i. Information currently contained in Section 39 of License Bylaw No. 6066 pertaining to secondhand stores, junk stores, operators of scrap metal yards, auto wreckers, and salvage yards be incorporated into Business License Bylaw No. 8075 to ensure that these uses continue to be monitored. Updates to this section are proposed to maintain consistency with definitions and requirements of Zoning Bylaw No. 8770 and to address new standards for maintaining records and reporting daily transactions to Saskatoon Police Services (SPS).
- ii. General updates and housekeeping amendments to include updated references to government agencies, which have undergone name changes; minor revisions to existing definitions; and incorporation of a standard numbering system for Business License Bylaw No. 8075 to more readily accommodate future amendments to the bylaw.

Remaining Section of License Bylaw No. 6066 to be Repealed

It is recommended that all remaining sections of License Bylaw No. 6066 be repealed as they are no longer required or are better addressed under other bylaws.

Options to the Recommendation

City Council may consider the option to reject the amendments to Business License Bylaw No. 8075 or request changes to the proposed bylaw.

Public and/or Stakeholder Involvement

Consultation for this initiative involved SPS, the Office of the City Solicitor, and the Asset and Financial Management Department. This report will be forwarded to the Combined Business Group for their review and comment.

Communication Plan

A public hearing to consider amendments to Business License Bylaw No. 8075 or to repeal License Bylaw No. 6066 is not required.

The Community Services Department staff will ensure the public and business community are advised of the updated Business License Bylaw No. 8075. The website and any other related communication materials will be updated, and the proposed bylaw will be forwarded to stakeholder organizations, such as the Business Improvement Districts, Chamber of Commerce, and North Saskatoon Business Association.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

The proposed amendments to Business License Bylaw No. 8075 will be brought forward for City Council's consideration at a future meeting.

Public Notice

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

Attachment

1. Summary of Proposed Key Amendments

Report Approval

Written by: Catherine Kambeitz, Senior Planner, Planning and Development
Reviewed by: Alan Wallace, Director of Planning and Development
Reviewed by: Andrew Hildebrandt, Director of Community Standards
Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/DS/2015/PDCS – Business License Bylaw, 2002, Bylaw No. 8075 Amendments Report/ks

Summary of Proposed Key Amendments

A. Proposed Definitions To Be Added to Business License Bylaw No. 8075:

- i. **Adult Service** - as defined in Adult Services Licensing Bylaw, 2012, Bylaw No. 9011.
- ii. **Junk** - defined to include secondhand/used machinery, scrap metals, secondhand/used furniture, and electronic consumer goods.
- iii. **Junk and Salvage Yards** – as defined in Zoning Bylaw No. 8770.
- iv. **Junk Dealer** - defined to include a person engaged in the business of buying, selling, and dealing in junk; any person purchasing, gathering, collecting, soliciting, or traveling from place to place procuring junk; or any person conducting or maintaining a junk or salvage yard.
- v. **Mobile Vendor** – defined to include vendors who are equipped to cook, prepare, and/or serve food or beverage items from a cart, kiosk or stand, or a motorized or non-motorized vehicle; or a vendor who sells wares and merchandise on public sidewalks.
- vi. **Parking Patio** – as defined in the Use of Sidewalks, Boulevards and Parking Stalls Policy No. C09-013.
- vii. **Secondhand Store** – defined to include businesses which sell used or pre-owned goods, but exclude the sale of books, papers, and magazines; clothing and shoes; furniture; and household goods and appliances.
- viii. **Sidewalk Café** - as defined in the Use of Sidewalks, Boulevards and Parking Stalls Policy No. C09-013.
- ix. **Special Event** - as defined in the Special Events Policy No. C03-007.

B. Proposed General License Requirements to Be Added to Business License Bylaw No. 8075:

- i. Add a requirement that a person may be requested to provide a copy of a provincial license or a Journeyman Certificate, pursuant to *The Apprenticeship and Trade Certification Act, 1999* prior to issuance of the business license. Examples would include massage therapists and hairstylists.
- ii. Add a requirement that a person may be requested to provide approval from the appropriate Business Improvement District, if applicable. Examples would include parking patios and mobile vendors operating on sidewalks.
- iii. Add a clause that creates a business license exception for businesses operating within the limits of the exhibition grounds during the annual exhibition; on property with “urban reserve” status; at special events;

daycares and personal care homes; and charitable, non-profit, or governmental organizations considered to have minimal land use impact.

C. Proposed Addition of Section for Secondhand Stores, Junk and Salvage Yards, and Junk Dealers to Business License Bylaw No. 8075:

- i. Include Section 39 of License Bylaw No. 6066 in Business License Bylaw No. 8075 under a new section “Secondhand Stores, Junk and Salvage Yards, and Junk Dealers” and make necessary amendments to allow for electronic recording and reporting.

D. Proposed Repeal of License Bylaw No. 6066 - All Remaining Sections of This Bylaw to be Repealed:

- i. **Section 25 – (Billiard Halls - including Pinball Arcades):** Regulates hours of operation of this type of use. The City no longer has authority to regulate hours of operation. *Repeal.*
- ii. **Section 57 (Building Mover):** Requires that any business involved in moving buildings maintain a bond of \$5,000 with the City of Saskatoon (City). Not being implemented by any civic department involved in the building move process. *Repeal.*
- iii. **Section 60 (Bicycles):** Addresses the procedures regarding the disposal of bicycles that are found, delivered, or recovered by the Saskatoon Police Services (SPS). *Repeal* and incorporate as an amendment to Bicycle Bylaw No. 6884, as required by SPS.



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Appointment of 2015 Municipal Weed Inspectors and Dutch Elm Disease Inspectors

Recommendation of the Committee

1. That Jeff Boone and Jessie Stolar of the Community Services Department be appointed as the City of Saskatoon 2015 Weed Inspectors, in accordance with the provisions of *The Weed Control Act*;
2. That Michelle Chartier and Jeff Boone of the Community Services Department be appointed as the City of Saskatoon 2015 Municipal Dutch Elm Disease Inspectors, in accordance with the provisions of *The Forest Resources Management Act*, and
3. That the City Clerk be requested to notify the Minister of the Environment.

History

At the February 9, 2015 meeting of the Standing Policy Committee on Planning, Development and Community Services, a report of the General Manager, Community Services, dated February 9, 2015, was considered.

Attachment

February 9, 2015 Report of the General Manager, Community Services

Appointment of 2015 Municipal Weed Inspectors and Dutch Elm Disease Inspectors

Recommendation

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

1. That Jeff Boone and Jessie Stolar of the Community Services Department be appointed as the City of Saskatoon 2015 Weed Inspectors, in accordance with the provisions of *The Weed Control Act*;
2. That Michelle Chartier and Jeff Boone of the Community Services Department be appointed as the City of Saskatoon 2015 Municipal Dutch Elm Disease Inspectors, in accordance with the provisions of *The Forest Resources Management Act*; and
3. That the City Clerk be requested to notify the Minister of the Environment.

Topic and Purpose

This report is to obtain approval of the appointment of the Municipal Weed Inspectors and Dutch Elm Disease Inspectors for 2015.

Report Highlights

1. The annual appointment of Municipal Weed Inspectors and Dutch Elm Disease Inspectors are requirements under *The Weed Control Act* and *The Forest Resources Management Act*.

Strategic Goals

The appointment of Weed Inspectors and Dutch Elm Disease Inspectors supports the following City of Saskatoon (City) Strategic Goals:

- i) a culture of Continuous Improvement, as they will ensure a coordinated approach to customer service with quick and accurate responses to meet the needs of our citizens; and
- ii) Environmental Leadership, as they will help to ensure that natural resources are protected and that urban and grassland parks and urban forest remain healthy.

Background

The annual appointment of Municipal Weed Inspectors and Dutch Elm Disease Inspectors are requirements under *The Weed Control Act* and *The Forest Resources Management Act*.

Report

Section 6, Article 2 of *The Weed Control Act* (Saskatchewan) requires that City Council appoint a Weed Inspector(s) annually. It is recommended that Jeff Boone, Supervisor, Pest Management; and Jessie Stolar, Weed Inspector, both of the Community Services Department, Parks Division, fulfill this requirement during 2015.

Appointment of 2015 Municipal Weed Inspectors and Dutch Elm Disease Inspectors

Section 8, Article 2 of *The Forest Resources Management Act* requires that City Council appoint one or more Municipal Dutch Elm Disease Inspectors annually to enforce the Dutch Elm Disease regulations. It is recommended that Michelle Chartier, Superintendent, Urban Forestry and Pest Management; and Jeff Boone, Supervisor, Pest Management, both of the Community Services Department, Parks Division, be appointed to this office for 2015.

Public and/or Stakeholder Involvement

Public and/or stakeholder involvement is not required.

Environmental Implications

The City and its residents must adhere to regulations governing both *The Forest Resources Management Act* and *The Weed Control Act*, which ensure our urban forest and other plants are protected from Dutch Elm Disease and invasive weeds.

Other Considerations/Implications

There are no options, policy, financial, privacy, or CPTED implications or considerations. A communication plan is not required.

Due Date for Follow-up and/or Project Completion

A 2014 annual report will be submitted in early 2015 by the Weed Inspectors as required by legislation.

Public Notice

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

Report Approval

Written by: Darren Crilly, Director of Parks

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

S/Reports/PK/2015/PDCS – Appointment of 2015 Municipal Weed Inspectors and Dutch Elm Disease Inspectors/ks



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Local Area Plan Process and Implementation of Recommendations

Recommendation of the Committee

That the report of the General Manager, Community Services Department, dated February 9, 2015, be received as information.

History

At the February 9, 2015 meeting of the Standing Policy Committee on Planning, Development and Community Services, a report of the General Manager, Community Services, dated February 9, 2015, was considered.

Attachment

February 9, 2015 Report of the General Manager, Community Services

Local Area Plan Process and Implementation of Recommendations

Recommendation

That the report of the General Manager, Community Services Department, dated February 9, 2015, be forwarded to City Council for information.

Topic and Purpose

The purpose of this report is to provide information on the overall process of the Local Area Planning (LAP) Program, including a review of the implementation of recommendations, in response to a request from members of the Planning and Operations Committee at its April 8, 2014 meeting.

Report Highlights

1. The LAP process involves community engagement, plan development, adoption and implementation phases, and is a highly adaptable process that allows stakeholders to discuss issues important to the neighbourhood.
2. The LAP helps establish a vision for the future of the neighbourhood and includes recommendations aimed at supporting the goals of the community.
3. The Administration has reviewed the 171 outstanding recommendations and categorized them as:
 - i) outstanding but feasible;
 - ii) requiring significant capital funding;
 - iii) long term; or
 - iv) no longer feasible.

Strategic Goals

This report supports the Strategic Goals of Quality of Life and Sustainable Growth by supporting a collaborative and community-based approach to ensure the overall success and continued investment in Saskatoon's established neighbourhoods.

Background

The LAP Program was established in 1997 resulting from the Plan Saskatoon Project (Plan Saskatoon). During Plan Saskatoon, the City of Saskatoon (City) was requested to provide greater opportunities for direct citizen input into growth and change within Saskatoon's established and historic neighbourhoods. LAPs are community-based, long-range plans that focus on the renewal of established neighbourhoods and distinct areas in Saskatoon. Refer to Attachment 1 for further discussion of the benefits and current challenges of LAPs.

Twelve LAPs have been completed and adopted to-date: Sutherland (1999), King George (2001), Nutana (2001), Caswell Hill (2001), Pleasant Hill (2002),

Warehouse District (2002), Airport (2002), West Industrial (2004), Riversdale (2008), City Park (2010), Westmount (2011), Varsity View (2014). Mayfair and Kelsey-Woodlawn and Meadowgreen LAPs are currently in progress. Montgomery Place is scheduled to begin in 2015.

At its April 14, 2014 meeting, City Council approved the Varsity View LAP and directed the Administration to undertake the implementation of its recommendations. In addition, City Council recommended:

- “3) that the Administration provide a separate report regarding the Local Area Plan process in general, including the implementation of recommendations.”

Report

Overall Process

The LAP process is comprised of three phases:

- i) a consultation phase;
- ii) a plan development and adoption phase; and
- iii) an implementation phase.

Phase 1

The Administration works with community members to determine issues of importance. This is typically done through a survey and discussion process. It is a highly adaptable process that allows stakeholders to discuss issues important to the neighbourhood. This is followed by a series of meetings, each intended to address one or several of the identified issues. Information sharing, discussion, problem solving, and activities are used to help frame the issues and develop recommended solutions.

Phase 2

The Administration uses the information gathered during the consultation efforts, and prepares draft recommendations. The draft is reviewed with the community, as well as civic administration. Once the review is complete, the final LAP document comes forward for approval by City Council and is shared with the community at a final event. The completed LAP establishes the vision and sets goals to guide the growth and development of a neighbourhood. It also identifies specific recommendations for improvements in a neighbourhood.

Phase 3

Once adopted, the LAP moves into the implementation phase. LAPs are supported by implementation funding from the Capital Budget to ensure that the recommendations from each LAP are implemented. LAPs are long-term plans that take many years to be fully implemented. As implementation occurs, community engagement events continue, as necessary for individual recommendations.

Implementation of Recommendations

The Neighbourhood Planning Section has reviewed the outstanding recommendations from all LAPs. At time of writing, 171 out of 523 recommendations are currently outstanding. Attachment 2 outlines the factors that are used to prioritize implementation.

Outstanding Recommendations

Outstanding recommendations have been identified as:

- i) outstanding but feasible;
- ii) requiring significant capital funding;
- iii) long term; or
- iv) no longer feasible.

Attachment 3 provides the identified recommendations and rationale, as well as estimated costs and timelines.

Public and/or Stakeholder Involvement

Public and stakeholder involvement is a critical component of all LAPs, both during creation as well as implementation.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

The Neighbourhood Planning Section reports annually on the status of implementation of LAP recommendations in its annual report.

Public Notice

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

Attachments

1. Benefits and Current Challenges of Local Area Planning
2. How Recommendations are Prioritized for Implementation
3. Review of Outstanding Recommendations

Report Approval

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

Benefits and Current Challenges of Local Area Planning

Benefits

The LAP Program has engaged neighbourhood residents, business owners, and other stakeholders in the development of long-range plans for selected established neighbourhoods. The plans have led to significant improvements and leveraged funding for several major projects including the:

- 1) King George 17th Street Greenspace Linkage;
- 2) Pleasant Hill Village revitalization project;
- 3) land assembly for Monarch Yards and Station 20 West;
- 4) Municipal Enterprise Zone Program;
- 5) redevelopment of McNab Park;
- 6) improvements to Airport Drive;
- 7) Central Avenue Master Plan;
- 8) Vacant Lot and Adaptive Reuse Program; and
- 9) Surface Deficiencies Capital Project.

In addition to facilitating capital investments, the LAP Program offers the following benefits:

- 1) LAPs provide a systematic consultation process with people who live/work in the neighbourhood;
- 2) LAPs prepare the City of Saskatoon (City) to seize funding opportunities when they come available (e.g. Urban Development Agreements);
- 3) LAPs help identify and enhance neighbourhood and city-wide assets;
- 4) LAPs recommend and coordinate action by the Administration;
- 5) LAPs promote strategic diversity and infill development; and
- 6) LAPs encourage land use changes to enable new investment to occur.

Above all, LAPs provide a systematic approach to gather public input into what is needed to resolve existing issues, renew neighbourhoods, and keep established neighbourhoods healthy and vital. LAPs help identify and solve problems before they become major issues.

Current Challenges

Local Area Planning is intended to bring together a range of community representatives, and help build upon local community capacity. In many cases, those communities that are in the greatest need of the LAP process are also those with the least capacity to engage. This means that extra time and effort is needed to build the relationship with the community but to also work with, and for, the community to help them build sustainable internal relationships. It has always been a challenge to engage representatives of all sectors of the community, including small and large business operators, community organizations, youth, marginalized groups, renters, etc. Over the years, Neighbourhood Planning has used a variety of methods to try to appeal to these various stakeholders and ensure that engagement is as widespread as possible.

In recent and current LAPs, it is increasingly challenging to bring out neighbourhood stakeholders. During the Varsity View LAP, low engagement levels prompted increased collaboration with the Community Association (CA) to align LAP meetings to follow the CA meetings. The CA supported the LAP process and intent but felt that volunteer burnout in their community was a factor in the low turnout. Engagement levels improved once this adjustment was made. This type of collaboration may not be successful in all neighbourhoods, particularly if the CA is also struggling with capacity issues.

With international newcomers and Aboriginal youth being the fastest growing demographics in Saskatoon, new methods of engagement and communication are even more necessary in our attempt to connect with the variety of stakeholders in each neighbourhood. This has resource implications and may also affect timelines in the preparation of LAPs. It will be critical to ensure that these efforts continue. As new and combinations of methods are explored, they will be closely monitored to better understand the effectiveness of all engagement efforts.

How Recommendations are Prioritized for Implementation

The Neighbourhood Planning Section developed a prioritization matrix in 2010 to assist in identifying the recommendations of high priority for completion. This is a tool to help determine the most effective use of resources. The prioritization matrix takes into account a range of criteria affecting the implementation of recommendations.

For every recommendation, each of the following factors is considered and assigned a rating with a corresponding point value. The purpose of the prioritization matrix is to generally identify the recommendations of highest priority for implementation and is not intended to be followed in a specific, chronological order. The successful implementation of recommendations from Local Area Plan (LAP) and Neighbourhood Safety reports can be impacted by complex issues not adequately taken into account by these criteria.

The following factors are used to prioritize all LAP and Neighbourhood Safety recommendations for implementation:

Community Priority

LAP Committees and Community Associations are provided the opportunity to identify the recommendations that would have the greatest potential for positive impact in their neighbourhood.

| Priority | Points |
|-----------------|---------------|
| High | 3 |
| Medium | 2 |
| Low | 1 |

Available Resources or Programs

The opportunity to utilize existing funding sources or programs, rather than developing new programs or Capital Budget items, will raise the priority of implementing a recommendation.

| Funding / Program | Points |
|---|---------------|
| Existing program or funding in place, very low additional cost or resource draw and/or Recommendation can be included in a project that is currently underway or will be within 1 to 2 years | 3 |
| Recommendation in <u>Capital Plan</u> (not in budget), Recommendation required to be added to, or prioritized within an existing budget item, and/or Recommendation can be included in a project that will occur in the next 2 to 5 years | 2 |
| Requires new Capital Budget item | 1 |

Age of LAP

Efforts are made for implementation to occur in a timely fashion to avoid recommendations becoming stale or out of date.

| Age | Points |
|-----------------------|---------------|
| 10 years ago or older | 3 |
| 5 to 10 years old | 2 |
| Less than 5 years old | 1 |

Level of Effort to Complete

The level of difficulty to complete a recommendation is a consideration in prioritization.

| Effort Level (examples) | Points |
|--|---------------|
| Mail outs, communication pieces, or similar | 3 |
| Simple reports, publication creation, small capital project management | 2 |
| Large complex reports, program development, feasibility studies | 1 |

Dependency on Other Branches/Departments

Implementation relies upon the participation of various civic divisions, so it is important that the Planning and Development Division sets a positive example by placing high priority on completing recommendations assigned to the division.

| Parties Involved | Points |
|---|---------------|
| Planning and Development Division only | 3 |
| Within Community Services Department | 2 |
| Involves Other Civic Departments and/or external groups | 1 |

When is a Recommendation Considered Complete?

A recommendation will be considered complete in the following circumstances:

- 1) if the action specified in the recommendation has been undertaken;
- 2) if it has been addressed through other means (i.e. an alternative action that accomplishes the same objective);
- 3) if conditions have changed and implementing the recommendation would have no effect;
- 4) if community input shows that implementation of the recommendation is no longer desirable;
- 5) if available resources or means have changed (i.e. if a program is no longer operating); and
- 6) if the recommendation proves not to be actionable (i.e. recommendation does not provide enough direction for completion).

The Neighbourhood Planning Section has reviewed the outstanding recommendations from all LAPs. At time of writing, 171 out of 523 recommendations are currently outstanding, with 68 recommendations underway and 103 yet to be started. The following table includes all recommendations.

Outstanding recommendations have been categorized as:

- i) outstanding but feasible (O/S);
- ii) requiring significant capital funding (\$);
- iii) long term (LT); or
- iv) no longer feasible (NF).

Each category is described further below.

- i) Outstanding but Feasible: These recommendations will be implemented as resources permit. There are no significant issues preventing them from being implemented, and they are in the queue to be addressed.
- ii) Requiring Significant Capital Funding: These recommendations require significant capital funding, either as a stand-alone capital project or as a component of another capital project. In addition, these recommendations likely require considerable internal inter-departmental resources.
- iii) Long Term: A long-term recommendation is one that is either dependent on numerous other actions before it can be completed, or it has identified action to occur following completion of a major project or change in the neighbourhood.
- iv) No Longer Feasible: A recommendation would be considered not feasible if conditions have changed and implementing the recommendation would have no effect, if the resources or means that had been identified to accomplish the recommendation are no longer available, or if the recommendation is not actionable because it was vague or did not provide enough direction. Recommendations identified as not feasible will be closed.

| Primary Subject / | | | Status | % | Summary Notes |
|---|---|--|-----------|----------|--|
| # | Name | Recommendation | | Complete | |
| Neighbourhood: Airport Business Area | | Secondary Subject: LAP | | | |
| Land Use (Commercial/Industrial) | | | Completed | 100 % | |
| 1.1 | Information Brochure | That the Community Services Department, City Planning Branch, develop an informational brochure containing the goals of the Airport Industrial Local Area Plan and information about desirable development standards as identified by the Airport Industrial Local Area Plan. | | | The Airport Business Area representatives wanted to inform perspective area developers and local businesses with a guide to desirable esthetics and development practices in the area. The Planning and Development Branch will be distributing the City of Saskatoon Landscaping Guidelines Booklet in 2010. The Landscaping Guidebook has been updated and sent to all business owners within the ABA. In relation to the new cover, Paul W. has decided to shelve any changes for now, because a policy review will be done in 2011 requiring a number of changes to the publication. This will be addressed along with the new layout at that time. The Neighbourhood Planning Section will not fund a new redesign of the Guidebook at this time or in the future. The Zoning Compliance Section will need to fund the redesign in the future if they so choose. |
| Land Use (Commercial/Industrial) | | | TBD | 0 % | |
| 1.2 | Encourage Airport to fully service lots adjacent to Airport Drive | That the Saskatoon Airport Authority be encouraged to promote fully serviced industrial and business park uses and tenants, with a significant degree of landscaping, along the flankages of Airport Drive. | LT | | This recommendation is dependent on West Sector Servicing coming into effect. This is not expected to occur for at least 10 years. Servicing will be made available from the 58th Street Lift Station. |
| Land Use (Residential) | | | Completed | 100 % | |
| 2.1 | Land Use Policy Amendment for McNab Park | That City Council endorse the proposed land use changes identified in Figure 16, page 55, titled Airport Industrial Proposed Land Use Policy Map and incorporate them into the City of Saskatoon Development Plan, subject to further consultation with the property owners. | | | The City of Saskatoon received the 'Aero Green Business Park Concept Plan' from Kindrachuk Agrey Architecture in early 2009. The Concept Plan includes roadway configuration, phasing and initial servicing information. It is intended to guide the redevelopment of the McNab Park lands. The Aero Green Business Park Concept Plan is expected to be presented at City Council for approval in late 2009. The Airport Industrial Land Use Policy Map will then be amended in the McNab Park area to accommodate the proposed business park. Subject to the appropriate approvals, the project will proceed in phases due to the limited capacity of the existing available site services. Proposed Official Community Plan Amendment from 'Transitional' to 'Business Park, along with the respective Zoning changes, was approved by City Council on November 8th, 2010 |
| Land Use (Residential) | | | Completed | 100 % | |
| 2.2 | Zoning changes for McNab Park | That City Council endorse the zoning changes shown on Figure 17, page 56 to reflect the change in policy outlined in 2.1, subject to further consultation with the property owners. | | | Proposed rezoning from AG to R2(H) to IB, IB(H), IL1(H) was approved by City Council on November 8th, 2010, along with the respective Official Community Plan Amendment |
| Transportation, Circulation & Parking | | | Started | 70 % | |
| 3.1 | Monitor Traffic on key roadways - mitigate Hampton Village | That the Municipal Engineering Branch monitor traffic volumes on Airport Industrial Area roadways (Cynthia Street, Airport Drive, 45th Street, Circle Drive, Avenue C) before, during, and after construction of Hampton Village to mitigate negative impacts of development on the Airport Industrial Area. | LT | | Traffic monitoring is ongoing until full build out and occupancy of Hampton Village. Based on the concept plan, Hampton Village is approximately 91% built out as of November 2014. |
| Transportation, Circulation & Parking | | | Completed | 100 % | |
| 3.2 | Present results of SGI intersection study to NSBA | That the Municipal Engineering Branch present the results of the SGI Intersection Study (Avenue C and Circle Drive) to the stakeholders of the Airport Industrial Area. | | | Airport Business Area Stakeholders had concerns regarding the traffic at the Avenue C and Circle Drive intersection. SGI prepared a study of the intersection and resulted in the installation of a red light camera in the Fall 2005. |
| Transportation, Circulation & Parking | | | Completed | 100 % | |
| 3.3 | Alter alignment of Cynthia Street to facilitate industrial re-use | That the Municipal Engineering Branch examine the feasibility of altering the current alignment of Cynthia Street to permit the re-subdivision of existing residential lots to the South of Cynthia Street to facilitate the re-development of these lots to Business Park and Light Industrial Uses. | | | A new section of Cynthia Street, between Airport Drive and Robin Way opened to traffic in January 2009. This section of roadway has been re-aligned to intersect with Claypool Drive at Airport Drive and will help with the traffic flow in and out of Hampton Village and the Airport Business Area. |

| Primary Subject / | | Recommendation | Status | % Complete | Summary Notes |
|---|---|--|-----------|------------|--|
| # | Name | | | | |
| Neighbourhood: Airport Business Area | | Secondary Subject: LAP | | | |
| 3.4 | Transportation, Circulation & Parking Mass Transit | That the provision of mass transit in the area, including the airport itself be considered during the implementation plan. | Completed | 100 % | On July 2, 2006 Saskatoon Transit unveiled its new service, which features increased service to the Airport Industrial Area, including a route that stops at the airport itself. |
| 4.1 | Economic Development Change name to 'Airport Business Area' | That City Council endorse the proposed name change of 'Airport Industrial Area' to 'Airport Business Area' and that city maps be amended to reflect the change. | Completed | 100 % | The vision of the Airport Industrial LAP is to recognize the area as a business community within Saskatoon. The name Airport Industrial was changed to Airport Business Area to reflect the vision of the LAP on January 6, 2003. |
| 4.2 | Economic Development Expand Airport Business Area to include Hampton Industrial Area | That City Council endorse the proposal to enlarge the Airport Industrial Area by encompassing the proposed Business Park and Light Industrial Area immediately east of the new Hampton Village neighbourhood. | Completed | 100 % | City Council endorsed the proposal to enlarge the Airport Business Area by encompassing the Hampton Village Industrial Area immediately East of the Hampton Village Neighbourhood. This was approved simultaneously with the Hampton Village Concept Plan on April 5, 2004. |
| 5.1 | Parks, Recreation & Open Space Options for developing Larkhaven Park | That the Infrastructure Services Department, Parks Branch and Community Services Department, Leisure Services Branch meet with interested business and property owners from the Airport Industrial Area, to present and discuss options for the development of Larkhaven Park. | Completed | 100 % | Development of Larkhaven Park has been addressed in the 'Aero Green Business Park Concept Plan.' The development of Larkhaven Park will further be reviewed in partnership with the City of Saskatoon Leisure Services Branch and Kindrachuk Agrey Architecture once the redevelopment of the McNab Park lands begin. |
| 5.2 | Parks, Recreation & Open Space Dedicated Pedestrian Pathway System | That the Municipal Engineering Branch, report to the Planning and Operations Committee on the feasibility of developing and installing a dedicated pedestrian pathway system in the Airport Industrial Area. | Started | 50 % \$ | A pathway along the east side of Airport Drive (from Claypool Drive to 45th Street) and the north side of 45th Street (Airport Drive to AeroGreen Road) is included in the construction of intersection improvements at Airport and 45th Street. This project is to be completed in 2015. |
| 6.1 | Infrastructure & Municipal Services Airport Drive Master Plan - Streetscape Design | That the Urban Design Section, Land Branch, Community Services Department create a master plan for Airport Drive and that a steering committee comprised of members from the Airport Industrial Planning Committee be invited to participate. Furthermore, that funding for this project be considered from the City of Saskatoon Capital Budget. That the master plan incorporate the following: (1) the rehabilitation of the median from Circle Drive to 45th Street; (2) the installation of a place marker to greet and welcome visitors to Saskatoon; (3) that the Parks Branch, Infrastructure Services Department and the Saskatoon Airport Authority meet to discuss the potential of a partnership agreement for care and maintenance of Airport Drive from the Airport Terminal to Circle Drive. | Completed | 100 % | Scheduled implementation of the Airport Drive Master Plan is as follows: a) Remediation of the median from Circle Drive to 45th Street began in 2006, with the planting of trees from Circle Drive to Cynthia Street. Completion of the median from Cynthia Street to 45th Street is scheduled for completion for 2010 and is subject to capital funding. b) A Saskatoon Shines greeting marker was installed on Airport Drive in 2005 welcoming people to the City. As well, funding for banners was approved from the Streetscape Reserve - City-Wide. These banners will be installed in summer 2010. c) The redevelopment of Larkhaven Park has been addressed in the Aero Green Business Park Concept Plan. The Concept Plan was approved (in principle) by City Council on November 30, 2009. d) A dedicated pathway is to run along Airport Drive, Cynthia Street, Robin Crescent and connect to Idlywyl Drive, subject to capital plan allocation. e) In 2010, the City of Saskatoon Landscaping Guidelines Booklet was distributed to developers and local businesses with the area regarding desirable aesthetics and development practices in the area. f) As of 2011, Airport Drive from the Airport to Circle Drive is part of the City of Saskatoon's City Wide Urban Design Capital Budget #2166. Any future improvements to the streetscape will be completed through this budget. |

| Primary Subject / # | Name | Recommendation | Status | % Complete | Summary Notes |
|------------------------------------|--|---|-----------|------------|---|
| Neighbourhood: Caswell Hill | | Secondary Subject: LAP | | | |
| Land Use (Other) | | | Completed | 100 % | |
| 1.1 | New Land Use Policy Map | That City Council endorse the proposed land use map identified in Figure 10 (page 47) titled Caswell Hill Proposed Land Use Policy Map and incorporate it into the City of Saskatoon Development Plan. | | | <p>The creation of a Mixed Use Zoning District evolved out of the Caswell Hill LAP. The Mixed Zoning District was created to facilitate unique development opportunities, flexibility and reinvestment in core neighbourhoods by encouraging new mixed-use developments. It was approved by City Council on March 8, 2004.</p> <p>The Mixed Use Policy District was approved by City Council on December 12, 2005 and the Land Use Policy Maps were approved August 14, 2006.</p> |
| Land Use (Other) | | | Completed | 100 % | |
| 1.2 (a-f) | Development Plan and Zoning Bylaw Map amendments | That City Council endorse the proposed Development Plan and Zoning Bylaw Map amendments for sites identified in the Caswell Hill Local Area Plan recommendation: 1.2 (a & c-f). | | | <p>Two main land use issues were identified in Caswell Hill. First, to reduce the amount of land zoned for industrial use. Second, to maintain the current housing form and character in Caswell Hill. All proposed re-zonings in the LAP have been completed.</p> <p>The creation of a Mixed Use Zoning District evolved out of the Caswell Hill LAP. The Mixed Zoning District was created to facilitate unique development opportunities, flexibility and reinvestment in core neighbourhoods by encouraging new mixed-use developments.</p> <p>It was approved by City Council on March 8, 2004. The Mixed Use Policy District was approved by City Council on December 12, 2005 and the Land Use Policy Maps were approved August 14, 2006.</p> |
| Land Use (Other) | | | Completed | 100 % | |
| 1.2 (b) | Relocation and Redevelopment Incentives | That the City Planning Branch, Community Services Department, evaluate the following sites for development as residential land uses, and examine the potential for developing incentives for relocation of industrial uses. | | | <p>The Enterprise Zone was created in 2003 and will assist with the transition of Industrial Land. Members of the Enterprise Zone Ajudication Committee have met with the property owner at 309 Avenue B North, Fleetguide, regarding the relocation assistance and/or land exchange incentives available twice since 2002. No application for incentives has been received from Fleetguide. The administration is willing to meet further with Fleetguide when they are prepared to relocate.</p> <p>Properties at 315 & 319 Avenue B North, 316,318,320 Avenue C North have been rezoned from IL1 to IL1 (H). The property at 309 Avenue B North was rezoned from IH to IH (H). (H) Holding land use designations are used where future land transition and its use are uncertain. Future use on the sites may include a pocket park. Residential infill is uncertain due to possible contamination on the sites from historical industrial use.</p> <p>The Planning and Development Branch will be developing a concept plan for the re-use of the City Transit Facilities and the surrounding land uses in 2009. The concept plan will assess the potential for park space as part of the re-development of this area. The Planning and Development Branch released a Request For Proposal, to develop a concept plan for the South Caswell Hill area. The report will include innovative infill development techniques, considering the potential for adaptive re-use of the existing Transit Facility structures and land, as well as incorporating recreational, housing, environmental, and heritage elements. Completion of the concept plan is expected in October of 2009.</p> |
| Land Use (Commercial/Industrial) | | | Completed | 100 % | |
| 1.3 | Meet with 33rd Street businesses about BIDs | That the City Planning Branch, Community Services Department, advise the 33rd Street business owners of the opportunities presented by the formation of a Business Improvement District. | | | In October 2003 and 2005, meetings were held to discuss the options available for the 33rd Street merchants to form a Business Improvement District (BID). At this time a BID has not formed but the opportunity is available. |

| Primary Subject / | | | Status | % | Summary Notes |
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| # | Name | Recommendation | | Complete | |
| Neighbourhood: Caswell Hill | | Secondary Subject: LAP | | | |
| Transportation, Circulation & Parking | | | Completed | 100 % | |
| 2.1 | Traffic calming measures | That the Traffic Management Section, Infrastructure Services Department, work together with the Caswell Hill Community Association to evaluate and implement proposals for traffic calming on 29th Street and Avenue C in Caswell Hill. | | | <p>Pedestrian safety was a concern to residents of Caswell Hill, especially when it concerned children crossing 29th Street to get to school. In 2001, Traffic Management undertook an investigation of traffic flows on the identified streets of concern and have implemented measures to calm traffic. To date, a curb, zebra crosswalks and pedestrian crossings have been installed at Avenue B and G and 29th Street. Four way stops signs were installed at 29th Street and Avenue E.</p> <p>In 2007, a yield sign was installed at Avenue B and 27th Street.</p> |
| Transportation, Circulation & Parking | | | Completed | 100 % | |
| 2.2 (a) | Meet with Kelsey Students Association to discuss parking problems | That the Parking Services Section, Infrastructure Services Department, meet with the Caswell Hill Community Association and the Kelsey Students Association to discuss parking problems associated with students attending Kelsey Institute. | | | <p>On March 11, 2004, The City of Saskatoon Parking Section and Infrastructure Services Department met with the Caswell Hill Community Association and Kelsey Students Union to discuss ways mitigate parking problems. It was decided that no action is to be taken.</p> <p>In 2008, SIAST Kelsey Campus added approximately 400 new parking stalls as part of its expansion at 1302 Ontario Avenue in Kelsey-Woodlawn.</p> <p>In 2009, SIAST adopted a 25 year master plan (2006-2031) which addresses the growth in projected enrollment at the Kelsey Campus through a series of campus expansion projects. The plan calls for an increase from 926 parking stalls (with 219 allotted to students) to approximately 2,400 stalls (with at least 1,100 allotted to students) by 2031.</p> |
| Transportation, Circulation & Parking | | | Completed | 100 % | |
| 2.2 (b) | Meet with Mayfair Lawn Bowling Club about parking | That the Parking Services Section, Infrastructure Services Department, meet with the Caswell Hill Community Association and the Mayfair Lawn Bowling Club to discuss parking concerns around Ashworth Holmes Park. | | | <p>Parking was identified as problematic for residents residing near Mayfair Lawn Bowling Club. After consultation with stakeholders, Traffic Management implemented parking restrictions on Avenue D North near the Mayfair Lawn Bowling Club in the summer of 2004. This allows for a safe drop off area for the Bowling Club and creates an opportunity for vehicles to safely pass.</p> |
| Transportation, Circulation & Parking | | | Completed | 100 % | |
| 2.3 (a) | Minimize impact of 25th Street Extension on Caswell Hill | That the Traffic Management Section, Infrastructure Services Department, implement measures to minimize the impact of potential increased traffic from any proposed street connections from King Street to 29th and 25th Street from Downtown to Idylwyld. | | | <p>IS-Transportation confirmed that community concerns with the 25th St alignment to Idylwyld Dr were addressed and dealt with to ensure a compliant design. The water and sewer infrastructure is slated to start in the Spring of 2011 with road construction identified to begin in 2012. For more information related to this project contact Cory Funk - Project Manager at 975-3850</p> |
| Transportation, Circulation & Parking | | | Completed | 100 % | |
| 2.3 (b) | Representatives from Caswell Hill LAPC be invited to review proposed linkages from CBD to Caswell | That representatives from the Caswell Hill Local Area Plan Committee be invited to review all proposed linkages between 25th Street and 29th Street during the Warehouse District Local Area Plan. | | | <p>The Transportation Branch delivered project details and Open House information to residents and businesses of Caswell Hill and a follow-up email was sent by Neighbourhood Planning to the Caswell Hill Community Association members advising them of the up-coming Open House on September 21, 2010, with the flyer and project details electronically attached.</p> |
| Infrastructure & Municipal Services | | | Completed | 100 % | |
| 3.1 | Consider relocating overhead electrical lines underground | That the Electrical System Branch, Utility Services Department, consider burying overhead lines or relocating lines to back alleys in Caswell Hill when upgrading utilities to avoid damaging the urban forest. | | | <p>City Administration has reviewed this recommendation and found its implementation to be not feasible due to the costs associated with such a project.</p> |

| Primary Subject / | | Recommendation | Status | % Complete | Summary Notes |
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| # | Name | | Secondary Subject: LAP | | |
| Neighbourhood: Caswell Hill | | | | | |
| Infrastructure & Municipal Services | | That Traffic Management Section, Infrastructure Services Department, evaluate street corners in Caswell Hill for timing of upgrades so that more wheelchair accessible ramps are added. | Completed | 100 % | Curb inventory taken in 2004. The City of Saskatoon policy on wheelchair ramps is if concrete replacement is required on a corner a ramp is installed. This recommendation will continue implementation through the City of Saskatoon Public Works Wheelchair Ramp Program. Fifty wheelchair ramps are installed annually and is prioritized by request and need. Please contact 975-3145 for more information. |
| 3.2 | Wheelchair Ramps | | | | |
| Parks, Recreation & Open Space | | If the City of Saskatoon considers relocating the Municipal Transit facility out of the Caswell Hill neighbourhood, the old transit site (or a portion of the site) should be evaluated for park space and a community centre as an alternative use. | Started | 30 % | The Planning and Development Division, in partnership with MMM Group and local residents and stakeholders, developed a concept plan for the re-use of the City Transit Facilities and the surrounding land uses. The South Caswell Concept Plan assessed the potential for park space as part of the redevelopment of this area, and included recreational, housing, environmental, and heritage elements. The Concept Plan was adopted by City Council in April 2010. The City Transit Facilities are scheduled to move out of the Caswell Hill neighbourhood in early 2017. The Neighbourhood Planning Section has initiated public consultation to ensure the Plan still meets community goals, with the last meeting occurring in December 2014, and more meetings planned for early 2015. Recently completed environmental and structural assessments have potentially changed the re-use of the transit facilities, so more community feedback is required. |
| 4.1 | Re-use of transit operations as housing and park | | \$ | | |
| Parks, Recreation & Open Space | | That the Community Services Department, in consultation with the Caswell Hill Community Association work together to identify park space. | Started | 50 % | On October 22, 2007, Community Development presented a report for City Council's consideration to address park space deficiency and programming needs. They assess park space deficiency in four ways: 1. calculate park space deficiency and park space entitlement; 2. determine park programming needs; 3. prioritize based on size of deficit and the corresponding lack of park program amenities; 4. determine ability to accommodate park space and park programming. The Planning and Development Division, in partnership with MMM Group and local residents and stakeholders, developed a concept plan for the re-use of the City Transit Facilities and the surrounding land uses. The South Caswell Concept Plan assessed the potential for park space as part of the redevelopment of this area, and included recreational, housing, environmental, and heritage elements. The Concept Plan was adopted by City Council in April 2010. The City Transit Facilities are scheduled to move out of the Caswell Hill neighbourhood in early 2017. The Neighbourhood Planning Section has initiated public consultation to ensure the Plan still meets community goals, with the last meeting occurring in December 2014, and more meetings planned for early 2015. Recently completed environmental and structural assessments have potentially changed the re-use of the transit facilities, so more community feedback is required. |
| 4.2 | Continue to Identify potential park space in neighbourhood | | LT | | |
| Parks, Recreation & Open Space | | That the Community Services Department, in cooperation with the Parks Branch of Infrastructure Services, consider and evaluate 728 Walmer Road as a future potential pocket park space location in Caswell Hill. | Completed | 100 % | The re-use of the triangle shape lot on Walmer Road was identified as a potential location for green space. In the summer of 2002, the site was enhanced with a bench, garbage container and two shade trees. |
| 4.3 | Consider and evaluate 728 Walmer Road for pocket park | | | | |

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| Neighbourhood: Caswell Hill | | Secondary Subject: LAP | | | |
| Heritage | | | | | |
| 5.1 | Advise owners of Parish of Christ Church of heritage incentive | That the Community Services Department advise the owners of the Parish of Christ Church at 51 28th Street of the potential opportunities presented by the Municipal Heritage Designation and the City's Heritage Conservation Program. | Completed | 100 % | Parish of Christ Church and Willingdon Place have been identified as potential heritage sites in Caswell Hill Property owners have been notified of City Heritage programs and incentives. |
| Heritage | | | | | |
| 5.2 | Advise owners of Willingdon Place of heritage incentives & ACD | That the Community Services Department advise the owners/residents of housing in Willingdon Place of the potential opportunities presented by Architectural Control District, Municipal Heritage Designation, and the City's Heritage Conservation Program. | Completed | 100 % | On September 17, 2003, a meeting was held with residents to discuss the Architectural Control District and Heritage Conservation Program. The City Planning and Development Services Branch presented and answered questions. |
| Neighbourhood Safety | | | | | |
| 6.1 (a) | Conduct a CPTED safety audit of Ashworth Holmes Park | That the Caswell Hill Community Association work with the Community Services Department, City Planning Branch and the Community Development Branch to conduct a Safety Audit, using the principles of Crime Prevention Through Environmental Design (CPTED), on Ashworth Holmes Park to address park safety issues brought forward during the local area planning process. | Completed | 100 % | The Caswell Hill Community worked with the City Planning Branch to conduct a safety audit of Ashworth Homes Park. The Safety Audit was conducted on February 12, 2005. On February 25, 2005, a second safety audit was conducted with students of the Caswell Hill School. It was important to gain the children's perspective of the park's safety since the school is located only a block away from the park. Ashworth Holmes Safety Audit Report is currently in progress. |
| Neighbourhood Safety | | | | | |
| 6.1 (b) | Ashworth Holmes Safety Audit report | That the Ashworth Holmes Safety Audit Report be forwarded to the Caswell Hill Community Association, the Safer City Committee and Saskatoon Police Services. | Started O/S | 80 % | The Ashworth Holmes Safety Audit, recommendation 6.1(a) and 6.1(b), was conducted in 2005. Typically a report with recommendations is completed once the meetings, site visits, and safety audits are complete. In this case, many of the recommendations were completed as the project was carried out due to good timing and a very committed Caswell Hill Community Association. A letter concluding this recommendation will be sent to the Community Association in early 2015. |
| Neighbourhood Safety | | | | | |
| 6.2 | Meet with residents about fire hazards | That the Fire and Protective Services Department meet with the Caswell Hill health and safety within the neighbourhood, and to educate the residents about buildings which are condemned or are a fire hazard within the neighbourhood. | Completed | 100 % | The Fire Marshall attended the Caswell Hill Community Association meeting held on May 12, 2004 to discuss property maintenance issues. The Community Association was given information about Property Maintenance Bylaw No. 8175 and Health and Safety Hotline. |
| Neighbourhood Safety | | | | | |
| 6.3 | Review programming choices for youth | That the Community Services Department, in consultation with the Caswell Hill Community Association, continue to work together to ensure that the community, particularly the youth of the community, have programming choices to meet the needs of the residents of Caswell Hill. | Completed | 100 % | Programs for youth is important to the Caswell Hill Community. Every spring, an Annual Indoor Coordinators workshop is held to inform recreation coordinators about new initiatives and programming choices for youth. |
| Neighbourhood Safety | | | | | |
| 6.4 | Transit to meet with residents about safety concerns | That the City's Transit Services Branch, Infrastructure Services Department, meet with the Caswell Hill Community Association to discuss community safety concerns related to pedestrian safety and the transit operations. | Completed | 100 % | The Transit Branch representative met with the Community Association on November 12, 2003. The Manager of Transit held meeting with residents in the vicinity of the Transit facilities on April 21, 2004. 600 notices were sent out. |
| Neighbourhood: Central Business District | | Secondary Subject: LAP | | | |
| District Identity and Branding | | | | | |
| 1.1 | Develop unique identity | That the Downtown Partnership facilitates a group of local business owners and stakeholders to promote the Warehouse District and create a distinct identity based on the vision statement created by the Plan. | Started NF | 50 % | The Partnership, along with local businesses have come up with a logo. It is featured in the Warehouse District LAP. As the District is comprised of lands within the Downtown (City Centre Plan) and the North Downtown Master Plan, the identity of the District will determined largely by the implementation of these two plans. |

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| # | Name | Recommendation | | | |
| Neighbourhood: Central Business District | | Secondary Subject: LAP | | | |
| 2.1 | 25th Street Extension - 1st Avenue to Idylwyld | That the Infrastructure Services Department, Municipal Engineering Branch, commence with detailed design work to extend 25th Street from 1st Avenue to Idylwyld Drive. | Completed | 100 % | Construction of the 25th Street Extension is underway with water and sewer work between 1st Avenue and Idylwyld Drive being completed in 2011, and complete roadwork to follow in 2012. |
| 2.2 | Minimize 25th Street extension impact on Caswell Hill | That the Municipal Engineering Branch attempt to minimize any traffic impacts from the proposed extension of 25th Street on surrounding neighbourhoods including Caswell Hill. | Completed | 100 % | Since the extension of 25th Street doesn't align with the existing 25th Street at Idylwyld Drive, direct entry to the existing 25th Street is eliminated, along with traffic shortcutting through the neighbourhood. A proposed Traffic Management Plan outlines measures taken to reduce the impact of the traffic in the area. This will include traffic calming, traffic signal modifications, and a review and evaluation of several locations for improvements. |
| 2.3 | Maintain median opening at 24th Street and Idylwyld Drive | That the Municipal Engineering Branch consider leaving the median open at 24th Street and Idylwyld Drive with the design of the 25th Street extension. | Completed | 100 % | This recommendation was taken into consideration within the design of the 25th Street extension. As a result, no change will be made to the median as part of the extension. |
| 2.4 | Yards Consolidation | That the Public Works Branch consider additional entrances to the City Yards during the Yards Consolidation Study to provide alternate access to the site. | Completed | 100 % | The City Yards are intended to be completely phased out of their current location. Current operations there will be moved to a new Civic Operations Centre in the city's southwest once funding is in place. The area is planned to be redeveloped as per the North Downtown Master Plan. Once the construction of the 25th Street extension is complete in 2012, access to the Yards via Ontario Avenue will be from 25th Street, not 24th Street, removing much of the City Yards related traffic from the heart of the Warehouse District. |
| 2.5 | 25th Street Master Plan include 25th Street Extension | That the Land Branch, Urban Design Section, consider extending the study area for the 25th Street Master Plan to include the new portion of 25th Street from 1st Avenue to Idylwyld Drive. | Completed | 100 % | Streetscaping will be included as part of the 25th Street extension between 1st Avenue and Idylwyld Drive, with the bulk of construction to be completed in 2012. |
| 2.6 | New transit terminal | That the Transit Branch be encouraged to seek a location for a new, aesthetically pleasing, transit terminal within the Warehouse District, if functionally viable. | Completed | 100 % | City Council have decided to maintain the transit terminal at its current downtown location along 23rd Street. Transit Services is currently undertaking the design for the new facility and location. When the 25th Street Extension is completed, Transit Services will ensure services are continued throughout the Warehouse District. |
| 3.1 | Land use policy map | That City Council endorse: i) Proposed Land Use Map 6.0 and; ii) Proposed Downtown Land Use Map, Map 8.0 and that the Community Services Department be instructed to undertake the necessary steps to incorporate them into the City of Saskatoon Development Plan, including advertising and a public hearing. | Completed | 100 % | City Council approved the proposed Land Use Map and proposed Downtown Land Use Map on March 24, 2003. |
| 3.2 | New RA District | That the concept of an RA - Reinvestment Area District as outlined in Appendix 1 be approved. | Completed | 100 % | City Council approved the Reinvestment Area District on March 24, 2003. |

| Primary Subject / # | Name | Recommendation | Status | % Complete | Summary Notes |
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| Neighbourhood: Central Business District | | Secondary Subject: LAP | | | |
| Land Use (Other) | | | | | |
| 3.3 | Implement new RA district | That City Council endorse the rezoning of the land area as shown on Map 10 and parcels listed in Table 1, from IL1 District to an RA District. | Completed | 100 % | City Council approved the rezonings from IL1 District to RA1 District on March 24, 2003. |
| Land Use (Residential) | | | | | |
| 4.1 | Design Competition | That the City Administration examine the feasibility of using a city-owned site or building within the Warehouse District for a residential or multi-use catalyst project subject to the completion of a design competition, selection of a suitable project and the posting of a performance bond. Furthermore, that the Downtown Housing Study (October 1998) be used as a reference for the design of such a competition. | Completed | 100 % | In 2009, a RFP was issued for the redevelopment of the Arthur Cook Building (88 24th Street E). The winning bid was received from North Ridge Development Corporation who began restoring the building in 2010. The buildings was fully leased to a commercial tenant that took occupancy in 2011. |
| Elements of Design | | | | | |
| 5.1 | Historic character lighting | That the historic character lighting that has been used on 24th Street be applied on all the new streets that will be built in the area, and eventually all the lighting in the District be replaced with this treatment through the Urban Design Program. | Started LT | 20 % | Lighting for the extension of 25th Street will be consistent with what is already there. Further projects to change-out lighting in this area will consider the installation of heritage lighting, should funding sources be identified. Dark sky compliance will also be considered when selecting the Historic Character Lighting. |
| Elements of Design | | | | | |
| 5.2 | On street parking - 25th Street Extension | That on-street parking be included in the design along both sides of 25th Street and in any future upgrading on both sides of 24th Street. | Completed | 100 % | This will be included in the 25th Street Extension Master Plan design. Road work and streetscaping will be completed in 2012. The 25th street extension has on street parking and streetscaping to allow for a positive experience for all modes of transportation. |
| Elements of Design | | | | | |
| 5.3 | Entry point - 25th Street Master Plan | That consideration be given to the creation of an official entry point at the intersection of Idylwyld and 25th Street in the design of the 25th Street Streetscape Master Plan. | Started O/S | 50 % | Installation of the entry feature is expected in Spring 2015. |
| Elements of Design | | | | | |
| 5.4 | Information campaign - equivalencies | That an informational brochure be developed by the Building Standards Branch and City Planning Branch to highlight the use of alternative design methods and design guidelines when redevelopment of older buildings is proposed. | Completed | 100 % | The Planning and Development Branch developed a brochure called 'A Guide to Adaptive Re-Use of Existing Commercial Structures.' The brochure is to assist potential developers in the redevelopment of existing buildings throughout the City. The brochure was distributed to developers in 2008 and is available to the public on the City of Saskatoon website. |
| Elements of Design | | | | | |
| 5.5 | Provide LAPs to prospective developers | That the Warehouse District Local Area Plan be provided free of charge to all prospective developers of land from the City Land Branch to understand the design goals of the area. | Completed | 100 % | The City Planning Branch will notify and provide the Warehouse LAP to potential developers when parcels become available after the 25th Street Extension. The Warehouse District Local Area Plan will always be available to all interested developers and the public. |

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| Neighbourhood: Central Business District | | Secondary Subject: LAP | | | |
| Elements of Design | | | | | |
| 5.6 | Implement development controls | That the Land Branch be instructed to implement appropriate Development Controls on all new city-owned parcels created in the Warehouse District which reflect the Design Guidelines contained on Page 65, Section 3: Elements of Design of this report. | Started O/S | 15 % | <p>Development controls for the Warehouse District are underway in varying stages of completion. With the Police Station parcel, Architectural Controls connected to the land sale were created and used in the process.</p> <p>In the North Downtown Master Plan, there is a chapter on Built Form Guidelines which details Climate Responsive Design, General Building Parameters, Overall Controls, and Area Specific Controls. This chapter reinforces Section 3, page 65 in the Warehouse District LAP. The Master Plan will be taken to Council for approval in 2015, and the Architectural Controls policy will be implemented once funding has been identified.</p> |
| Heritage | | | | | |
| 6.1 | Comprehensive heritage inventory | That the Development Services Branch request resources through the Capital Budget process to undertake a comprehensive inventory of potential heritage properties in the Warehouse District. | Completed | 100 % | Stantec Consulting undertook comprehensive inventory. It was completed in March, 2005. |
| Heritage | | | | | |
| 6.2 | Advise owners of heritage program | That the Community Services Department advise the owners of the Tees and Persse Warehouse, 331-1st Avenue North, Buckwold's Warehouse 75-24th Street East and The Rumely Building, 226 Pacific Avenue of the potential opportunities presented by the City's Heritage Conservation program. | Completed | 100 % | The Development Services Branch sent out information on the potential opportunities presented by the Heritage Conservation program on June 30, 2003. |
| Heritage | | | | | |
| 6.3 | Provide partnership with heritage research | That Community Services Department advise the Downtown Partnership of the available heritage research that the City has on properties in the Warehouse District for interpretive purposes. | Completed | 100 % | The Development Services Branch sent out information to the Downtown Partnership on June 30, 2003. |
| Incentives and Development Conditions | | | | | |
| 7.1 | Infrastructure condition and capacity analysis | That Infrastructure Services conduct a condition and capacity analysis of the Warehouse District utility services. | Started O/S | 10 % | System capacity is now the responsibility of the Engineering & Planning Section of Saskatoon Water. Saskatoon Water has begun a Long Term Capital Development Plan, starting with the Corridor Growth component for the Growing Forward project. Hydraulic capacity for infill projects such as the north downtown will be included in the plan. The plan is expected to be complete by mid-2016. Condition analysis is conducted by Major Projects, but will be an input into the Long Term Capital Development Plan. |
| Incentives and Development Conditions | | | | | |
| 7.2 | Warehouse District Tax Incentive Program | That upon the relocation of the City Yards and the completion of the 25th Street extension, the City of Saskatoon consider creating a Downtown Warehouse Development Incentives Program to offer tax incentives for all types of development within the Warehouse District. | Completed | 100 % | <p>On March 13 2006, City Council approved a report recommending that the Enterprise Zone Program be renewed and that funding of \$500,000 be provided from the 2005 year-end surplus. City Council also approved that Administration report back on extending the boundaries for the Enterprise Zone to include Sutherland and both sides of 22nd Street.</p> <p>City Council did not approve the inclusion of the Warehouse District in the Enterprise Zone due to the incentives already provided by the Downtown Housing Program. The Downtown Housing program now includes incentives for conversions of existing buildings. With the extension of 25th Street and consolidation of the City yards, other incentives will be assessed at that time.</p> <p>On August 18, 2010 City Council approved a report for the creation of the new Vacant Lot Development and Adaptive Reuse Program. This program will offer the option of choosing between a cash incentive or a tax abatement. The Downtown Housing Program will also be rolled into this new program.</p> |

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| # | Name | Recommendation | | | |
| Neighbourhood: Central Business District | | Secondary Subject: LAP | | | |
| Neighbourhood Safety 8.1 (a) | Safety Audit - 25th Street Extension | (a) That a safety audit be conducted before the design and construction of the new 25th Street extension to evaluate crime prevention needs in the District's existing areas and in advance of creating new areas. | Completed | 100 % | <p>The process for a safety review has been delayed due to negotiations with the CPR and CN rail lines for the 25th Street Extension.</p> <p>The original recommendation proposed that a Safety Audit of the entire 25th Street Extension Project be done. The Land Branch has indicated that there will be no Master Plan for the project as a whole, instead there will be a different project termed the North Downtown Masterplan (which could possibly being in 2011). This Masterplan will cover the existing Yards area and the properties fronting 25th Street. CPTED for the 25th St. Streetscape plan is currently underway, but the scope of the work will be limited to the area between the curb and the property-line.</p> <p>Thus, separate audits will be conducted for the 25th St. Extension, the new Police Sation, and the redevelopment of City Yards. Given that these areas will still each be audited separately and not as a whole, this recommendation will be met.</p> |
| Neighbourhood Safety 8.1 (b) | Safety Audit Report - 25th Street Extension | (b) That the safety audit report be forwarded to the 25th Street Streetscape Master Plan design team, Land Branch for consideration during the preparation of the Master Plan design. | Completed | 100 % | <p>After completion of Safety Audit [refer to recommendation 8.1 (a)].</p> <p>The original recommendation proposed that a Safety Audit of the entire 25th Street Extension Project. The Land Branch has indicated that there will be no Master Plan for the project as a whole, instead there will be a different project termed the North Downtown Masterplan (which could possibly being in 2011). This Masterplan will conver was is considered the existing Yards area, and the properties fronting 25th Street. CPTED will be conducted for the 25th St. Streetscape plan that is currently underway, but the scope of the work will be limited to the area between the curb and the property-line.</p> <p>Thus, separate audits will be conducted for the 25th St. Extension, the new Police Sation, and the redevelopment of City Yards. Given that these areas will still each be audited separately and not as a whole this recommendation will be met.</p> |
| Neighbourhood: City Park | | Secondary Subject: | | | |
| Land Use (Other) 1.1 | Proposed City Park Land Use Policy Map | That the Community Services, Planning and Development Branch, initiate the necessary procedure to amend the City Park Land Use Policy Map in the Official Community Plan in accordance with the proposed land use designation on Map 1.3, "City Park Local Area Plan Proposed Land Use Policy Map." | Completed | 100 % | <p>On October 11, 2011, City Council approved six Official Community Plan Amendment Bylaws for the City Park neighbourhood arising from the City Park LAP. These included land use designation changes for 624 Lauriston Street; the 300, 400, 500, 600, 700, and 800 blocks of Duchess Street; 906 Duchess Street; 400 block and east side only of 500, 600, and 700 blocks of 2nd Ave N; and 820 9th Ave N (City Park Collegiate)</p> <p>On July 17th, 2013, City Council approved four amendments to the City of Saskatoon Official Community Plan, City Park Land Use Policy Map for the area North of Queen Street, between 7th Avenue and 4th Avenue. The amendments change the land use designations of 345 properties. 342 properties went from Low/Med Density to Low Density Residential - No Conversions, one from Low/Med Density to Med. Density Residential, one from Split Med. and Low/Med Density to Full Med Density Residential, and one from Split Office/Insttit. and Low/Medium Density Residential to Full Office/Insttit.</p> |
| Land Use (Other) 1.2 | Update the summary of the City Park neighbourhood and its land use policies in the Official Community Plan | That the Community Services Department, Planning and Development Branch, initiate the necessary procedure to amend Official Community Plan Section 20.1.1.6 to update the summary of the City Park neighbourhood and its land use policies. | Completed | 100 % | <p>It has been decided that these descriptions should be removed from the OCP. The Future Growth Section will delete these as part of the OCP review. Because we are doing away with these descriptions, there is no longer a need to update the City Park Summary.</p> |

| Primary Subject / # | Name | Recommendation | Status | % Complete | Summary Notes |
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| Neighbourhood: City Park | | Secondary Subject: LAP | | | |
| Land Use (Other) | | | Completed | 100 % | Phase II of the Zoning Bylaw review is completed. Any public consultation will include the entire city. The Local Area Planning Committee will be notified when and if public consultation takes place. |
| 1.3 | Additional consultation with City Park in regard to Zoning Bylaw changes to low density residential districts | That the Community Services Department, Planning and Development Branch, review zoning bylaw changes affecting low density residential areas that are included in Phase II of the Zoning Bylaw review, with the City Park Local Area Planning Committee and Community Association prior to initiating land use and zoning bylaw changes in City Park. | | | |
| Neighbourhood: City Park | | Secondary Subject: | | | |
| Land Use (Other) | | | Completed | 100 % | On October 11, 2011, City Council approved four Zoning Amendment Bylaws for City Park arising from the City Park LAP. These bylaws rezoned 624 Lauriston Street, the 300 - 800 blocks of Duchess Street, the 400 block and east side only 500 - 800 blocks of 2nd Ave N, and 906 Duchess Street. |
| 1.4 | Proposed zoning | That the Community Services Department, Planning and Development Branch, initiate the necessary procedure to amend the Zoning Bylaw in accordance with the proposed Zoning Districts identified in Map 1.5 "City Park Local Area Plan Proposed Zoning Map." | | | On July 17th, 2013, City Council approved four amendments to the City's Zoning Bylaw for zoning changes to 345 properties. The area included North of Queen Street, between 7th Avenue and 4th Avenue. 342 properties went from RM1 to R2, one property from RM1 to RM4, one property from RM1/RM3 to RM3, and one property from RM1/RM2 to M2. |
| Land Use (Other) | | | Completed | 100 % | The existing land use was deemed to be consistent with the IL1 district. Public Hearing was held at Council on October 11, 2011, where a rezoning from IH to IL1 was approved. |
| 1.5 | Land use and zoning designation of 624 Lauriston Street | That the Community Services Department, Planning and Development Branch, meet with the property owner to discuss the options to ensure that the future use of this site is compatible with the residential and mixed uses in the neighbourhood. | | | |
| Neighbourhood: City Park | | Secondary Subject: LAP | | | |
| Land Use (Other) | | | TBD | 0 % | |
| 1.6 | Architectural Control District (ACD) | That the Community Services Department, Planning and Development Branch, meet with the City Park Community Association and other interested property owners to discuss the process of creating and determining the feasibility of implementing an Architectural Control District (ACD) in parts of City Park. | O/S | | |
| Land Use (Other) | | | Completed | 100 % | The Future Growth Section, Planning & Development Branch, held a public meeting on March 14, 2013. The meeting included a presentation of the key principles and draft recommendations proposed for the Neighbourhood Level Infill Development Strategy, followed by a question and discussion forum. The City Park LAP Committee was notified of this meeting and encouraged to attend. |
| 1.7 | Residential infill guidelines | That the Community Services Department, Planning and Development Branch, consult with mature neighbourhood representatives, including those from City Park, in regard to infill development issues as part of the Community Visioning Process. | | | |
| Neighbourhood: City Park | | Secondary Subject: | | | |
| Land Use (Other) | | | Completed | 100 % | Circulated Land Use Changes Guidelines in Section 1.10 of the City Park LAP to Development Services Section, along with reminder to ensure that these guidelines are considered when reviewing discretionary use, rezoning and land use amendment applications. |
| 1.8 | Guidelines for land use changes | That the Community Services Department, Planning and Development Branch, consider the guidelines included in Section 1.10 of the City Park Local Area Plan, when evaluating applications for discretionary use, rezoning and land use amendments. | | | |
| Parks, Recreation & Open Space | | | Completed | 100 % | The Parks Branch has confirmed that the plants of value, statues, brick and fence were moved to Robin Smith Memorial Garden at the Forestry Farm Park and Zoo, with permission from the Saskatoon Horticulture Society. The Robin Smith garden is run by the Saskatchewan Perennial Society. Volunteers worked together with the Horticulture Society to make this happen. There are plenty of plants that were not moved because they are so common or in the case of the trees a move was very costly and it was questionable whether they could survive. The Parks Branch does the maintenance on the garden now. |
| 2.1 | Joe Zary Memorial Garden | That the Infrastructure Services Department, Parks Branch, consider relocation of the plants from the Joe Zary Memorial Garden, to a location in City Park if the current location of the garden is no longer feasible. | | | |

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| Neighbourhood: City Park | | Secondary Subject: LAP | | | |
| Parks, Recreation & Open Space 2.2 | Neighbourhood park space deficiency | That the Community Services Department, Community Development Branch, conduct an assessment of park space in City Park and report back to the City Park Local Area Planning Committee and City Park Community Association. | Started O/S | 90 % | Infrastructure Services, Parks Branch will continue to assess the existing park space in City Park and report back to the community. |
| Parks, Recreation & Open Space 2.3 | Proposed water park and hydro-electric facility | That the Community Services Department and Saskatoon Light and Power, consult and inform the City Park Community if the proposed water park and / or the hydro electric facility proceeds. With regards to the proposed water park that consideration be given to locating associated facilities with the water park, including access to the site and parking, on the east side of the river to minimize potential effects of the water park to City Park and other residential areas. | Started LT | 10 % | Saskatoon Light & Power continues to meet with hydro project developers and First Nations who are interested in potential partnerships. A report to City Council is planned for 2015 that will provide an update and will seek direction on how Council would like to proceed. |
| Parks, Recreation & Open Space 2.4 | Urban forestry | That the Infrastructure Services Department, Parks Branch, in conjunction with the City Park Community Association, distribute materials to property owners and residents regarding the importance of retaining the urban forest and encouraging residents to replace and plant additional trees. | Started O/S | 50 % | Infrastructure Services Department, Parks Branch, continues to monitor City Park annually for tree maintenance. Also, The Reforestation Program will occur again in 2015/2016. For more information on Urban Forestry Programs offered by the City visit: www.saskatoon.ca/go/forestry |
| Parks, Recreation & Open Space 2.5 | Urban forestry - retention of mature vegetation | That the Community Services Department, Planning and Development Branch and Infrastructure Services Department, Parks Branch, investigate regulatory means to ensure the retention of existing mature vegetation in the development approval process and research the feasibility of designating trees as Heritage Trees in City Park. | Started O/S | 50 % | The City Council Policy C09-011, Trees on City Property, was updated in December 2010 to include more extensive tree protection. Any unauthorized removal, pruning, or damage of existing trees is not allowed and may result in a fine. A protective barrier is also required to keep vehicles and equipment away from trees during construction. To further improve tree protection, Urban Forestry hired a Technician in 2013 whose primary focus is working with developers, demolition applications, and other City departments to improve tree protection during construction or maintenance. The Civic Heritage Policy is also being updated in 2015, and will be looking at the possibility of including a Heritage Tree designation. |
| Parks, Recreation & Open Space 2.6 | Amenity strips | That the Infrastructure Services Department, Parks Branch, explore the feasibility of developing boulevards containing landscaping features such as trees and shrubs in the following locations: 7th Avenue from Duchess Street to 33rd Street, 300 to 800 block of Duchess Street and 3rd Avenue North as part of the road widening project, provided that the locations conform to appropriate horticultural standards for the planting of trees and shrubs. | TBD O/S | 0 % | |
| Transportation, Circulation & Parking 3.1 | Queen Street pedestrian safety | That the Infrastructure Services Department, Transportation Branch, determine if enhanced pedestrian crosswalks, more 'no parking zones' close to corners, or other traffic modifications can be made to enhance pedestrian safety on Queen Street from 3rd Avenue North to 9th Avenue North. | Completed | 100 % | The transportation Branch has completed a study of the area. The study indicated that pedestrian devices were not warranted. Standard crosswalks were installed along Queen Street. With exception to 8th Avenue, "no parking" signs were installed. |
| Transportation, Circulation & Parking 3.10 | Traffic congestion in the City Park residential parking permit zone | That the Infrastructure Services Department, Transportation Branch, explore measures to alleviate traffic congestion in City Park Residential Parking Permit Zone. | TBD O/S | 0 % | |

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| Neighbourhood: City Park | | Secondary Subject: | | | |
| Transportation, Circulation & Parking 3.2 (a) | Saskatoon City Hospital parking | That the Community Services Department, Planning and Development Branch, forward a copy of the completed City Park LAP to the Saskatoon Health Region. The cover letter should highlight the effects on the neighbourhood due to parking pressure caused by Saskatoon City Hospital. In addition, that the Saskatoon Health Region be advised that they should consult with the City Park Community Association when an expansion of the hospital or of their onsite parking facilities is contemplated. | Completed | 100 % | A letter and copy of the City Park LAP was sent to the Saskatoon Health Region on September 24th, 2010. |
| Neighbourhood: City Park | | Secondary Subject: LAP | | | |
| Transportation, Circulation & Parking 3.2 (b) | Saskatoon City Hospital parking | That the City Park Community Association and City Park Local Area Planning Committee meet with representatives of the Saskatoon Health Region to discuss parking within City Park, with a view to indentifying historic and emerging issues and solutions to current and future parking requirements. | TBD O/S | 0 % | During the development of the City Park Neighbourhood Traffic Plan, the City Hospital was identified as an important stakeholder. In addition to the parking provided within the City Hospital site, the SHR is currently leasing a nearby site that is also being used for employee parking, which helps to alleviate some of the parking pressure the facility has. |
| Transportation, Circulation & Parking 3.3 | Princess Street - traffic calming | That the Infrastructure Services Department, Transportation Branch, examine if measures can be taken to reduce speed along Princess Street. | Completed | 100 % | The Transportation Branch has completed a Speed Study in 2010. The study indicated that the majority of motorists travelled 47 km/hr. After review, there was no identification of a safety issue. |
| Transportation, Circulation & Parking 3.4 | Spadina Crescent pedestrian safety - intersections | That the Infrastructure Services Department, Transportation Branch, determine if measures can be taken to improve pedestrian safety at 33rd Street and Spadina Crescent, north of the University Bridge at 25th Street, and at the crossing between the Kinsmen Park Parking Lot and the Mendel Art Gallery and Civic Conservatory. | Completed | 10 % | The Kinsmen Park and Area Master Plan proposes improved pedestrian crossings across Spadina Crescent. Further, the 33rd St. Multi-Use Corridor Master Plan includes a proposed roundabout at 33rd and Spadina which will slow traffic and include improved crosswalks. |
| Transportation, Circulation & Parking 3.5 | Spadina Crescent pedestrian safety - traffic calming | That the Infrastructure Services Department, Transportation Branch, measure speed of traffic along Spadina Crescent between University Bridge and 33rd Street and investigate the need to install traffic calming devices. | Completed | 100 % | The Transportation Branch has completed a speed study. The results indicated that traffic was well below the speed limit of 50 km/hr. |
| Transportation, Circulation & Parking 3.6 | 3rd Avenue North road widening | That the Infrastructure Services Department, Transportation Branch, in addition to the required public notice policy, present the proposed design for the 3rd Avenue road widening to the City Park Community Association and City Park Local Area Planning Committee. And, that the Community Services Department, Land Branch, meets with the City Park Local Area Planning Committee in regard to the development of this property. | Started LT | 0 % | 3rd Avenue Road widening is not being pursued as a stand alone project. The need for any widening or changes will be determined in conjunction with any corridor plans from the Growing Forward project, as well as input from the North Downtown Master Plan. |
| Transportation, Circulation & Parking 3.7 | 7th Avenue North traffic calming | That the Infrastructure Services Department, Transportation Branch, determine if additional measures can be taken to reduce the speed of traffic and increase pedestrian safety on 7th Avenue North between Queen Street and Duchess Street. | Completed | 100 % | The Transportation Branch completed a speed study. The study indicated speeds were acceptable and traffic volume was acceptable and no further action is required. |
| Transportation, Circulation & Parking 3.8 | Pilot intersection control infill program | That the Infrastructure Services Department, Transportation Branch, report back to the City Park Community Association on the findings of the pilot intersection control infill study. | Completed | 100 % | The signs were installed in 2008, and collision data from SGI was evaluated from before and after the installation of the signs. The data shows the pilot project had a positive impact on safety in the neighbourhood, resulting in a 64% reduction in the average number of collisions per previously uncontrolled intersection per year. The intersection control signage that was installed will now be considered permanent. These findings were reported at the City Park Neighbourhood Traffic Review meeting on December 9, 2014. |

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| Neighbourhood: City Park | | Secondary Subject: LAP | | | |
| 3.9 | Transportation, Circulation & Parking City Park residential parking permit program | That the Infrastructure Services Department, Transportation Branch, review the City Park Residential Parking Permit Program, including possible expansion, or other modifications to increase effectiveness. | Started O/S | 75 % | On August 18, 2010 City Council approved a proposed expansion of the City Park Residential Parking Program Boundary. The 700 block of 3rd Ave; 800 blocks of 4th, 5th, 8th and 9th Avenues; and 1000 block of King Crescent were added to the City Park Residential Parking Program, with a "Two Hour, 08:00 to 17:00 Monday to Friday" parking restriction. |
| 4.1 | Infrastructure & Municipal Services Curbside collection of organics - pilot program | That the Utility Services Department, Environmental Services Branch, consider City Park for a pilot program for the curbside collection of Source Separated Organics (SSO) as proposed in the Saskatoon Waste and Recycling Plan. | TBD O/S | 0 % | A curbside leaves and grass program subscription is currently available city-wide on a first-come-first-served basis. A comprehensive organics and composting strategy is under development by Environmental & Corporate Initiatives, with a new report going to Council in 2015. No pilot program would be launched until this strategy is approved. |
| Neighbourhood: City Park | | Secondary Subject: | | | |
| 4.2 | Infrastructure & Municipal Services Surface deficiencies - gravel streets | That the Infrastructure Services Department include the surface deficiencies identified in the City Park Local Area Plan in Capital Budget Project number 2044. | Completed | 100 % | Infrastructure Services has confirmed that upgrades to Warburton and Lauriston Street are complete. |
| Neighbourhood: City Park | | Secondary Subject: LAP | | | |
| 4.3 | Infrastructure & Municipal Services Surface deficiencies - sidewalk installations | That the Infrastructure Services Department, Transportation Branch review and prioritize the locations identified in the City Park Local Area Plan. | TBD \$ | 0 % | Part of Sidewalk Replacement and Retrofit Program - construction subject to funding availability. |
| 5.1 | Heritage City Park built heritage committee | That the City Park Community Association, City Park Local Area Planning Committee and interested stakeholders meet to discuss the potential of creating a City Park Built Heritage Committee and that the Planning and Development Branch attend a meeting in this regard. And, if created this committee could discuss issues such as heritage hardware exchange events, Architectural Control Districts and renovating older homes. | TBD O/S | 0 % | |
| 6.1 | Community Institutions Distribution of the City Park LAP | That the Community Services Department, Planning and Development Branch, forward a copy of the completed and adopted City Park LAP to the community organizations involved in the LAP process and highlight any issues related to their operations. | Completed | 100 % | City Park LAP distributed to Mendel Art Gallery, Saskatoon Health Region, Saskatoon Public Schools (City Park Collegiate), YWCA, and Meewasin Valley Authority. |
| Neighbourhood: City Park | | Secondary Subject: CPTED - Natural Surveillance | | | |
| 6.1.1 | Neighbourhood Safety - Safety Audit Mendel Site Foliage | That the Planning and Development Branch, Community Services Department, the Parks Branch, Infrastructure Services Department and the Meewasin Valley Authority identify an appropriate maintenance strategy of the trees and shrubs at the Mendel Site to allow increased natural surveillance whilst retaining an acceptable level of screening for the area. | TBD O/S | % | |

| Primary Subject / | | Recommendation | Status | % | Summary Notes |
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| Neighbourhood: City Park | | Secondary Subject: CPTED - Natural Surveillance | | | |
| Neighbourhood Safety - Safety Audit | | That the Planning and Development Branch, Community Services Department coordinate a meeting with Saskatoon Light & Power, Facilities Branch, Infrastructure Services Department, Parks Branch, Infrastructure Services Department and the Meewasin Valley Authority to review existing lighting in all of the parking lots, the pathway through the site, and the roadway lighting in the south half of the site, to ensure a consistent and uniform lighting level that allows users to recognize and respond to threats to their safety. | TBD | % | |
| 6.1.2 | Parking Lot Light | | O/S | | |
| Neighbourhood Safety - Safety Audit | | That the Planning and Development Branch, Community Services Department meet with the Facilities Branch, Infrastructure Services Department, Parks Branch, Infrastructure Services Department and the Meewasin Valley Authority to develop options to eliminate or mitigate the number of potential hiding places around the vicinity of the Mendel Art Gallery and Civic Conservatory building and the Mendel Site. | TBD | % | |
| 6.1.3 | Eliminate Hiding Places | | O/S | | |
| Neighbourhood: City Park | | Secondary Subject: LAP | | | |
| Community Institutions | | That the City of Saskatoon invite the City Park Community into the process regarding potential re-use of the Mendel Art Gallery Building in particular the publically accessible elements of the building. | Started | 75 % | In September 2014, Council conditionally approved the Children's Discovery Museum for tenancy of the Mendel Building when it is vacated by the Civic Gallery in 2016. Once the museum has possession of the space, it will be approximately 9-12 months to renovate the space prior to opening the doors. The Civic Conservatory will continue to be operated by the City, and the lobby and washrooms will remain publically accessible once the building is reopened following the renovation. |
| 6.2 | Potential re-use of the Mendel Art Gallery building | | O/S | | |
| Neighbourhood: City Park | | Secondary Subject: CPTED - Access Control | | | |
| Neighbourhood Safety - Safety Audit | | That the Planning and Development Branch, Community Services Department confirm with the Infrastructure Services Department, Transportation Branch that a sidewalk along the east side of Spadina Crescent East (25th Street to Queen Street) is included in its priority list, proceed with its installation, as defined in the City Park LAP, and report back to the City Park Community Association and Local Area Planning Committee following completion. | Started | % | The Kinsmen Park and Area Master Plan recommends the extension of the Spadina Promenade through Kinsmen Park (25th Street to Queen Street) over the long term. This extension would include a pedestrian promenade, street trees, and other amenities. |
| 6.2.1 | Spadina Crescent East Sidewalk | | \$ | | |
| Neighbourhood: City Park | | Secondary Subject: CPTED - Image | | | |
| Neighbourhood Safety - Safety Audit | | That the Parks Branch, Infrastructure Services Department and the Facilities Branch, Infrastructure Services Department review current practices for maintenance of surface pavement on pathways and parking lots at the Mendel Site. This review would include an examination into the feasibility and expected timeframe for resolving current deficiencies presently on site, determining the responsibilities of each Branch, and maintaining the parking lots to an acceptable level. | TBD | % | |
| 6.3.1 | Parking Lot and Pathway Maintenance | | \$ | | |

| Primary Subject / # | Name | Recommendation | Status | % Complete | Summary Notes |
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| Neighbourhood: City Park | | Secondary Subject: CPTED - Territoriality | | | |
| Neighbourhood Safety - Safety Audit | | That the Planning and Development Branch, Community Services Department and the Meewasin Valley Authority, Shakespeare on the Saskatchewan, Shearwater Boat Tours and Parks Branch, Infrastructure Services Department develop signage that identifies park attractions, hours of operation, and emergency and maintenance contact information. | TBD | % | |
| 6.4.1 | Mendel Site Signage | | O/S | | |
| Neighbourhood: City Park | | Secondary Subject: CPTED - Community Culture | | | |
| Neighbourhood Safety - Safety Audit | | That the Leisure Services Branch, Community Services Department review the feasibility of increasing opportunities to expand temporary and/or permanent community or private programming and activities within the Mendel Site. | Started | 50 % | The Kinsmen Park and Area Master Plan is considering programming and activity opportunities throughout the area. |
| 6.5.1 | Site-Based Activities | | O/S | | |
| Neighbourhood: City Park | | Secondary Subject: General | | | |
| Neighbourhood Safety - Safety Audit | | That the Planning and Development Branch, Community Services Department, forward a copy of this report to the Land Branch, Community Services Department for incorporation into the Kinsmen Park and Area Master Planning Process. | Completed | 100 % | A copy of the Mendel Site Safety Audit Report was sent to Corporate Projects |
| 6.6.1 | Kinsmen Park and Area Master Planning Process | | | | |
| Neighbourhood: City Park | | Secondary Subject: LAP | | | |
| Environment | | That the Utility Services Department, Environmental Services Branch, meet with the City Park Community Association to discuss potential demonstration projects on waste reduction, recycling, water conservation, and xeriscaping that may occur before December 2011. | TBD | 0 % | |
| 7.1 | Waste Reduction and water conservation demonstration projects | | O/S | | |
| Neighbourhood Safety | | That the Community Services Department, Planning and Development Branch, report the findings of the Pedestrian Underpass/Overpass Study to the City Park Community Association and LAPC and that the Planning and Development Branch assist in the implementation of recommendations to improve the safety of this underpass. | Started | 0 % | Site visit was conducted to assess how complimentary work in the area has effected safety. The Pedestrian Underpass/Overpass Study did not go to City Council, however, the recommendations contrained in the draft report were used as a guideline for assessing safety in the underpass. Summary of site visit attached. Follow up nighttime site visit was conducted on 11th oct 14 at 10:30pm. The tunnel is short - street lighting from either side was able to reach inside the tunnel, which lit the inside to similar levels as the street. Users are able to see if someone is in the tunnel already, as well as the other end of the tunnel. Visibility at the centre of the tunnel is low. If someone as standing there it would be difficult to see facial features. However, additional lighting inside the tunnel may not accomplish this either and may have the unintended consequence of lighting the area for graffiti vandals. As the tunnel is low, it's possible that additional light fixtures inside the tunnel will create glare. Graffiti has been reported for catalogue and removal. |
| 8.1 | Pedestrian underpass at 10th Avenue North in City Park | | O/S | | |
| Neighbourhood Safety | | That the Community Services Department, Planning and Development Branch, contact the Canadian Pacific Railway regarding permission for a mural to be painted on the underpass structure. | Completed | 100 % | October 28, 2013 - The City Park Community Association has recieved formal written permission from Canadian pacific Railway (CPR) to paint a mural on the Underpass at 7th Avenue North. |
| 8.2 (a) | Veicular underpass at 7th Avenue North | | | | |
| Neighbourhood Safety | | That if permission is obtained from Canadian Pacific Railway, for a mural to be located on the underpass structure, the City Park Community Association pursue options for funding. | Completed | 100 % | Oct 28, 2013 - The Mural was painted by local resident artist Bevin Bradley. Her diesign was chosen through the Community Association Process of requesting proposals and voting on a top 3 pick. The mural was completed by the end of September 2013. The Community Association did not require additional funding for this specific project. |
| 8.2 (b) | Veicular underpass at 7th Avenue North | | | | |

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| Neighbourhood: City Park | | Secondary Subject: | | | |
| Neighbourhood Safety | | | Completed | 100 % | Copy of City Park LAP forwarded to MVA on Nov/1/2010 |
| 8.3 | Safety on lower Meewasin Trail | That the Community Services Department, Planning and Development Branch forward a copy of the City Park LAP to the Meewasin Valley Authority identifying concerns expressed by the City Park Local Area Planning Committee in regard to safety of the Meewasin Trail. | | | |
| Neighbourhood Safety | | | Completed | 100 % | The Planning and Development Branch partnered with Crime Free Multi Housing on this brochure. Published copies were distributed to the Community Associations, Libraries, etc. |
| 8.4 | Addressing problems with lanes around multiple unit dwellings | That the Community Services Department, Planning and Development Branch, develop and distribute a brochure to illustrate examples of how to improve safety around multiple unit dwellings. | | | |
| Neighbourhood: City Park | | Secondary Subject: LAP | | | |
| Neighbourhood Safety | | | Completed | 100 % | The Infrastructure Services Department, Transportation Branch, installed a caution 'child at play' sign on the North and South side of Duke Street near Wilson Park to remind motorists to be cautious of children crossing the street. |
| 8.5 | Wilson Park - Duke Street signage | That the Infrastructure Services Department, Transportation Branch and Parks Branch explore the feasibility of installing additional signage on Duke Street to inform motorists that a park is adjacent to the roadway. | | | |
| Neighbourhood Safety | | | Completed | 100 % | Safety Audits were conducted on August 18th and September 29, 2010. Intercept Surveys were also conducted as part of the audits. The Mendel Site Safety Audit Report was sent to City Council for information on June 27, 2011, and contains a total of 8 recommendations. |
| 8.6 | Mendel Site Park - parking lots safety audit | That the Community Services Department, Planning and Development Branch, perform a Safety Audit of the parking lots in Mendel Site Park. | | | |
| Neighbourhood: King George | | Secondary Subject: LAP | | | |
| Land Use (Residential) | | | Completed | 100 % | Completed in June 2001 when City Council adopted the King George LAP. |
| 1.1 | New Land Use Policy Map | That City Council adopt the attached King George Land Use Policy Map and amend the City of Saskatoon Development Plan Bylaw No. 7799 to include the King George Land Use Policy Map; and that there be no change to the existing zoning pattern in the King George neighbourhood. | | | |
| Land Use (Residential) | | | Completed | 100 % | Development Services presented a report entitled "Development in Older Neighbourhoods" to Executive Committee on June 20, 2007. It outlines a number of recommendations to encourage development in older neighbourhoods and ensure that development is consistent with the neighbourhood character. The Planning and Development Branch has undertaken numerous initiatives over the last three years to address affordable and innovated housing infill. A new land use designation has been created to allow more flexibility for different forms of affordable housing. In 2008, City Council agreed to waive development levies for significant affordable housing projects in Saskatoon. In 2009, a new Housing Business Plan was adopted by City Council which addresses a variety of affordable housing issues from retention and creation of housing stock, to awareness, policy changes, financial incentives, and accessing land & building availability. |
| 1.2 (a) | Report to SHAC on setbacks, innovative infill, levies | That the Community Services Department, City Planning Branch review and report to the Saskatoon Housing Advisory Committee on policies and initiatives that affect the viability of infill development, including: the frontage and set back requirements for narrow lots; servicing costs and levies as applied to redevelopment; the potential role of the City in facilitating the provision of land targeted to innovative and affordable infill development. | | | |
| Land Use (Residential) | | | Completed | 100 % | The Future Growth Section, Planning & Development Branch, held a public meeting on March 14, 2013. The meeting included a presentation of the key principles and draft recommendations proposed for the Neighbourhood Level Infill Development Strategy, followed by a question and discussion forum. The Infill Development Strategy will identify guiding principles, development standards and architectural guidelines, for small scale residential infill in established neighbourhoods. |
| 1.2 (b) | Report to SHAC on voluntary design guidelines for infill | That the Community Services Department, City Planning Branch review and assist the establishment of voluntary guidelines and possible incentives to encourage property owners to respect and reinforce the character of the King George neighbourhood when developing or redeveloping housing. | | | |

| Primary Subject / | | Recommendation | Status | % | Summary Notes |
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| Neighbourhood: King George | | Secondary Subject: LAP | | | |
| Land Use (Residential) | 1.3 (a) Promote property maintenance | That the King George Community and School Association, the Community Services Department and the Fire and Protective Services Department take a lead role to promote neighbourhood cooperation and understanding of property maintenance standards in King George. | Completed | 100 % | Property Maintenance Bylaw 8175 was updated in 2003. On March 10, 2004 the Community Association was given information on bylaw. A Health and Safety Hotline was established (975-2828) for residents to report on health, safety and maintenance issues in the neighbourhood. Any concerns regarding property maintenance and resolving issues will be directed to the health and safety hotline. |
| Land Use (Residential) | 1.3 (b) Options to monitor and report on housing conditions | That the Community Services Department, City Planning Branch submit a report to the Saskatoon Housing Advisory Committee that identifies options to monitor and report on housing conditions over time in Saskatoon's core neighbourhoods. | Completed | 100 % | The State of Saskatoon Housing Indicators System Implementation Report was created in 2004. It is a system to report on the status of housing needs and conditions in Saskatoon. |
| Land Use (Residential) | 1.3 (c) Resolve property maintenance through mediation | That the Fire and Protective Services Department and Saskatoon Police Services, in consultation with the King George Community and School Association, work together to identify opportunities to resolve property maintenance issues through mediation in the King George neighbourhood. | Completed | 100 % | Property Maintenance Bylaw 8175 was updated in 2003. On March 10, 2004 the Community Association was given information on bylaw. A Health and Safety Hotline was established (975-2828) for residents to report on health, safety and maintenance issues in the neighbourhood. Any concerns regarding property maintenance and resolving issues will be directed to the health and safety hotline. |
| Land Use (Residential) | 1.4 Promote Trash Tips Program | That the Utility Services Department, Environmental Compliance Branch, establish a working relationship with the residents of King George through the King George Community and School Association to promote the Trash Tips Program in the neighbourhood to help raise awareness, and enforce regulations prohibiting inappropriate solid waste disposal in the neighbourhood. | Completed | 100 % | The Solid Waste Bylaw approved on May 3, 2004. There is no Trash Tips Program. Communication developed on the new waste bylaw was forwarded to the King George Community and School Association for inclusion in the community newsletter. |
| Land Use (Commercial/Industrial) | 2.1 West Industrial Local Area Plan | That the King George Local Area Planning Group be invited to participate during the public consultation process of the West Industrial Local Area Plan to ensure that their concerns regarding future industrial development as well as excess noise, dust, air, and visual pollution are addressed. | Completed | 100 % | Highlights of the West Industrial Local Area Plan were presented to the King George Community Association and School on May 12, 2004 and members of the Local Area Planning Group were invited to the West Industrial Public Forum on June 8, 2004. |
| Parks, Recreation & Open Space | 3.1 17th Street ROW -- Pedestrian Linkage | That City Council support, in principle, the purchase of the 17th Street right of way by the City of Saskatoon to serve as a pedestrian linkage and connective linkage and connective park between the King George neighbourhood and Victoria Park. | Completed | 100 % | The 17th Street ROW was purchased and construction of the pedestrian linkage, running from Spadina Crescent to Avenue P, began in May 2007. The 17th Street Green Space and Pathway System was completed October 2007. |
| Parks, Recreation & Open Space | 3.2 Alternative funding options to address park deficiency | That the Community Services Department, Community Development Branch work with the King George Community and School Association to explore alternative funding options that can be used to meet the neighbourhood allocated park space requirements outlined in the Parks and Recreation Open Space policy and Park Development Guidelines and that the Community Development Branch work with the King George residents, through the King George Community and School Association, to create and identify innovative funding options to upgrade, beautify, and maintain existing park space. | Completed | 100 % | The King George Community Association and School were provided with Park Enhancement/Park Upgrade information and alternative methods of fundraising by the Community Development Branch in June 2003. |

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| Neighbourhood: King George | | Secondary Subject: LAP | | | |
| Parks, Recreation & Open Space | | | | | |
| 3.3 | Options for upgrading King George School site as park | That the Community Services Department, Community Development Branch facilitate discussion with the King George Community and School Association and the Saskatoon Public School Board to consider the feasibility of upgrading the King George Community School ground property as neighbourhood park space. | Started LT | 50 % | An update from Community Development Branch, Neighbourhood Services section from Spring 2012 stated that King George is deficient 5.44 acres of neighbourhood park space, yet has access to 45 acres of park space in Victoria Park. This will be a long term project for consideration. There is currently no capital funding allocated. |
| Neighbourhood Safety | | | | | |
| 4.1 | Conduct a CPTED safety audit in the neighbourhood | That the King George Community and School Association work with the Community Services Department, City Planning Branch and Community Development Branch to conduct a Safety Audit, using the principles of Crime Prevention Through Environmental Design (CPTED), on part or all of the neighbourhood to identify issues of concern to residents and that the King George Safety Audit Report be forwarded to the King George Community and School Association, the Safer City Committee and Saskatoon Police Services. | Completed | 100 % | The King George Safety Audit Final Report was approved by Council and 2 copies were mailed to the KGCA and one copy to Saskatoon Police Services. |
| Neighbourhood Safety | | | | | |
| 4.2 | Enhance working relationship with community on safety. | That the Community Services Department, City Planning Branch and Community Development Branch and Saskatoon Police Services enhance their working relationship with the King George Community and School Association to further identify, prioritize and address specific and potential safety concerns that arise during the King George Safety Audit. | Completed | 100 % | The King George Safety Audit Final Report was approved November 30, 2009 by City Council and addresses existing and perceived safety concerns and perceptions within the neighbourhood. Additional consultation was completed with the Community Association to determine how the CA would like to move forward with some of the outstanding Safety Audit recommendations. All Safety Audit recommendations were added to the Recommendation priority matrix and have been prioritized by that tool among all outstanding LAP and Safety Audit recommendations/ |
| Transportation, Circulation & Parking | | | | | |
| 5.1 | Traffic study of Ave H, Ave P, 17th Street, and 11th Street | That the Traffic Management Section initiate a traffic study for Avenue H, Avenue P South, 11th Street, and 17th Street to quantify the amount and type of speeding taking place. The results of the study as well as any recommendations should be forwarded to the King George Community and School Association. | Completed | 100 % | Completed in Fall 2003. Results forwarded to the King George Community and School Association and Saskatoon Police Services. 17th Street was recommended to change from local roadway to a collector roadway. Speeding issues forwarded to Saskatoon Police Services for information and enforcement. |
| Transportation, Circulation & Parking | | | | | |
| 5.2 | Traffic study of potential extension of Spadina West | That once the future development of the vacant A.L. Cole Site is known, the Traffic Management Section submit a report to the Planning and Operations Committee identifying projected traffic volumes and flows created from the potential extension of Spadina Crescent West. The results of the study as well as any recommendations should be forwarded to the King George Community and School Association. | Completed | 100 % | City Council rejected the plan for extension by adopting the recommendation that a Right of Way extension not be allowed in the design of the Gathercole riverbank park and that 19th Street be improved as the linkage from east to west Spadina" on February 10, 2003. In 2005, City Council through River Landing Phase II approved the extension of Spadina Crescent West to Avenue A South. |
| Transportation, Circulation & Parking | | | | | |
| 5.3 | Review intersections at Ave H and 16th Street | That the Traffic Management Section undertake a review of the intersection of Avenue H and 16th Street to quantify traffic volumes, collision rates, and traffic safety. The results of the study, as well as any recommendations, should be forwarded to the King George Community and School Association. | Completed | 100 % | Study completed in Spring 2003. No modifications proposed. Report forwarded to the King George Community and School Association. |
| Transportation, Circulation & Parking | | | | | |
| 5.4 | Community Entry Point Signage | That the Traffic Management Section, in consultation with the Community Services Department, Urban Design Section submit a report to the Planning and Operations Committee outlining the feasibility and functionality of constructing community entry point signs that promote driver awareness and caution in the King George neighbourhood. The results of this study should be forwarded to the King George Community and School Association. | Completed | 100 % | Study completed in Fall 2003 and forwarded to the King George Community and School Association. Two locations recommended for signs - Avenue P and 11th Street and Avenue H and 17th Street. The 17th Street Green Linkage planned for the location of a potential neighbourhood entry sign at Avenue H and 17th Street, but did not include the construction of a sign. |

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| Neighbourhood: King George | | Secondary Subject: LAP | | | |
| Transportation, Circulation & Parking | | | | | |
| 5.5 | Increased enforcement of heavy vehicles and vehicle noise | That the Saskatoon Police Service be requested to increase enforcement prohibiting heavy vehicle traffic and excessive noise on 17th Street, Avenue P South, 11th Street, and Avenue H South. | Completed | 100 % | <p>An updated Truck Bylaw was passed by Planning and Operations Committee on August 14, 2007, and City Council on September 4, 2007. An informational campaign and the phasing in of the new Truck Bylaw will occur over the fall and winter of 2007/2008.</p> <p>The bylaw lays out a framework for where and how trucks can and cannot pass through the city, directing them to routes that will have the least negative affect on the surrounding areas. The new truck bylaw will not removed large trucks from Avenue P but will enable Saskatoon Police Services to enforce the bylaw easier when trucks that are above weight use the Avenue P route.</p> |
| Transportation, Circulation & Parking | | | | | |
| 5.6 | Pedestrian crossing study | That the Traffic Management Section undertake a pedestrian crossing study at the intersections of Avenue H and 16th Street, Avenue H and 15th Street, and Avenue K and 16th Street in order to assess the need for improved pedestrian crossings. The results of the study as well as any proposed recommendations should be forwarded to the King George Community and School Association. | Completed | 100 % | <p>Study completed in Spring 2003.</p> <p>Recommendations: In order to enhance the safety of the pedestrians crossing Avenue H, it is proposed to install a centre median near the south crosswalk at 15th Street. Pedestrian crossings installed on the median. Pavement markings on the north side of the intersection be abandoned to encourage pedestrians to use the south pedestrian crossing. Centre median installed as temporary device in 2003, if effective permanent median will be installed.</p> |
| Transportation, Circulation & Parking | | | | | |
| 5.7 | Construct sidewalk along Avenue P - 11th Street to 18th Street | That the Traffic Management Section, in consultation with the King George Community and School Association, submit a request to Council to oversee a capital improvement project to construct a sidewalk along Avenue P South between 11th and 18th Street to link up with the sidewalk that exists on 19th Street. The project should be given priority and funding allocation through the Sidewalk Pathway Retrofit Program. | Completed | 100 % | <p>Avenue P Sidewalk was constructed in summer 2008 along west side of Avenue P from 11th Street to 17th Street.</p> |
| Neighbourhood: King George | | Secondary Subject: CPTED - Natural Surveillance | | | |
| Neighbourhood Safety - Safety Audit | | | | | |
| 6.1.1 | Tree Trimming | That the Parks Branch, Infrastructure Services Department identify and potentially trim and/or remove trees on the north-east corner of the tennis courts, near the Victoria Park SkatePark, to increase natural surveillance and reduce hiding places in the area. This should be done in conjunction with the Victoria Park Master Plan which is slated for late 2009 or early 2010. | Completed | 0 % | <p>Site visit conducted with Parks to identify trees that needed to be trimmed to increase sightlines. Cluster of trees in the northeast corner of the tennis court was identified. Lower branches are to be trimmed in this area. This work was completed in August 2014.</p> |
| Neighbourhood Safety - Safety Audit | | | | | |
| 6.1.2 | Avenue N Properties | That Fire and Protective Services advise property owners of the vacant lots located on the west side of 800 block of Avenue N, across from St. Andrew's Park, to clear or trim overgrown trees and bushes and to remove or maintain sheds that may be a hazard. | Completed | 100 % | <p>President of the King George Community Association, John Dubets, and the property owner's son have been going through the house and garage to clean up the properties. They have attended to the trimming and pruning of the trees and shrubs as well. Fire and Protective Services have donated dumpster service to the property to attend to the clean up and waste removal efforts that are ongoing. John Dubets ensures that property maintenance will be ongoing for the properties and is hopeful that redevelopment of these sites will remain consistent with the current zoning for single detached homes.</p> |
| Neighbourhood: King George | | Secondary Subject: CPTED - Community Culture | | | |
| Neighbourhood Safety - Safety Audit | | | | | |
| 6.10.1 | Public Art Program | That the Planning and Development and Community Development Branches, Community Services Department meet with the King George Community Association to help them establish a mural or public art program for facilities and structures in the neighbourhood, such as the rink boards on the school grounds. | Completed | 0 % | <p>The mural was unveiled in St. Andrew's Park as part of Culture Days on Friday, September 26th, 2014. Students at King George School paraded from the school to St. Andrew's Park where entertainment was provided. Neighbourhood Planning recorded the event, including an interview with the artist explaining the symbolism of the mural and the process of working with the students to create it. The footage will be used to create a video record of the event.</p> |

| Primary Subject / # | Name | Recommendation | Status | % Complete | Summary Notes |
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| Neighbourhood: King George | | Secondary Subject: CPTED - Community Culture | | | |
| Neighbourhood Safety - Safety Audit 6.10.2 | Cultural / Historical Signage | That the King George Community Association, in consultation with the Planning and Development Branch, Community Services Department, organize a meeting with the Saskatoon Public Schools Division and the King George School administration to discuss the addition of signage on the school grounds that recognizes the heritage, diversity and history of the school and community. | Started O/S | 75 % | The King George School Alumni in 2012 held a 100 anniversary celebration that raised funding for a school sign that would hold a notice board insert. The Community Association was involved in this and the sign has been installed in the front school grounds. The side posts are being finished with brick work to match the heritage nature of the school. The CA has been contacted and they are interested in adding a historical/cultural plaque when the brickwork around the sign is being installed. Will review in early 2015 |
| Neighbourhood: King George | | Secondary Subject: CPTED - Connectivity | | | |
| Neighbourhood Safety - Safety Audit 6.11.1 | Community Programming | That the Community Development Branch, Community Services Department and the King George Community Association establish additional community programming and activities in St. Andrew's Park, such as festivals, horse shoes, or a games table to encourage more community activity in the park. | TBD O/S | 0 % | |
| Neighbourhood Safety - Safety Audit 6.11.2 | Maintain Neighbourhood Safety Connection | That the Planning and Development Branch, Community Services Department, report annually to the King George Community Association on the status of the King George Neighbourhood Safety Report recommendations in conjunction with the annual Local Area Planning status report. | Completed | 100 % | The Neighbourhood Planning Section releases an annual report indicating the status of related LAP and Safety Audit recommendations to the King George Community Association and as such have met the requirements of this recommendation. |
| Neighbourhood: King George | | Secondary Subject: General | | | |
| Neighbourhood Safety - Safety Audit 6.12.1 | Coordination of Implementation Budgets | That the Neighbourhood Planning Section contact all identified departments to coordinate the estimated operating and/or capital budget costs and submit a comprehensive Neighbourhood Safety budget request to City Council for funding and implementing these recommendations once the report has been approved. | Started O/S | 0 % | |
| Neighbourhood: King George | | Secondary Subject: CPTED - Territoriality | | | |
| Neighbourhood Safety - Safety Audit 6.2.1 | Way-finding Signage | That Leisure Services Branch, Community Services Department place large way-finding signage in the Victoria Park SkatePark, along Spadina Crescent and on the Meewasin Trail. These signs should indicate direction to nearby attractions and include who to call in cases of emergency or for maintenance issues. This should be done in conjunction with the Victoria Park Master Plan which is slated for late 2009 or early 2010. | Completed | 100 % | Meewasin Valley Authority installed new park signage in Victoria Park in the summer of 2012. The signage includes a trail map and a location map with multiple points of reference including nearby amenities and park features. |
| Neighbourhood Safety - Safety Audit 6.2.2 | St. Andrew's Park Sign | That Community Development Branch, Community Services Department advise the King George Community Association of possible funding sources to install a St. Andrew's Park sign on the south-east corner of the park to clearly identify the park. | Completed | 100 % | Oct 31, 2011- The Base has been installed. The sign will be installed late spring, early summer due to a fire in the building where the sign was being manufactured. The new sign for St. Andrew's Park was installed October 2013. Barb Giocoli from parks will invoice neighbourhood safety for any additional costs associated with installation. |

| Primary Subject / # | Name | Recommendation | Status | % Complete | Summary Notes |
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| Neighbourhood: King George | | Secondary Subject: CPTED - Access Control | | | |
| Neighbourhood Safety - Safety Audit 6.3.1 | School Grounds Entrances | That the Planning and Development Branch, Community Services Department and the King George Community Association write a letter to the Saskatoon Public School Division and the King George School in support of painting the fence posts at each of the entrances to the King George School grounds a bright colour. This will ensure that they are easily recognized as points of entrance/exit for users. | Completed | 100 % | A letter was sent to the Saskatoon Public School Board and King George School identifying the community's desire to have the fence posts painted at all accesses to the school yards and to have the south access to the school ground closed. The King George Community Association President (John Dubets) was invited to review the letter and sign on the Associations behalf prior to mailout. He noted that the school has already approved the painting of the fence posts at all accesses and will be moving forward with this in the spring/summer months. |
| Neighbourhood Safety - Safety Audit 6.3.2 | Close South School Grounds Entrance | That the Planning and Development Branch, Community Services Department and the King George Community Association write a letter to the Saskatoon Public School Division and the King George School to support the closure of the entrance to the school grounds fencing on the south side to encourage students to use the sidewalks, as opposed to the lane, as safe routes to and from school. | Completed | 100 % | A letter was sent to the Saskatoon Public School Board and King George School identifying the community's desire to have the fence posts painted at all accesses to the school yards and to have the south access to the school ground closed. The King George Community Association President (John Dubets) was invited to review the letter and sign on the Associations behalf prior to mailout. |
| Neighbourhood Safety - Safety Audit 6.3.3 | SkatePark Gateway | That the Leisure Services Branch, Community Services Department design and install a gateway welcoming people into Victoria Park, in general, and to the Victoria Park SkatePark. This gateway should include steps or a ramp to cross the retaining wall that is located between the skatepark and Spadina Crescent to allow users easier access to the skatepark. This should be done in conjunction with the Victoria Park Master Plan which is slated for late 2009 or early 2010. | TBD \$ | 0 % | New funding will need to be allocated for the design and installation of a gateway welcoming people into Victoria Park. |
| Neighbourhood: King George | | Secondary Subject: CPTED - Image | | | |
| Neighbourhood Safety - Safety Audit 6.4.1 | Mural Artwork | That the Planning and Development Branch, Community Services Department write a letter to the King George Community Association and the King George School advising them of the benefits of discouraging graffiti vandalism by adding more mural artwork, created by students, on the King George School, its grounds and on the rink boards and that the letter include examples of funding options. | Completed | 100 % | A letter was sent (Nov 1, 2010) to the Community Association identifying the recommendation and accompanied by a list of several funding agents and other possible options for funding. This included an agent that, upon previous contact from the Neighbourhood Planning section, declared the Mural Artwork to be a good candidate for funding in the future. |
| Neighbourhood Safety - Safety Audit 6.4.2 | SkatePark Mural | That Leisure Services Branch, Community Services Department meet with the Riverside Badminton and Tennis Club, the King George Community Association, and the Victoria Park SkatePark users to discuss the possibility of the creation of a skatepark-themed mural on the north-west corner wall of the tennis courts to cover the existing graffiti vandalism on the wall. This should be done in conjunction with the Victoria Park Master Plan which is slated for late 2009 or early 2010. | TBD O/S | 25 % | |
| Neighbourhood Safety - Safety Audit 6.4.3 | Litter | That Facilities Branch, Infrastructure Services Department place additional garbage cans in and around the Victoria Park SkatePark to decrease the amount of litter in the area and ensure that emptying schedules match high usage times. | Completed | 100 % | The Community Development Branch installed additional garbage cans in Victoria Park in 2011. |
| Neighbourhood Safety - Safety Audit 6.4.4 | St. Andrew's Park Playground | That Facilities Branch, Infrastructure Services Department re-paint the playground equipment located in St. Andrew's Park to assist in properly maintaining the equipment, making it welcoming to users and reducing negative perceptions of the park. | Completed | 100 % | Randy Haeusler with Facilities identified that their contracted painter had completed this task in the summer/fall of 2010. |

| Primary Subject / # | Name | Recommendation | Status | % Complete | Summary Notes |
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| Neighbourhood: King George | | Secondary Subject: CPTED - Image | | | |
| Neighbourhood Safety - Safety Audit 6.4.5 | St. Andrew's Park Mural | That the Community Development Branch, Community Services Department meet with King George Community Association and the neighbourhood youth to examine the feasibility of creating a mural on the walls of the St. Andrew's Park paddling pool to celebrate the neighbourhood and its young people, and encourage ownership and respect of the park amongst users. | Completed | 25 % | The mural was unveiled in St. Andrew's Park as part of Culture Days on Friday, September 26th, 2014. Students at King George School paraded from the school to St. Andrew's Park where entertainment was provided. Neighbourhood Planning recorded the event, including an interview with the artist explaining the symbolism of the mural and the process of working with the students to create it. The footage will be used to create a video record of the event. |
| Neighbourhood: King George | | Secondary Subject: CPTED - Conflicting User Groups | | | |
| Neighbourhood Safety - Safety Audit 6.5.1 | SkatePark Signage | That Leisure Services Branch, Community Services Department place highly visible signage at the Victoria Park SkatePark to: (a) encourage respect for other users, (b) help keep the area clear of litter, and (c) inform new users of basic SkatePark etiquette. | Completed | 100 % | Signage encouraging users to respect other users and advising users of Skatepark etiquette, maintenance contact information, and hours of operation were installed by the Community Development Section, Community Services Department earlier this summer (2010). The Neighbourhood Planning Section, Planning and Development Branch is currently looking at working with Environmental Services, Utility Services Department, to design and install litter signage and the possibility of including recycle bins around the skatepark site. |
| Neighbourhood: King George | | Secondary Subject: CPTED - Crime Generators | | | |
| Neighbourhood Safety - Safety Audit 6.6.1 | Gardener's Residence Fencing | That the Facilities Branch, Infrastructure Services Department, in consultation with Leisure Services Branch, Community Services Department, remove any unnecessary fencing around the Gardener's Residence site to reduce the danger of current entrapment areas. This should be done in conjunction with the Victoria Park Master Plan which is slated for late 2009 or early 2010. | Completed | 100 % | Over the past few months, the Facilities Branch, Infrastructure Services Department, has been working with other Civic Departments to address the issues set forth in the recommendation. Currently, the dense trees and shrubs that surrounded the site have been trimmed and/or removed and any unnecessary fencing surrounding the site has been removed, creating clearer sight lines and reducing the number of entrapment areas on the site. |
| Neighbourhood: King George | | Secondary Subject: CPTED - Access Control | | | |
| Neighbourhood Safety - Safety Audit 6.7.1 | Dog Bylaw Signage | That the Animal Services Program Coordinator, Corporate Services Department review the dog bylaw signage throughout Victoria Park and communicate the results and recommendations of this review and of the dog bag dispenser pilot program to the Planning and Development Branch, Community Services Department and the Leisure Services Branch, Community Services Department for incorporation into the Victoria Park Master Plan. | Completed | 0 % | The VPMP has been approved and is being implemented. The dog bylaw signage was reviewed by Recreation and Sport, and additional signage was added in the north end of the park. One was located in the Spadina entrance and the other at the junction of Avenue D. It was also determined that the dog bag dispenser program would not be feasible to conduct in all 200 city parks, and that the program would instead focus on the six dog parks in Saskatoon. |
| Neighbourhood: King George | | Secondary Subject: CPTED - Activity Support | | | |
| Neighbourhood Safety - Safety Audit 6.7.2 | Gardener's Residence Site | That Leisure Services, Community Services Department, examine the possibility of developing part of the Gardener's Residence green space as a destination for special event photography and gatherings through the Victoria Park Master Plan. | Completed | 25 % | The VPMP has since been approved and is being implemented. Planning and Development has advised that the site had been declared a heritage site and that interpretive and historical panels are scheduled to be installed. This will assist with activity support in the area and creating a sense of place. Parks has advised that plantings have been added, and oversized deck chairs have been added to give the area a sense of place. Community Development has also advised that two weddings were held here last year. This supports the objective of making the area an appealing photography destination. |
| Neighbourhood Safety - Safety Audit 6.7.3 | Victoria Park & Gardener's Residence Site | That the Neighbourhood Planning Section ensure that a copy of this report and summaries of all relevant surveys be forwarded to the Leisure Services Branch, Community Services Department and the Parks Branch, Infrastructure Services Department for inclusion in the plans for upgrading Victoria Park and revising the Victoria Park Program. | Completed | 100 % | A copy of the Final Report was forwarded to Leisure Services Branch, Community Services and Parks Branch, Infrastructure Services Oct 29/10 along with any relevant surveys for reference in the Victoria Park Master Plan. The VPMP was initiated in 2010 and will be ongoing over the next three years. |

| Primary Subject / # | Name | Recommendation | Status | % Complete | Summary Notes |
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| Neighbourhood: King George | | Secondary Subject: CPTED - Activity Support | | | |
| 6.7.4 | Neighbourhood Safety - Safety Audit St. Andrew's Park | That the Planning and Development Branch, Community Services Department meet with the Parks Branch, Infrastructure Services Department and the King George Community Association, to review the number and location of picnic tables and benches throughout St. Andrew's Park to identify whether more are needed to encourage the park as a destination point for local residents. | TBD O/S | 50 % | Meeting on 15Oct14 with community association members, Community Development, Park and Neighbourhood Planning to identify possible locations for tables. Two sites were selected. The Administration will continue to work with the CA to finalize a location and type of table, while planning for a spring 2015 install. |
| 6.7.5 | Neighbourhood Safety - Safety Audit St. Andrew's Park Playground Equipment | That the Community Development Branch, Community Services Department meet with the King George Community Association to address the recreation need identified by the neighbourhood's youth for playground equipment in St. Andrew's Park for older youth (10-14 years). | TBD \$ | 0 % | The St. Andrews' Park playground equipment has been identified in Capital Plan funding. The playground is on the list of wooden playground structures to replace. St Andrew's playground equipment should be replaced in the next 3-4 years (2013-2014) Each year, depending on Capital funding approval, the Community Development Branch places three to six playground units a year. The St. Andrew's playground equipment is expected to be replaced in approximately three to four years. |
| Neighbourhood: King George | | Secondary Subject: | | | |
| 6.8.1 | Neighbourhood Safety - Safety Audit Rink Entrances | That the Planning and Development Branch, Community Services Department, in cooperation with the King George Community Association, advise the King George School of the benefits of adding a second exit to the school's rink in either the south-west or south-east corner to provide an escape route. | TBD O/S | 25 % | Discussions on this recommendation have been started with the community association. Will review in greater detail in early 2015. |
| Neighbourhood: King George | | Secondary Subject: CPTED - Neighbourhood Cohesion | | | |
| 6.9.1 | Neighbourhood Safety - Safety Audit Safe At Home Booklet | That the Planning and Development Branch, Community Services Department ensure that the King George Community Association receive copies of the "Safe at Home" booklet and that the booklet be advertised in the Community newsletter and available to residents at a convenient neighbourhood location. | Completed | 100 % | 300 copies of the Safe at Home booklet were couriered to KGCA President along with a letter identifying the recommendation that pertains to this delivery on Oct 18/10. The CA was also made aware of how to direct people to our website to find the electronic version of this booklet and that copies should be made available at a convenient neighbourhood location of their choice. |
| 6.9.2 | Neighbourhood Safety - Safety Audit Property Maintenance Brochure | That the King George Community Association distribute copies of the Property Maintenance brochure to residents, in advance of and in conjunction with the annual Community Clean Up, to reinforce and expand the community's knowledge of proper waste disposal and recycling processes. | Completed | 100 % | 200 copies of the Property Maintenance brochure were couriered to the KGCA President on Oct 18/10 for distribution to the residents of King George before the annual Community Clean-up. The recommendation that pertains to this request was identified along with a description of what the brochure entails. |
| Neighbourhood: Nutana | | Secondary Subject: LAP | | | |
| 1.1 | Land Use (Residential) New Policy Districts | That the new Land Use Policy Districts be adopted as detailed on page 19-21. | Completed | 100 % | City Council approved the Land Use Policy Districts on November 18, 2002. |
| 1.2 | Land Use (Residential) New Land Use Policy Map | That the Proposed Land Use Policy Districts be adopted as shown in the Proposed Land Use Policy Map page 22. | Completed | 100 % | City Council approved the Land Use Policy Map on November 18th, 2002. |
| 1.3 | Land Use (Residential) Rezoning based on Land Use Policy | That the rezoning that is required as a result of adopting the Proposed Land Use Policy Map be initiated. | Completed | 100 % | City Council approved the rezonings on March 24th, 2002. |

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| Neighbourhood: Nutana | | Secondary Subject: LAP | | | |
| Land Use (Commercial/Industrial) | | | Completed | 100 % | City Council approved the Land Use Policy Map & Rezoning on November 18, 2002. |
| 2.1 | New Land Use Policy Map - Broadway | That the Proposed Land Use Policy map - Broadway Area be adopted as shown on page 37 and that the rezonings indicated in the Proposed Development Plan and Zoning Bylaw Changes - Broadway Area, page 36 be initiated. | | | |
| Land Use (Commercial/Industrial) | | | Completed | 100 % | The Broadway 360 Steering Committee is preparing to bring the proposed B5B and Architectural Control Overlay District forward to the public for feedback in early 2012. The Broadway 360 report was received by City Council on September 28, 2009 and City Council adopted an implementation strategy for the plan on April 16, 2012 |
| 2.2 | Two-tier system of development standards | That Community Services Department Report to the Planning and Operations committee within one year on the development of a two-tier system of development standards for Broadway Avenue. The Historic Tier would recognize the historic three (3) storey development envelope. This tier accepts that the limited historic development standards contribute to the development of a mixed use community and that architectural heritage of the street is an important asset to the community. Future development that pieces the historic building envelope would adhere to regulations in the High Density Tier which must provide for parking and development requirements that will mitigate the impact of high density development on existing infrastructure and development. | | | |
| Land Use (Commercial/Industrial) | | | Completed | 100 % | The Broadway 360 report was received by City Council on September 28, 2009 and City Council adopted an implementation strategy for the plan on April 16, 2012. |
| 2.3 | Implement two-tier system | That the Community Services Department report to the Planning & Operations Committee within one year on the implementation of the Historic and High Density Tiers of development. The report will provide appropriate development standards for current and future development in Historic and High Density Tiers. | | | |
| Land Use (Commercial/Industrial) | | | Completed | 100 % | On Monday, June 25, 2007 City Council approved an amendment to Section 4.7 of the Zoning Bylaw which clarified the evaluation criteria for discretionary use applications regarding nightclubs and taverns. This concludes the Nutana Bar Clustering Study which addressed Recommendation 2.4 of the Nutana LAP (and the land use guidelines discussed in Appendix B). Please note that in addition to the above, Recommendation 2.4 was addressed by presenting a Bylaw to Council that would have limited the number of nightclubs and taverns in the Broadway BID (defeated April 30, 2007). |
| 2.4 | Guidelines for nightclubs and taverns | That the Community Services Department amend the Development Plan, as shown in Appendix B - Land Use Guidelines, to provide guidelines for the evaluation of Discretionary Use Applications for Nightclubs and Taverns to preserve the mixed use character of the area. | | | |
| Land Use (Commercial/Industrial) | | | Completed | 100 % | A study called the Broadway 360 Development Plan was completed in fall 2009. The Plan is to identify long-term strategies to deal with parking demand, parking supply, and land use regulations on and around Broadway Avenue. The Broadway 360 report was received by City Council on September 28, 2009 and City Council adopted an implementation strategy for the plan on April 16, 2012. |
| 2.5 | Develop two-tier parking standards | That the Community Services Department amend the Zoning Bylaw to adopt a parking standard as shown in Appendix B for the Broadway B5 area to implement the Historic and Development Tiers. | | | |
| Land Use (Commercial/Industrial) | | | Completed | 100 % | On June 25, 2007 City Council adopted the Local Area Plan Indicators Project, a report that provides a framework for monitoring critical stress factors, including land use mix, in each Saskatoon neighbourhood. The Planning and Development Branch is to report back to council in 2009. |
| 2.6 | Indicators to monitor land use conflicts | That the Community Services Department report to the Planning and Operations Committee within one year on the development of indicators to monitor land use conflicts and development trends. | | | |
| Land Use (Commercial/Industrial) | | | Started | 50 % | Discussions have been held with Broadway Business Improvement District, Nutana Community Association, and City Administration. Discussions continue to be held. |
| 2.7 | Street use agreement | That the Community Services Department and Municipal Engineering Branch report to the Community Association and the Broadway Business Improvement District on a Street Use Agreement that would provide guidelines for programming streets to accommodate events. | O/S | | |

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| Neighbourhood: Nutana | | Secondary Subject: LAP | | | |
| 3.1 | Transportation, Circulation & Parking Enhancements to traffic on Broadway | That Municipal Engineering report to the Planning and Operations Committee within one year on potential enhancements to traffic flow on Broadway Avenue as a result of a second left turn lane at the Broadway and 8th intersection. | Completed | 100 % | Dual left turn lane installed at Broadway and 8th in July 2003. |
| 3.10 | Transportation, Circulation & Parking Parking meters on 10th | That 34 new two-hour metered parking stalls be installed on 10th Street between Broadway and Dufferin Avenues. | Completed | 100 % | City Council approved on July 19, 2004 and installed in October, 2004. |
| 3.11 | Transportation, Circulation & Parking Parking meters on Main Street | That thirty-six new two hour metered parking stalls be installed on Main Street between Broadway and Dufferin Avenues. | Completed | 100 % | City Council approved on July 19, 2004 and installed in October 2004. |
| 3.12 | Transportation, Circulation & Parking Change parking restrictions on 9th/10th | That the one hour signed parking restrictions on the west side of Dufferin Avenue between 10th and Main Streets and on 9th between Broadway Avenue and the middle of the 600 Block of 9th Street, and on the north side of 9th Street, between Broadway and the west lane be changed to a two hour signed parking restriction. That the two hour signed parking restriction on Broadway Avenue between Main and 9th Streets be changed to a 90 minute signed parking restriction. | Completed | 100 % | City Council approved on July 19, 2004. Installed in October, 2004. |
| 3.13 | Transportation, Circulation & Parking New 2 hours parking restriction on 8th/9th | That a two hour signed parking restriction be installed on the westside of Broadway Avenue between 8th and 9th Streets. | Completed | 100 % | City Council approved on July 19, 2004 and installed in October 2004. |
| 3.14 | Transportation, Circulation & Parking Angle parking on 12th be re-oriented | That the angle parking on 12th Street between Eastlake Avenue and the existing parking metres be moved from the south side of the street to the north side and oriented for westbound traffic. | Completed | 100 % | The Municipal Engineering Branch (Parking Services) will not pursue this option as there are residences on the South side of the street. |
| 3.15 | Transportation, Circulation & Parking Parking meter restrictions change 9:00a.m.-6:00p.m. | That the above parking restrictions and parking metres be effective 09:00 to 18:00 hours, Monday through Saturday. | Completed | 100 % | City Council approved on July 19, 2004 and installed in October 2004. |
| 3.2 | Transportation, Circulation & Parking Strategies to reduce traffic on Main Street East | That Municipal Engineering report to the Planning and Operations Committee within one year on strategies to reduce traffic flow on Main Street East. | Completed | 100 % | Pedestrian actuated light installed in Fall 2005. |
| 3.3 | Transportation, Circulation & Parking Traffic noise attenuation | That Council consider the present and future quality of life impacts of traffic noise when considering capital expenditures for noise attenuation on the Idylwyld Freeway. | Completed | 100 % | Construction of sound attenuation walls completed in 2006. |
| 3.4 | Transportation, Circulation & Parking Impact of de-emphasizing Broadway | That Municipal Engineering report to the Planning and Operations Committee on the impact on long term transportation planning of de-emphasizing Broadway Avenue as a major access route to Downtown. | Completed | 100 % | Traffic Management evaluated recommendation over 2004 and 2005, and recommend that Broadway Avenue not be de-emphasised. Nutana Community Association notified by letter in March, 2005. |
| 3.5 | Transportation, Circulation & Parking Strategies to reduce traffic in lanes | That Municipal Engineering report to the Planning and Operations Committee within one year on strategies to reduce non-resident traffic in lanes in Blocks 1 and 4. | Started O/S | 75 % | There is a Nutana Neighbourhood Traffic Review meeting planned for January 2015 which will discuss strategies for reducing non-local traffic in the neighbourhood, including back lanes. |

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| Neighbourhood: Nutana | | Secondary Subject: LAP | | | |
| 3.6 | Transportation, Circulation & Parking Parking management program | That Municipal Engineering employ parking management techniques to manage resident access to on-street parking. | Completed | 100 % | A special residential parking permit program has been implemented for the residents of the Broadway area during the staging of the Fringe Festival. |
| 3.7 | Transportation, Circulation & Parking New parking meters installed on 12th | That 34 new two-hour metered parking stalls be installed on 12th Street between Eastlake Avenue and Broadway Avenue. | Completed | 100 % | City Council approved on July 19, 2004 and installed in October 2004. |
| 3.8 | Transportation, Circulation & Parking New parking meters installed on 11th | That 18 new two-hour metered parking stalls be installed on the south side of 11th Street between Broadway and Dufferin Avenue. | Completed | 100 % | City Council approved on July 19, 2004. Installed in October 2004. |
| 3.9 | Transportation, Circulation & Parking Parking meters on 11th and Dufferin | That five new two hour metered parking stalls be installed on the north side of 11th Street between Dufferin Avenue and the five minute loading zone in front of Victoria School. | Completed | 100 % | City Council approved on July 19, 2004 and installed in October 2004. |
| 4.1 | Neighbourhood Safety Action plan using CPTED principles | That the Community Services Department work with the Broadway Business Improvement District, the Nutana Community Association and other agencies to develop and promote an action plan to reduce the physical opportunity for crime using CPTED principles. | Completed | 100 % | <p>The Planning and Development Branch, Neighbourhood Safety Program has been working in partnership with the Nutana Community Association, Nutana Safety Subcommittee and other local stakeholders to identify safety concerns in the Nutana area. This process has included Safety Subcommittee meetings, a community-wide safety meeting to gather information on local safety issues and a Community-Wide Safety Workshop that provided an opportunity for local stakeholders to learn about and apply the principles of CPTED. Over the summer of 2006 a number of Safety Audit were conducted.</p> <p>The Nutana Safety Audit Report was approved by City Council on November 3, 2009. The report contains 15 recommendations that are designed to address a number of safety concerns in Nutana. The final report can be viewed on the City of Saskatoon website, under Neighbourhood Safety.</p> |
| 4.2 | Neighbourhood Safety Meet with local nightclubs to promote better behavior | The Community Services Department, the Broadway BID, the Nutana Community Association work with the local nightclubs to develop a program to promote neighbourhood friendly behaviour. | Started \$ | 25 % | This recommendation, and Westmount 9.12 and Sutherland 7.5.2 have been combined into Capital Budget 2456 – City Wide Incivilities Strategy. This Capital Budget was submitted in 2014 and was not approved. Submission for 2015 budget is pending. |
| 5.1 | Parks, Recreation & Open Space Use of local streets as parks | That Infrastructure Services report to the Planning and Operations Committee within one year on using street right of way in park deficient areas to address neighbourhood park deficits. | Completed | 100 % | <p>Planning and Operations Committee received a report as information on November 30, 2004.</p> <p>Community Development Branch will lead the progress of this recommendation and is currently working with the Nutana Community Association to address the park space deficiencies.</p> <p>Community Development Branch held Public Open House held on June 22/06. Feedback into the Park Space Deficiency was recieved.</p> |
| 5.2 | Parks, Recreation & Open Space Support residents to enhance medians | That Infrastructure Services report to the Planning and Operations Committee within one year on ways of supporting residents in enhancing boulevards. | Completed | 100 % | A pilot project supplying residents with soil and supplies for planting flowers and maintaining boulevards was undertaken in 2003 and expanded in 2004. This program is ongoing. |

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| # | Name | Recommendation | | Complete | |
| Neighbourhood: Nutana | | Secondary Subject: CPTED - Natural Surveillance | | | |
| Neighbourhood Safety - Safety Audit | | That the Parks Branch, Infrastructure Services Department trim overgrown trees and bushes along the 600 and 700 blocks of Saskatchewan Crescent East, to increase natural surveillance, sightlines and help reduce hiding places in the area. | Completed | 100 % | In fall 2009, the Parks Branch pruned/trimmed a number of overgrown trees and bushes along Saskatchewan Crescent East. In 2010, they will be reviewing the need for more to be pruned to increase natural surveillance, sightlines and help reduce hiding places in the area. Horticulture has cleared out most of the shrubs that were of concern. A few trees are however blocking the lighting. Parks has determined that the following will take place in order to remedy the situation: 1. A maple tree that is blocking the lighting down to MVA path (across from 634 Saskatchewan Crescent East) will be trimmed. 2. An elm partially blocking the lighting at the top of the Broadway Bridge next to the Cosmo Park sign and sidewalk will be trimmed. 3. A few more elms growing between the walkway and the bridge will be trimmed in order to open up the area (S.E. Horticulture will also be removing some shrubs here to improve sightlines. |
| 6.1.1 | Cosmopolitan Park Foliage | | | | |
| Neighbourhood Safety - Safety Audit | | That Saskatoon Light & Power review the feasibility of replacing the existing street lighting on the 600 to 900 blocks of Saskatchewan Crescent East in 2010, under the existing Street Lighting Upgrade Capital Budget program. | Started | 75 % | Saskatoon Light and Power began installing new light fixtures in fall 2014, but received complaints for adjacent property owners. The community association was contacted and advising of the recommendation, and have reiterated their support for the new lighting. A letter was mailed to residents in the area with information about the community consultation work that took place as part of the LAP, and of the safety issues that were identified. The Administration is waiting to see if any other residents respond to the letter before proceeding with the installation. At this time, the earliest that the light fixtures could be installed is spring 2015. |
| 6.1.2 | Saskatchewan Crescent East Lighting | | O/S | | |
| Neighbourhood Safety - Safety Audit | | That the Planning and Development Branch, Community Services Department develop a Safety Fact Sheet on eliminating hiding places behind garbage containers in lanes, and alcoves in front and behind the local businesses on Broadway Avenue and that the Broadway Business Improvement District distribute it to their members. | Completed | 100 % | A brochure, "Back Lanes: Maintenance & Safety" was mailed out to all Nutana businesses and households. The brochure not only outline ways to reduce hiding places in back lanes but, it also included information on back lane property maintenance. |
| 6.1.3 | Eliminate Hiding Places | | | | |
| Neighbourhood Safety - Safety Audit | | That the Municipal Engineering Branch, Infrastructure Services Department work with the Planning and Development Branch, Community Services Department, the Nutana Community Association and the Broadway Business Improvement District (BID) to determine the feasibility of a one-time lane project to remove all volunteer trees and bushes and trim overhanging foliage in the lanes between Dufferin Avenue and Eastlake Avenue and between 8th Street and 12th Street and develop a plan to educate Nutana residents and business owners on the importance of maintaining an appropriate level of lane maintenance that will reduce the opportunity for crime in the area. | Completed | 100 % | The Planning and Development Branch and the Transportation Branch organized a one-time back lane cleanup. Crews trimmed and/or removed volunteer trees and bushes in selected back lanes between Dufferin Avenue and Eastlake Avenue and between 8th Street and 12th Street. |
| 6.1.4 | Lane Tree/Bush Trimming | | | | |
| Neighbourhood: Nutana | | Secondary Subject: CPTED - Access Control | | | |
| Neighbourhood Safety - Safety Audit | | That the Planning and Development Branch, Community Services Department and the Nutana Community Association encourage Nutana Collegiate and Victoria School to paint the posts at each entrance to the school grounds a bright color. This will ensure that they are easily recognized as points of entrance/exit points. | Completed | 100 % | Letter sent to Victoria School and Nutana Collegiate on November 25, 2010. CC'd Nutana Community Association and Parks Branch. Alan Otterbein has indicated that the Parks Branch will paint the posts as part of the workplan in 2011. |
| 6.2.1 | School Ground Entrances | | | | |

| Primary Subject / | | | Status | % | Summary Notes |
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| Neighbourhood: Nutana | | Secondary Subject: CPTED - Image | | | |
| Neighbourhood Safety - Safety Audit | | That the Community Development Branch, Community Services Department and the Municipal Engineering Branch, Infrastructure Services Department work with the Nutana Community Association and the Broadway Business Improvement District to discourage graffiti vandalism in the area by adding mural artwork, created by local artists on the pillars adjacent to the paved pathway, in Cosmopolitan Park, under the east end of the Broadway Bridge. | TBD | 0 % | |
| 6.3.1 | Mural Artwork | | O/S | | |
| Neighbourhood Safety - Safety Audit | | That the Planning and Development Branch, Community Services Department, the Nutana Community Association, and the Broadway Business Improvement District host an information meeting to educate residents and business owners on the City of Saskatoon Property Maintenance and Nuisance Abatement Bylaw 8175 specifically aimed at lane maintenance. | Completed | 100 % | Planning and Development Branch developed a brochure, "Back Lanes: Maintenance & Safety," that informed residents and businesses owners about the Property Maintenance Bylaw 8175, the importance of properly maintained back lanes, and ways to eliminate hiding places in the back lanes. The brochure was sent out to all Nutana households and businesses. |
| 6.3.2 | Property Maintenance | | | | |
| Neighbourhood: Nutana | | Secondary Subject: CPTED - Territoriality | | | |
| Neighbourhood Safety - Safety Audit | | That the Planning and Development Branch, Community Services Department, the Nutana Community Association, and the Broadway Business Improvement District meet to discuss the feasibility of a Welcome Sign in the Nutana neighbourhood that would compliment and identify the neighbourhood. This meeting would include a discussion of funding sources and an appropriate site location and design. | TBD | 0 % | |
| 6.4.1 | Nutana Neighbourhood Welcome Sign | | O/S | | |
| Neighbourhood Safety - Safety Audit | | That the Parks Branch, Infrastructure Services Department and the Planning and Development Branch, Community Services Department meeting with Meewasin Valley Authority to determine the feasibility of installing signage on the lower and upper Meewasin Trails directing users to use the promenade along Saskatchewan Crescent after dark. | Completed | 100 % | New park signage being considered by MVA (Nola Stein). Additional Park sign not needed at the top of the trail. An informational sign and map (consistent with new park signs) will direct users to stay on the road after dark. Neighbourhood Planning met with Meewasin Valley Authority on November 29, 2011 to discuss additional signage at the top of the stairs. MVA suggested that they add more information to their new signage to reduce the number of signs on site and thereby making the signage more effective. Meewasin Valley Authority installed new Cosmopolitan Park signage in the summer of 2012. The new signage encourages patrons to "Enjoy the trail. Be safe! Be aware of your surroundings! After dark be smart" |
| 6.4.2 | Cosmopolitan Park Signage | | | | |
| Neighbourhood Safety - Safety Audit | | That the Planning and Development Branch and the Community Development Branch, Community Services Department meet with the Broadway Business Improvement District to discuss distribution of the Reducing Graffiti in our Community brochure to their members to help educate business owners on existing programs to combat graffiti vandalism. | Completed | 100 % | Nov 2/11 -The Graffiti Task Force distributed an updated brochure to the Broadway Business Improvement District in May/June of 2010. Nutana residents received utility bill inserts in June/July of 2011. The Graffiti Task Force continues to work with the community. |
| 6.4.3 | Graffiti Vandalism | | | | |

| Primary Subject / # | Name | Recommendation | Status | % Complete | Summary Notes |
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| Neighbourhood: Nutana | | Secondary Subject: CPTED - Conflicting User Groups | | | |
| Neighbourhood Safety - Safety Audit | | That the Planning and Development Branch, Community Services Department meet with the Nutana Community Association and the Broadway Business Improvement District to develop and place highly visible signage in strategic locations where commercial use and residential use may conflict. These signs should encourage respect of the neighbourhood residents in a positive manner. | Started | 25 % | In April of 2011, the Neighbourhood Planning Section will meet with the Community Association and the Broadway BID to develop and place signs that encourage the respect of the neighbourhood and its residents. This recommendation will likely encompass Nutana Rec 4.2 & 6.6.1 and Sutherland Rec 7.5.2 & Westmount 9.12 |
| 6.5.1 | "Respect the Neighbourhood" Signage | | \$ | | This recommendation, and Westmount 9.12 and Sutherland 7.5.2 have been combined into Capital Budget 2456 – City Wide Incivilities Strategy. This Capital Budget was submitted in 2014 and was not approved. Submission for 2015 budget is pending. |
| Neighbourhood: Nutana | | Secondary Subject: CPTED - Crime Generators | | | |
| Neighbourhood Safety - Safety Audit | | That the Planning and Development Branch, Community Services Department and the Broadway Business Improvement District meet with the convenience store Management to address known safety issues and possible remedies to improve perception of safety and reduce the opportunity of nuisance and inappropriate behaviour in the area. | Completed | 10 % | 27mar14, Met with 7-11 management to discuss safety. Management reviewed their policies and procedures for loitering outside of the store (both day time and night time). During the day management tells kids to move along if they are loitering in the parking lot. A night, after the bars close there can be large clusters of people standing outside the store. Their practice is to call police if the group gets to be too large or intimidating. They also noted that safety concerns have diminished on their site. Bus stop bench has been removed. Cigarette butts are swept up to keep the front of the store and parking lot looking tidy. No longer need to employ extra security during the Fringe street fair. Noted that the back lane and garbage bins have been vandalized as of late. 7-11 was advised that removing graffiti as soon as it appears is a best practice that will reduce the multiplier effect of one vandalism leading to two, and two leading to 20. 7-11 management had no other safety concerns. Letter was mailed to CA, BBID and 7-11 regarding this recommendation, what had been done to complete it, and that it was now closed. |
| 6.6.1 | 24-Hour Convenience Store | | | | |
| Neighbourhood: Nutana | | Secondary Subject: CPTED - Neighbourhood Cohesion | | | |
| Neighbourhood Safety - Safety Audit | | That the Planning and Development Branch, Community Services Department ensure that the Nutana Community Association receive copies of the "Safe At Home" booklet and that the booklet be advertised in the Community newsletter and available to residents at a convenient neighbourhood location. | Completed | 100 % | November 5, 2010. Distributed Safe at Home Booklet to the Broadway BID and Nutana Community Association along with Booklet Summary to be included in the Community Newsletter |
| 6.7.1 | Safe At Home Booklet | | | | |
| Neighbourhood: Nutana | | Secondary Subject: CPTED - Community Culture | | | |
| Neighbourhood Safety - Safety Audit | | That the Community Development Branch, Community Services Department work with the Nutana Community Association to identify the support for formal or informal community-based activities that would bring together the neighbourhood stakeholders at the neighbourhood level. The redevelopment of Victoria School Park and the Nutana Collegiate Park offers an opportunity to establish additional community programming and activities, such as local festivals which encourage walking or biking to the event. | Completed | 75 % | Community programming is an ongoing role of the Community Consultant and Community Association for the neighbourhood. To share any ideas for programming of activities in the park, contact the Nutana Community Association. |
| 6.8.1 | Community-Based Activities | | | | |
| Neighbourhood: Nutana | | Secondary Subject: | | | |
| Neighbourhood Safety - Safety Audit | | That the Neighbourhood Planning Section contact all identified departments to coordinate the estimated operating and/or capital budgets and submit a comprehensive Neighbourhood Safety budget request to City Council for funding and implementing these recommendations once the report has been approved. | TBD | 5 % | |
| 6.9.1 | Coordination of Implementation Budgets | | O/S | | |

| Primary Subject / | | Recommendation | Status | % Complete | Summary Notes |
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| # | Name | | | | |
| Neighbourhood: Pleasant Hill | | Secondary Subject: LAP | | | |
| Land Use (Residential) | | That City Council instruct the administration to amend the Pleasant Hill Land Use Policy Map, Bylaw No. 7218 to reflect the proposed changes upon consultation with affected property owners. | Completed | 100 % | The Municipal Planning Commission (MPC) considered the proposed land use changes at its meeting on July 11, 2006. MPC referred the report for City Council's consideration. A public hearing was held on September 18, 2006, with City Council passing the proposed changes. |
| 1.1 (a) | Land Use Policy Recommendation | | | | |
| Land Use (Residential) | | That City Council instruct the administration to amend the City of Saskatoon Development Plan Land Use Map, Bylaw No. 7799 to reflect the proposed changes upon consultation with affected property owners. | Completed | 100 % | The Municipal Planning Commission (MPC) considered the proposed land use changes at its meeting on July 11, 2006. MPC referred the report for City Council's consideration. A public hearing was held on September 18, 2006, with City Council passing the proposed changes. |
| 1.1 (b) | Land use Policy Recommendation | | | | |
| Land Use (Commercial/Industrial) | | That 425 Avenue P South, zoned IL1 (Light Industrial), be rezoned Mixed Use (MX1) to allow flexibility in the long term development of use upon consultation with the affected property owner. | Completed | 100 % | The Municipal Planning Commission (MPC) considered the proposed land use changes at its meeting on July 11, 2006. MPC referred the report for City Council's consideration. A public hearing was held on September 18, 2006, with City Council passing the proposed changes. |
| 1.10 | 425 Avenue P Recommendation | | | | |
| Land Use (Residential) | | That in light of the continuing deterioration and abandonment of housing in Pleasant Hill, the Community Services Department, City Planning Branch (Housing Facilitator) prepare a discussion paper for City Council that identifies options (strategies) available to address the problem. | Completed | 100 % | <p>Currently the Enterprise Zone program provides incentives and programs to address the deterioration and abandonment of housing in Saskatoon's core neighbourhoods.</p> <p>The Enterprise Zone program has been in operation since 2002 and has contributed over \$1 million in funding to Saskatoon's core neighbourhoods. The majority of the Enterprise Zone funding has been allocated to affordable housing projects. In February 2007, City Council approved the renewal of the Enterprise Zone program with an additional \$500,000.</p> <p>Two large community revitalization projects are currently under way in Pleasant Hill.</p> <p>The Station 20 West project and Pleasant Hill Revitalization Project will both add a number of valuable services to the area along with new housing. Station 20 West, located at 20th Street and Avenue L, will add over 50 housing units, a library, and food store, along with medical and dental services. Construction of the Sask. Housing Corporation units has already begun.</p> <p>The Pleasant Hill Revitalization Project, located between Avenue N and Avenue P, the railway and 20th Street, will add approximately 60-70 housing units, a new St. Mary's School building, added green space, and commercial space. Construction is anticipated to begin in 2008.</p> <p>On July 16, 2006, the City Planning Branch reported to City Council on affordable housing in Saskatoon. The report identified an annual target of 500 affordable housing units for the City and that:</p> <ul style="list-style-type: none"> a) a land trust be created for affordable housing b) City surplus land be dedicated for affordable housing c) inclusionary zoning be applied d) affordable housing units be fast tracked e) five year tax abatements for affordable housing be available City wide. <p>The State of Saskatoon Housing Report will be updated every two years by the City Planning Branch. The report is available to the public by request and on the City's website www.saskatoon.ca (under 'c' for City Planning).</p> |
| 1.2 | Housing Deterioration and Abandonment Recommendation | | | | |

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| Neighbourhood: Pleasant Hill | | Secondary Subject: LAP | | | |
| Land Use (Residential) | | | Completed | 100 % | |
| 1.3 | Vacant Lots Recommendation | That the Community Services Department, City Planning Branch include in the Housing Indicators Project (Capital Project #1711) a statistical measure that considers vacant lot development over time as an indicator of neighbourhood stability and reinvestment. | | | |
| Land Use (Residential) | | | Completed | 100 % | |
| 1.4 | Senior's Housing Development Recommendation | That the Community Services Department, City Planning Branch include in the Housing Indicators Project (Capital Project #1711) a measure that considers the demand and supply of senior's housing by neighbourhood, and that the results of this study be forwarded to the Pleasant Hill Community Association. | | | <p>The State of Saskatoon Housing Report was compiled in 2004 and created nine housing indicators to assess the state of housing in Saskatoon. This report was updated in 2006, a specifically addresses social and special needs housing which included senior's housing. The report will be updated bi-annually.</p> <p>According to the Social and Special Needs housing data collected in 2006, Pleasant Hill has a high percentage of affordable housing and supportive housing units in the City but does not have housing targeted to seniors enriched or independent living units.</p> <p>As the Pleasant Hill Revitalization Project progresses, seniors housing units may be part of the redevelopment of the site. In neighbouring Riversdale, the Juniper Housing Development is underway on Avenue K and 19th Street and will include units for seniors.</p> |
| Land Use (Residential) | | | Completed | 100 % | |
| 1.5 (a) | Local Area Plan Implementation | That the Pleasant Hill Community Association in partnership with Community Services Department, maintain the role of the Local Area Planning group as a subcommittee of the Community Association to help coordinate the implementation of the Local Area Plan. | | | <p>From April 2003 to March 2004, City Council made the implementation of Pleasant Hill LAP a priority. Two Planners were hired-one to work with a subcommittee of the Community Association (Pleasant Hill Local Civic Committee), one to help coordinate the implementation of the plan and the other to facilitate a safety audit in the neighbourhood.</p> <p>Between April 2004 and November 2005, the LAP Implementation Planner coordinated the implementation of all eight Local Area Plans. In November 2005, a Implementation Planner was hired for two years to focus efforts on the implementation of the Pleasant Hill LAP.</p> <p>The City Planning Branch will continue to report to and work with the multiple stakeholders in the Pleasant Hill community on the continued implementation of the Local Area Plan until it's completion. This includes the Community Association and Local Area Plan Committee members.</p> |
| Land Use (Residential) | | | Completed | 100 % | |
| 1.5 (b) | Local Area Plan Implementation | That the Pleasant Hill Community Association Local Area Plan Subcommittee report annually along with the City Planning Branch to City Council on the progress of the Local Area Plan recommendation implementation strategy. | | | <p>The LAP Implementation Planner to report annually to the Pleasant Hill Community Association and annually to City Council on the progress of the implementation of the LAP recommendations.</p> <p>The City Planning Branch will also continue to report to and work with the multiple stakeholders in the Pleasant Hill community on the continued implementation of the Local Area Plan until it's completion. This includes the Community Association and Local Area Plan Committee members.</p> |
| Land Use (Commercial/Industrial) | | | Completed | 100 % | |
| 1.6 | Pawn Shop Recommendation | That the Community Services Department, Development Services Branch bring forward a Business Licensing Bylaw Proposal to City Council to limit the number and density of pawn shops within the Riversdale Business Improvement District, following appropriate community consultation. | | | Residents of the community expressed concern regarding the concentration of Pawn Shops in the neighbourhood. On October 31, 2005, City Council adopted Zoning Bylaw amendments to distribute pawnshops through separation distancing. A pawnshop shall not be located within 160 metres of another pawnshop. This will assist in lessening the concentration of pawnshops in the community over time. |

| Primary Subject / # | Name | Recommendation | Status | % Complete | Summary Notes |
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| Neighbourhood: Pleasant Hill | | Secondary Subject: LAP | | | |
| 1.7 | Land Use (Commercial/Industrial) 204 Avenue J South Recommendation | That 204 Avenue J South, zoned IL1 (Light Industrial), be rezoned to Mixed Use (MX1) reflect its current use and long term potential as a commercial or residential site upon consultation with the affected property owner. | Completed | 100 % | The Municipal Planning Commission (MPC) considered the proposed land use changes at its meeting on July 11, 2006. MPC referred the report for City Council's consideration. A public hearing was held on September 18, 2006, with City Council passing the proposed changes. |
| 1.8 | Land Use (Commercial/Industrial) 112 and 116 Avenue K Recommendation | That 112 and 116 Avenue K South, zoned IL1 (Light Industrial) be rezoned to B5 (Special Area Commercial) to encourage future commercial or residential use of the site upon consultation with the affected property owner. | Completed | 100 % | The Municipal Planning Commission (MPC) considered the proposed land use changes at its meeting on July 11, 2006. MPC referred the report for City Council's consideration. A public hearing was held on September 18, 2006, with City Council passing the proposed changes. |
| 1.9 | Land Use (Commercial/Industrial) 215 Avenue J South Recommendation | That 215 Avenue J South, zoned IL1 (Light Industrial), be rezoned to Mixed Use(MX1) to allow flexibility in the long term development of the site, while ensuring compatibility with the adjacent residential land use upon consultation with the affected property owner. | Completed | 100 % | The Municipal Planning Commission (MPC) considered the proposed land use changes at its meeting on July 11, 2006. MPC referred the report for City Council's consideration. A public hearing was held on September 18, 2006, with City Council passing the proposed changes. |
| 2.1 | Neighbourhood Safety Geographical Concentration of Services Recommendation | That the City Planning Branch report to City Council on the impacts of having a geographical concentration of "support services" (e.g. Larson House, Safe House, Family Circle Healing Lodge, Saskatoon District Health Detox Centre, Berryridge, etc.), in Pleasant Hill As of 2011, Administration continues to work on this recommendation | Started O/S | 80 % | A report was presented to the PDCS Committee on December 1, 2014 on the Distribution of Support Services and Separation Distance Between Social Agencies. The next step following this report is to meet with the Business Improvement Districts and the service agencies about the issue, and to report back to Council following additional research into the 'Humanitarian Service Facilities' uses and 'Mainstreet Designation' approach used in other cities. |
| 2.2 (a) | Neighbourhood Safety Crime Prevention Through Environmental Design Recommendations | That the Community Services Department and Police Services in partnership with the Pleasant Hill Community Association, and other stakeholders coordinate and facilitate a Safety Audit using the principles of Crime Prevention Through Environmental Design in Pleasant Hill. | Completed | 100 % | From October through to November 2003, the Community Services Department and Police Services in partnership with the Pleasant Hill Community Association and other stakeholders conducted a series of Safety Audits using the principles of Crime Prevention through Environmental Design. The result was the creation of the Pleasant Hill Safety Audit Report that was approved by City Council on June 27, 2005. An implementation schedule is currently being prepared. |
| 2.2 (b) | Neighbourhood Safety Crime Prevention Through Environmental Design Recommendations | That the Community Services Department and Police Services in partnership with the Pleasant Hill Community Association, and other stakeholders present the Pleasant Hill Safety Audit Report to the Safer City Committee and City Council. | Completed | 100 % | The Pleasant Hill Safety Audit Final Report was approved by City Council on June 27, 2005. An implementation schedule is currently being developed. |
| 2.3 | Neighbourhood Safety Emergency Operation Plan Recommendation | That the Fire and Protective Services Department facilitate the opportunity for the Pleasant Hill community to become further educated about the Emergency Operation Plan to help prepare residents with a protection strategy in the event of an emergency. | Completed | 100 % | On February 13, 2006, City Council reviewed the Emergency Public Notification Measures. The City has been granted access to Tourism Radio 91.7 FM for broadcasting emergency messages. This tool will help broadcast immediate messages regarding evacuations routes, shelter-in-place instructions, calls for volunteers, and other important information to relay. The City of Saskatoon Emergency Measures Organization addresses emergency preparation for the City. For more information, contact the Emergency Measures Coordinator at 975-2411 or visit the City of Saskatoon website for videos and informational pamphlets at www.saskatoon.ca (under the 'e' for emergency measures). |

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| # | Name | Recommendation | | Complete | |
| Neighbourhood: Pleasant Hill | | Secondary Subject: LAP | | | |
| 3.1 | Large Truck Traffic Recommendation | That the Saskatoon Police Services be requested to review the issue of excessive vehicle noise and speeding on Avenue P south, Avenue W south, 20th Street west and 22nd Street West. | Completed | 100 % | <p>On October 3, 2005 the new Truck Bylaw was approved by City Council. The bylaw lays out a framework for where and how trucks can and cannot pass through the city, directing them to routes that will have the least negative affect on the surrounding areas.</p> <p>The new truck bylaw will not removed large trucks from Avenue P but will enable Saskatoon Police Services to enforce the bylaw easier when trucks that are above weight use the Avenue P route. When the South Bridge is completed, it is anticipated the volume of truck traffic on Avenue P will diminish with the increased access to the West Industrial area from this new route.</p> <p>On May 10, 2006, the Municipal Engineering Branch presented the proposed truck bylaw to the Pleasant Hill Community Association and discussed the changes within the neighbourhood.</p> |
| 3.2 | Pedestrian Activated Light | That Infrastructure Services, Traffic Management Section in continued cooperation with the Pleasant Hill Community Association, Home and School Association and St. Mary's School give additional consideration to installing a pedestrian activated signal light at the intersection of Avenue P south and 19th Street. A report, outlining arguments for or against this measure should be forwarded to the Community Association. | Completed | 100 % | <p>The Municipal Engineering Branch and the Pleasant Hill Local Civic Committee discussed options for placement of a pedestrian activated light on Avenue P South to provide a safe crossing for residents and children.</p> <p>In June 2005, an active pedestrian corridor crosswalk was installed on Avenue P between 19th and 20th Street. In addition, a zebra crosswalk was added at the corner of 19th Street and Avenue P.</p> <p>Due to the Pleasant Hill Revitalization Project and the possible relocation of the school, the City Planning Branch will discuss the placement of the pedestrian actuated light on Avenue P.</p> |
| 3.3 | Pedestrian Linkage Recommendation | That the Infrastructure Services Department, Traffic Management Section, in consultation with the Parks Branch, prepare a report for City Council outlining the feasibility of formally allocating a portion of the Canadian Pacific Rail right-of-way for the purposes of a pedestrian and cycling linkage from Downtown into the west portion of Saskatoon. Consideration should be given to the cost, maintenance, liability and safety aspects of establishing the linkage. | Completed | 100 % | <p>In 2007, the Infrastructure Services Department and the Community Services Department prepared a report for City Council outlining the feasibility of formally allocating a portion of the CPR right-of-way. Canadian Pacific Railway (CPR) received the Rails with Trails Feasibility Study in 2008. In 2010/2011, conceptual renderings of this project will be undertaken and presented to City Council.</p> <p>Met with Transportation Branch April 27, 2011 to discuss progress on discussions with CPR</p> <p>A report releasing the findings from the Rails with Trails Feasibility Study was provided to council in 2007 and later received by CPR in 2008. Approval has been given to build a multi-modal pathway; which will provide a formal path for pedestrians and cyclists.</p> |
| 3.4 | Bike Plan Recommendation | That the Infrastructure Services Branch, Traffic Management Section send a notification letter to the Pleasant Hill Community Association inviting them to attend future consultation meetings regarding the Bicycle Facility Network. | Completed | 100 % | <p>City Council adopted the Bicycle Facility Network Study on June 9th, 2003. The City of Saskatoon has recognized that cycling is important to many residents and is working towards making Saskatoon a bicycle-friendly city.</p> |
| 3.5 | Barricades Recommendation | That the Infrastructure Services, Transportation Branch be requested to review the potential to replace the temporary barricades on Avenue J and K perpendicular to the CPR right-of-way with permanent barricades that are more aesthetic and fit into the residential character of the area; and, that a copy of the review be forwarded to the Pleasant Hill Community Association. | Completed | 100 % | <p>At the end of Avenue J and K temporary cement barricades were placed to prevent vehicles from accessing the CPR Right of Way. Residents recommended permanent barricades that are more aesthetically pleasing. In Fall 2003, boulders, trees and curbing were placed at Avenue K and boulders were placed at Avenue J.</p> |

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| Neighbourhood: Pleasant Hill | | Secondary Subject: LAP | | | |
| 3.6 | Transportation, Circulation & Parking Bus Shelter Recommendation | That the Transit Services Department arrange to attend a Pleasant Hill Community Association meeting to discuss the maintenance of bus shelters, opportunities to recognize bus shelters as a valuable component of the community environment and the possibility of creating a adopt-a-shelter-program in the neighbourhood. | Completed | 100 % | Pleasant Hill residents recommended that the bus shelters be maintained and that they be recognized as valuable components of the community. In July 2003, the Adopt-a-shelter program was presented to the Pleasant Hill Local Civic Committee. St. George's Senior Citizens Group adopted a bus shelter on 20th Street & Avenue M. To adopt-a-shelter contact #975-3657. |
| 4.1 | Infrastructure & Municipal Services Infrastructure Expenditure Recommendation | That the absence of sidewalks (approximately 10 blocks), paved residential roads (approximately 4 blocks of gravel roads), and grassed boulevards (approximately 15 blocks) be reviewed by the Infrastructure Services Department as a potential reinvestment opportunity in Pleasant Hill during the Capital Budget review process for 2003. | Completed | 100 % | A report by Infrastructure Services has indicated that the following projects have been completed in Pleasant Hill under Capital Projects 2044- Gravel Street Upgrades: 1. Avenue J South at 21st Street West (2008) 2. Avenue T South at 20th Street West(2008) 3.17th Street Avenue S to Avenue Q (Carry over to 2011) 19th Street (Avenue N to Avenue O) is still in the queue at this point in time. The surface deficiencies outlined in the Pleasant Hill LAP have been addressed by Capital Project #2044. The addition of a second sidewalk to 21st Street West (north side) is subject to funding availability as part of the Sidewalk Replacement and Retrofit Program. |
| 4.2 | Infrastructure & Municipal Services Boulevard Maintenance Recommendation | That the Parks Branch, Turf Maintenance Section be requested to meet with the Pleasant Hill Community Association to discuss options (strategies) to improve the appearance of boulevards in the neighbourhood. | Completed | 100 % | Pleasant Hill residents wanted to know options to improve boulevards in the neighbourhood. In February 2004, the City of Saskatoon Parks Branch discussed options with residents and these include: free grass seed, 4 oak barrels with soil for the community to plant flowers in, and 200 feet of hose for watering. Residents can contact #975-2607 for details. |
| 4.3 | Infrastructure & Municipal Services CPR Maintenance Recommendation | That the Infrastructure Services Branch, Weed Inspection Services and Fire and Protective Services be requested to work with CPR to arrange a reasonable schedule for regular upkeep on the ROW. Priority should be given to areas where the ROW is adjacent to residential neighbourhoods such as Pleasant Hill. Following an agreement of maintenance scheduling, the Pleasant Hill Community Association should receive written correspondence indicating the maintenance schedule and future contact information. | Completed | 100 % | CPR has agreed to do a cut once in the Spring and once in the Fall and a mid-summer cut if vegetation growth warrants a cut. If the City of Saskatoon has any concerns about the length of the vegetation the Parks Branch will contact CPR about the concerns. If residents have concerns please call Parks Maintenance at 975-3361. |
| 4.4 | Infrastructure & Municipal Services Garbage Collection Recommendation | That the Environmental Compliance Branch and Fire and Protective Services facilitate the opportunity to consult and provide educational materials to the Pleasant Hill Community Association regarding waste disposal and that consideration be given to implementing the community's suggestions to improve the occurrence of inappropriate and excess garbage disposal (e.g. large appliance and furniture pick-up services, placing stickers informing residents of prohibitive garbage material on disposal bins, publishing prohibitive garbage disposal list regularly in the community newsletter and addressing concerns for additional garbage containers on a case-by-case basis, etc.). | Completed | 100 % | Pleasant Hill has seen a marked improvement in illegal and inappropriate dumping in the rear lanes since the 2006 conversion to individual waste containers. On August 13, 2007, City Council approved a city wide conversion to individual waste containers. This will be implemented over several years. The City also provides funding to two organizations, the Youth Training and Restoration Program and the Graffiti Transformation Group to assist in large item garbage clean up and Graffiti removal within the neighbourhood. Contact 975-3651 for more information. The City of Saskatoon is also currently accessing options for recycling City wide. For more information on the progress of Saskatoon Waste and Recycling Plan call 975-2486 or visit the website at: www.saskatoonwasteplan.com . |

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| Neighbourhood: Pleasant Hill | | Secondary Subject: LAP | | | |
| Infrastructure & Municipal Services | | | | | |
| 4.5 | Program Communication Recommendation | That information communicating the programs available to improve solid waste disposal and maintenance of property are distributed by the City of Saskatoon, Communications Branch through notices at community events, public announcements and customer utility statements (e.g. promoting the Trash Tips Program, appropriate items for garbage disposal, guides to household hazardous products, property maintenance standards, the Safe Housing Core Initiative, neighbourhood Clean-ups (where the City is involved), recycling, etc...). | Completed | 100 % | <p>A Local Area Planning Newsletter was distributed with the Pleasant Hill Community Association Newsletter in May and November of 2006. The newsletter outlined a number of Pleasant Hill implementation items regarding safety, community beautification, recreation, and land use. The Community Services Department will continue to work with the Pleasant Hill Community to ensure program communication is distributed to the public.</p> <p>The City Communications Branch is also working on an initiative for 2008 to better program communications in the core neighbourhoods. This may include ads in the Community Association newsletters, utility stuffers, and informational flyers.</p> <p>Please contact the Communications Branch for additional information on City wide programs such as solid waste disposal, recycling, etc. flyers at 975-3207.</p> |
| Parks, Recreation & Open Space | | | | | |
| 5.1 | Park Upgrade Recommendation | That the Community Services Department, Community Development Branch, consult further with the Community Association to determine the priorities for park development within their neighbourhood. | Completed | 100 % | <p>Pleasant Hill Park will be upgraded through Capital Project No. 901. Design occurred in 2011, with construction following in 2012. The upgrade will include additional playground equipment, new asphalt paths, additional lighting, open sightlines, nodes for gathering and socializing, open multi-use space, relocated hill to north end of park, new benches, garbage cans, and signage.</p> <p>Grace Adam Park was redeveloped and upgraded as part of the Pleasant Hill Village Project. A community garden has been added to Fred Mendel Park.</p> |
| Parks, Recreation & Open Space | | | | | |
| 5.2 | Steve Patola Park Recommendation | In the event that St. George's Seniors Club no longer requires Steve Patola Park for the purposes of a senior's club and recreation facility, the City of Saskatoon should resume the operation of the site for the purposes of a neighbourhood park open to all residents. | Completed | 100 % | <p>In 1979, the City of Saskatoon signed a 50-year lease with St. George's Senior Citizens Club giving them exclusive use of the park.</p> <p>St. George's Senior Citizens Club will continue their lease on Steve Patola Park. The park will remain in their possession until 2019.</p> |
| Parks, Recreation & Open Space | | | | | |
| 5.3 | Community Gardening Recommendation | That the Community Development Branch and the Parks Branch investigate the feasibility of expanding the number of gardening plots available to the community in the Pleasant Hill neighbourhood for the CHEP community gardening program. | Completed | 100 % | <p>A preliminary assessment for potential sites was completed for Pleasant Hill residents and Child Hunger and Education Program (CHEP) in October 2002. Community Services Department prepared Community Gardening Program Guidelines for placement of a community garden in a public park. The Program was presented to Pleasant Hill Local Civic Committee in February 2004 and representatives from CHEP were in attendance.</p> |
| Parks, Recreation & Open Space | | | | | |
| 5.4 | Leisure and Recreation Programs (a) Recommendations | That the Community Services Department, Community Development Branch work with the Pleasant Hill Community Association to address the need for additional adult and family recreation programs within the neighbourhood. | Completed | 100 % | <p>The Community Development Branch is working to implement strategies outlined in the report on leisure services availability, affordability, barriers, and citizen involvement. They are also working with the Community Association to developing new programs, training volunteers, and working at attracting new volunteers to work in program development.</p> <p>Contact 975-3651 for further information.</p> |

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| Neighbourhood: Pleasant Hill | | Secondary Subject: LAP | | |
| Parks, Recreation & Open Space 5.4 (b) Leisure and Recreation Programs Recommendation | That the Community Services Department, Community Development Branch investigate the barriers to participation for the Pleasant Hill residents to participating in leisure services programs and develop proposed strategies to address these barriers. | Completed | 100 % | <p>Consultant prepared a report on leisure services availability, affordability, barriers, and citizen involvement. The report was the result of a city wide survey and implementation will be ongoing. The Aboriginal Program Plan prepared in 2004 will be implemented from 2005-2008.</p> <p>The Community Development Branch will continue to work with the community to address barriers to participation.</p> |
| Parks, Recreation & Open Space 6.1 (a) Conserving History Recommendations | That the Community Services Department, Development Services Branch advise the owners of the Nurse's Residence, St. Mary's School, Pleasant Hill School and The Bosnia Club of the potential opportunities presented by the Municipal Heritage Designation and the City's Heritage Conservation Program. | Completed | 100 % | <p>The Heritage Coordinator advised, by letter, the owners of the Nurses Residence, St. Marys School, Pleasant Hill School & the Bosnia Club of the potential opportunities in June 2003.</p> <p>Nurses Residence is registered as a heritage property in the heritage database</p> |
| Heritage 6.1 (b) Conserving History Recommendation | That the Community Services Department, Community Development Branch provide the Pleasant Hill Community Association with a contact list of community associations who have developed historical timelines in order to determine whether this would be a useful tool to identify, interpret and promote historical development in the Pleasant Hill neighbourhood. | Completed | 100 % | <p>A contact list and heritage information was sent to the Pleasant Hill Community Association on October 31st, 2003. Heritage information was presented to the Pleasant Hill LCC on November 4th, 2003.</p> <p>As per request, Pleasant Hill Heritage Information was sent to the President of PHCA, and is to be shared with the Community Association on March 16, 2006.</p> |
| Neighbourhood: Pleasant Hill | | Secondary Subject: CPTED - Image | | |
| Neighbourhood Safety - Safety Audit 6.1.1 Formal Neighbourhood Entry Point | That Administration work with the Community Association to designate and enhance the main entry points into Pleasant Hill. | Started O/S | 90 % | Installation is planned for spring 2015 |
| Neighbourhood Safety - Safety Audit 6.1.2 Sidewalk Construction (a) | That Administration meet with the Pleasant Hill Community Association to inform them of the approved Capital Budget project to address surface deficiencies identified in the Pleasant Hill Local Area Plan and the timing of the program. | Completed | 100 % | <p>City Council at its meeting held on February 9th, 2004, approved that an amount of \$500,000 per year be placed in the Capital Budget to address the surface deficiencies in the City. A priority list was established.</p> <p>On Feb.27, 2007, the City's Executive Committee approved the allocation of \$1.46 million of funds from the Willowgrove Land Bank sales to address surface deficiencies in all Local Area Plan neighbourhoods. Due to a labour shortage in Saskatoon, the tender for construction will not occur until late 2007. Construction is expected to commence in summer of 2008.</p> <p>21st Street from Avenue P to Avenue I, as well as the 2100 and 2200 blocks, and 19th Street from Avenue P to Avenue W will received sidewalk upgrades and installation of new sidewalks on the South side.</p> |

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| Neighbourhood: Pleasant Hill | | Secondary Subject: CPTED - Image | | | |
| Neighbourhood Safety - Safety Audit | | That Administration study the feasibility of extending this Capital Budget to include sidewalk construction on 19th Street (1700 and 1800 block) and 21st Street (1100, 1400, 1500, 2100 and 2200 block). | Completed | 100 % | <p>City Council at its meeting held on February 9th, 2004, approved that an amount of \$500,000 per year be placed in the Capital Budget to address the surface deficiencies in the City. A priority list was established.</p> <p>On Feb.27, 2007, the City's Executive Committee approved the allocation of \$1.46 million of funds from the Willowgrove Land Bank sales to address surface deficiencies in all Local Area Plan neighbourhoods. Due to a labour shortage in Saskatoon, the tender for construction will not occur until late 2007. Construction is expected to commence in summer of 2008.</p> <p>21st Street from Avenue P to Avenue I, as well as the 2100 and 2200 blocks, and 19th Street from Avenue P to Avenue W will received sidewalk upgrades and installation of new sidewalks on the South side.</p> |
| 6.1.2 | Sidewalk Construction (b) | | | | |
| Neighbourhood Safety - Safety Audit | | That Administration meet with the Pleasant Hill Community Association to inform them of the approved Capital Budget project to address surface deficiencies identified in the Pleasant Hill Local Area Plan and the timing of the program. | Completed | 100 % | <p>City Council at its meeting held on February 9th, 2004, approved that an amount of \$500,000 per year be placed in the Capital Budget to address the surface deficiencies in the City. A priority list was established.</p> <p>On Feb.27, 2007, the City's Executive Committee approved the allocation of \$1.46 million of funds from the Willowgrove Land Bank sales to address surface deficiencies in all Local Area Plan neighbourhoods. Due to a labour shortage in Saskatoon, the tender for construction will not occur until late 2007. Construction is expected to commence in summer of 2008.</p> <p>From estimated costs, \$1.46 million will address the construction of two sidewalks in Pleasant Hill. The remainder of the surface deficiencies in Local Area Plan neighbourhoods, including Avenue J from 21st Street to the railway and Avenue T from 20th Street to the lane, will remain on the gravel roads capital budget list with Infrastructure Services.</p> <p>This was reported to the community during their annual status report update in 2008.</p> |
| 6.1.3 | Street Paving | | | | |
| Neighbourhood Safety - Safety Audit | | That Administration meet with the Pleasant Hill Community Association to inform them of the new Waste Bylaw (No. 8310) adopted May 3, 2004 and the new communications being developed on solid waste management. | Completed | 100 % | <p>Pleasant Hill has seen a marked improvement in illegal and inappropriate dumping in the rear lanes since the 2006 conversion to individual waste containers. On August 13, 2007, City Council approved a city wide conversion to individual waste containers. This will be implemented over several years.</p> <p>The City of Saskatoon is currently accessing options for recycling City wide. For more information on the progress of Saskatoon Waste and Recycling Plan call 975-2486 or visit the website at: www.saskatoonwasteplan.com.</p> |
| 6.1.4 | Garbage Collection | | | | |

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| Neighbourhood: Pleasant Hill | | Secondary Subject: CPTED - Image | | | |
| Neighbourhood Safety - Safety Audit | | That Administration meet with the Pleasant Hill Community Association to inform them of the Youth Works Program for large item garbage pick up and that measures are taken to educate the community on proper procedures to dispose of large items and bylaws enforcing appropriate disposal. | Completed | 100 % | Communications Branch, Environmental Services Branch, Fire and Protective Services, Community Development Branch and the Planning and Development Branch met in January 2004 to discuss educational materials and community's suggestions to improve the occurrence of inappropriate and excess garbage disposal in the neighbourhood. Fire and Protective Services is contracting with Youth Restorative Justice Program to pick up of large items as appropriate. The Pleasant Hill Community Association does an Annual Clean Up every year. Each year the Community Consultant has advised the Community Association in March or April about the Youth Works Program and the services they provide. The Youth Works Program has assisted the Pleasant Hill Community Association along with the Riversdale and King George Community Associations with their Clean-Ups. The Youth Works Program also does some additional back lane clean-ups in Pleasant Hill and other community during the summer months. The contact for this program is presently Justin Monture (280-3096). The program is coordinated and run by the Indian and Metis Friendship Centre. |
| 6.1.5 | Large Item Garbage Pick Up | | | | |
| Neighbourhood Safety - Safety Audit | | That Administration review the extent of the 20th Street Master Plan and propose a Capital Budget project that would implement a street design plan for 20th Street, from Avenue H to Avenue W, that is consistent with the 20th Street Master Plan. | TBD | 0 % | The 20th Street Master Plan design was created in 1993. The Plan extended from Idylwyld Drive to Avenue H along 20th Street. This Plan has been implemented from Idylwyld Drive to Avenue D. Implementation of streetscaping of 20th Street from Avenue E to H will be considered following the design of the streetscape plan for 2011. Funding has been identified in the Urban Design Streetscape Reserve - BID Capital Plan for 2011. |
| 6.1.6 | 20th Street Redesign | | \$ | | |
| Neighbourhood Safety - Safety Audit | | That Infrastructure Services extend the Gravel Street Upgrades Capital Budget Project to include the boulevards, as recommended in the Infrastructure Expenditure Recommendation of the Pleasant Hill Local Area Plan. This will set up funds for Parks Branch to reconstruct appropriate boulevards in the neighbourhood and examine alternatives to grassed boulevards if warranted. | TBD | 0 % | |
| 6.1.7 | 20th Street Boulevard Maintenance (a) | | \$ | | |
| Neighbourhood Safety - Safety Audit | | That Administration, further to their February 24, 2004 meeting, continue to meet with the Pleasant Hill Community Association on the Boulevard Maintenance Recommendation to establish options and strategies that will improve the appearance of boulevards in Pleasant Hill. | Started | 10 % | |
| 6.1.7 | 20th Street Boulevard Maintenance (b) | | O/S | | |
| Neighbourhood: Pleasant Hill | | Secondary Subject: CPTED - Community Culture | | | |
| Neighbourhood Safety - Safety Audit | | That Administration report on the feasibility of creating public announcement boards in Pleasant Hill in consultation with the community, and that consideration is given to integrating this with Recommendation 6.1.1, Formal Neighbourhood Entry Point, to form aesthetic and informational entry points to the Pleasant Hill neighbourhood. | Started | 75 % | As noted under Recommendation 6.1.1, a formal entry point sign is being planned as part of Pleasant Hill Village. Consideration is being given to integrate the public announcement boards with the formal neighbourhood entry point. Installation is expected in spring 2015. |
| 6.10.1 | Public Announcement Boards | | O/S | | |

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| # | Name | Recommendation | | Complete | |
| Neighbourhood: Pleasant Hill | | Secondary Subject: CPTED - Community Culture | | | |
| 6.10.2 (a) | Neighbourhood Safety - Safety Audit Youth, Seniors, and Family Programming | That Administration report back to the Pleasant Hill Community Association on the strategy for addressing barriers to participation. | Completed | 100 % | The Community Development Branch is working to implement strategies outlined in the report on leisure services availability, affordability, barriers, and citizen involvement. They are also working with the Community Association to developing new programs, training volunteers, and working at attracting new volunteers to work in program development. Contact 975-3651 for further information. |
| 6.10.2 (b) | Neighbourhood Safety - Safety Audit Youth, Seniors, Family Programming | That Administration help the Pleasant Hill Community Association connect with other organizations that offer programming that may fill programming gaps not filled by City of Saskatoon programming within the neighbourhood. | Completed | 100 % | The Community Development Branch is working to implement strategies outlined in the report on leisure services availability, affordability, barriers, and citizen involvement. They are also working with the Community Association to developing new programs, training volunteers, and working at attracting new volunteers to work in program development. Contact 975-3651 for further information. |
| 6.10.3 | Neighbourhood Safety - Safety Audit Public Art | That Administration aid the Pleasant Hill Community Association in making contact with other organizations, such as the Riversdale Business Improvement District, that can help them develop a Community Arts Program that would: - involve community members and stakeholders; - recognize local artists and artist groups; - identify neighbourhood locations for permanent and temporary public art displays; - identify sources of funding; and - celebrate the culture, diversity, and history of the neighbourhood. | Completed | 100 % | As part of the Cultural Capitals of Canada program in 2006, the City is working on a number of initiatives such as: Creating Cultural Connections, Cultural Crescents, Public Art, Artists in the Community, and Cultural Tourism. For more information contact: Frances Westlund, Arts & Grants Consultant, City of Saskatoon, (306)975-3391. The Cultural Plan is slated for completion in the Spring/Early Summer of 2011. Administration review is currently underway. Neighbourhood Planning Branch had numerous comments for the to attend to As part of the Implementation of the Culture Plan, Alejandro Romero (Arts & Culture Consultant) has informed the Neighbourhood Planning Section, that through local organisations, public art and murals are currently underway. The placemaker public art program is installing new public art works on 20th Street. The festival Culture Days is also an annual event celebrating culture and art, which runs along 20th Street. |

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| # | Name | Recommendation | | Complete | |
| Neighbourhood: Pleasant Hill | | Secondary Subject: CPTED - Community Threshold | | | |
| Neighbourhood Safety - Safety Audit | | That Administration report back to the Pleasant Hill Community Association on completion of the Pleasant Hill Local Area Plan Housing Deterioration and Abandonment Recommendation, the Vacant Lots Recommendation, and the Senior's Housing Development Recommendation. | Completed | 100 % | <p>Currently the Enterprise Zone program provides incentives and programs to address the deterioration and abandonment of housing in Saskatoon's core neighbourhoods.</p> <p>The Enterprise Zone program has been in operation since 2002 and has contibuted over \$1 million in funding to Saskatoon's core neighbourhoods. The majority of the Enterprise Zone funding has been allocated to affordable housing projects. In February 2007, City Council approved the renewal of the Enterprise Zone program with an additional \$500,000.</p> <p>On July 16, 2006, the City Planning Branch reported to City Council on affordable housing in Saskatoon. The report identified an annual target of 500 affordable housing units for the City and that:</p> <ul style="list-style-type: none"> a) a land trust be created for affordable housing b) City surplus land be dedicated for affordable housing c) inclusionary zoning be applied d) affordable housing units be fast tracked e) five year tax abatements for affordable housing be available City wide. <p>Two large community revitalization projects are currently under way in Pleasant Hill.</p> <p>The Station 20 West project and Pleasant Hill Revitalization Project will both add a number of valuable services to the area along with new housing. Station 20 West, located at 20th Street and Avenue L, will add over 50 housing units, a library, and food store, along with medical and dental services. Construction of the Sask. Housing Corporation units has already begun.</p> <p>The Pleasant Hill Revitalization Project, located between Avenue N and Avenue P, the railway and 20th Street, will add approximately 60-70 housing units, a new St. Mary's School building, added green space, and commercial space. Senior's housing will be considered in this development.</p> <p>The State of Saskatoon Housing Indicator System and Implementation Baseline Report was created March 2004. The State of Saskatoon Housing Report was updated in 2006 but does include a vacant lot measurement.</p> <p>The City Planning Branch is currently working on a system to track vacant lot development over time.</p> <p>The Riversdale Local Area Plan (LAP) is currently being drafted. The Riversdale Planning Committee proposed that a vacant lot registry be created for the City that would be accessible to the public. This will be subject to approval of the Riversdale LAP by City Council.</p> <p>All reports on the State of Saskatoon Housing, addressing housing conditions is available to the public at City Hall or at www.saskatoon.ca.</p> <p>The City Planning Branch will also periodically report back the Pleasant Hill Community Association on the Local Area Plan Indicators Report. This report will be measure the effects of the Local Area Plan Implementation on the neighbourhood over time. The first measure will be done in 2008 and subsequent reports will be produced every three years.</p> |
| 6.11.1 | Rentalship vs Home Ownership (a) | | | | |

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| # | Name | Recommendation | | Complete | |
| Neighbourhood: Pleasant Hill | | Secondary Subject: CPTED - Community Threshold | | | |
| Neighbourhood Safety - Safety Audit 6.11.1 Rentalship vs Home Ownership (b) | | That Administration report annually to the community on the percentage of home ownership vs rental to track trends in the neighbourhood. | Completed | 100 % | <p>The State of Saskatoon Housing Indicator System and Implementation Baseline Report was created March 2004. The State of Saskatoon Housing Report was updated in 2006. Both of these reports address rental and homeownership housing tenure in Saskatoon through a number of different categories.</p> <p>The State of Saskatoon Housing Report will be updated every two years by the City Planning Branch. The report is available to the public by request and on the City's website www.saskatoon.ca (under 'c' for City Planning).</p> <p>The City Planning Branch will also periodically report back the Pleasant Hill Community Association on the Local Area Plan Indicators Report. This report will measure the effects of the Local Area Plan and Safety Audit Implementation on the neighbourhood over time. The first assessment will be done in 2008 and subsequent reports will be produced every three years.</p> <p>Many of the new housing projects in Pleasant Hill such as Station 20 West and the Pleasant Hill Revitalization Project strive to increase homeownership in the neighbourhood.</p> |
| Neighbourhood Safety - Safety Audit 6.11.2 Apartment Blocks (a) | | That Administration report back to the Community Association on the completion of the Housing Deterioration and Abandonment Recommendation. | Completed | 100 % | <p>The State of Saskatoon Housing Indicator System and Implementation Baseline Report was created March 2004. The State of Saskatoon Housing Report was updated in 2006.</p> <p>The State of Saskatoon Housing Report will be updated every two years by the City Planning Branch. The report is available to the public by request and on the City's website www.saskatoon.ca (under 'c' for City Planning).</p> <p>The Enterprise Zone has assisted a number of profit and not for profit housing providers renovate previously deteriorated apartment buildings in Pleasant Hill. Some of these projects include: Quint Development Corporation apartments on Avenue U & T, Central Urban Metis Federation Inc. (CUMFI) Apartments on 22nd Street & Avenue P, and Community Centre Initiative on Avenue M. Police services has noted a marked decline in calls for service since the improvements at these apartments.</p> <p>In the fall of 2007, due to the great success of the Enterprise Zone, City Council has committed another \$500,000 to this program.</p> |
| Neighbourhood Safety - Safety Audit 6.11.2 Apartment Blocks (b) | | That Administration work with apartment owners and managers to identify strategies, under the Property Maintenance and Nuisance Abatement Bylaw, 2003 (Bylaw No. 8175), to increase maintenance standards (interior and exterior) of dilapidated buildings in the neighbourhood. | Completed | 100 % | <p>The Planning and Development Branch released the Housing Handbook in May 2008. The handbook outlines the rights and responsibilities of renters and landlords and provides tools and information to guide them through the rental process.</p> |
| Neighbourhood Safety - Safety Audit 6.11.2 Apartment Blocks (c) | | That Administration organize an information meeting so that the Saskatchewan Housing Corporation can educate the residents and property owners on the Provincial Government's new Home First policies which address housing safety and maintenance for rental properties. | Completed | 100 % | <p>The Planning and Development Branch released the Housing Handbook in May 2008. The handbook outlines the rights and responsibilities of renters and landlords and provides tools and information to guide them through the rental process.</p> |

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| # | Name | Recommendation | | Complete | |
| Neighbourhood: Pleasant Hill | | Secondary Subject: CPTED - Community Threshold | | | |
| Neighbourhood Safety - Safety Audit | | That Administration, where opportunities present themselves, continue to hire residents to assist with Pleasant Hill Local Area Plan implementation projects (e.g. short-term maintenance projects, flyer delivery, etc.) and encourage populations at greater risk to become involved in crime activity to apply for these positions. | Completed | 100 % | Sent a Memo on December 13th, 2010 to Planning and Development, Leisure Services and Community Development Manager indicating that we will close this recommendation in light of the fact that the Community has been hired to assist in a number of implementation projects under the Safety Audit and LAP. Memo did note that we will continue to hire Pleasant Hill residents in the future where opportunities present themselves. Community Consultant - Henry Dutka - was copied on the memo. |
| 6.11.3 | Employment Opportunities for Residents and Populations At Risk | | | | |
| Neighbourhood: Pleasant Hill | | Secondary Subject: CPTED - Connectivity | | | |
| Neighbourhood Safety - Safety Audit | | That Administration facilitate a meeting to allow community members to learn about Community Policing and the progress of shaping the Community Policing model in Saskatoon and Pleasant Hill. | Completed | 100 % | On June 3rd, following a massive restructure and reorganization, a new method of policing was launched in Saskatoon. The aggressive plan brings together several policing models from across North America including; 1. Geographic Accountability. Under this model officers are assigned to work permanently in one of three new geographic policing areas in Saskatoon. The Inspector for each area is ultimately responsible for policing enforcement and community involvement in that division. 2. Compstat Program. Compstat is a tool to analyze crime and related activity, identify problems and assist in directing resources to address emerging crime trends. Division Inspectors will be expected to know the crime issues in their areas and how they will be addressing them. 3. Redeployment Back to the Frontline. 32 positions were redeployed to work back on Saskatoon's streets, giving officers more time to work with victims of crime, to improve social conditions that contribute to crime, and to effect a positive change. Police Services held a number of public meetings from May-June 2007, explaining the redeployment and how it would impact each area. |
| 6.12.1 | Community Policing Model | | | | |
| Neighbourhood Safety - Safety Audit | | That Administration report on the feasibility of working with the community to establish an on-going safety sub-committee to assist with implementation of the recommendations of the Pleasant Hill Safety Audit Report and other issues related to crime safety. | Completed | 100 % | Pleasant Hill Neighbourhood Safety Sub-Committee will remain active when needed until all recommendations have been completed. Ongoing status reports to the Community Association & Neighbourhood Safety Sub-Committee are reported out on an annual basis. |
| 6.12.2 | Pleasant Hill Community Association Safety Sub-committee | | | | |

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| Neighbourhood: Pleasant Hill | | Secondary Subject: CPTED - Monitoring and Evaluation | | | |
| Neighbourhood Safety - Safety Audit 6.13.1 | Effectiveness Monitoring | That Administration report back to the Community Association on the process for monitoring the impact and effectiveness of Local Area Plan recommendations once it is complete. | Started O/S | 80 % | <p>On May 28, 2007, City Council received a report from the City Planning Branch regarding the development of LAP Indicators.</p> <p>The LAP Indicators Project determines a method for monitoring all neighbourhoods in Saskatoon as required to identify which neighbourhoods are experiencing "significant socio-economic challenges and/or land use issues," and to find out if other neighbourhoods in Saskatoon are in need of a Local Area Plan (LAP).</p> <p>The project commenced in 2007 and will be the base year for which measurement of these indicators will start from.</p> <p>The Planning and Development Branch will present the Neighbourhood Indicators Report to City Council in 2011. The Report will also be available on the City's website for the public to view. The Neighbourhood Indicators Report will be evaluated each year based on Census and G5 data.</p> <p>Administration is in the process of updating the LAP Indicators Report. Will go to City Council in 2011</p> |
| Neighbourhood Safety - Safety Audit 6.13.2 | Monitoring Neighbourhood Stress Factors | That Administration report back to the Community Association on the process to establish and maintain a system of statistical measures to monitor neighbourhood stress factors, and that this process be presented to the Pleasant Hill Community Association when completed. | Completed | 100 % | <p>On May 28, 2007, City Council received a report from the City Planning Branch regarding the development of LAP Indicators.</p> <p>The LAP Indicators Project determines a method for monitoring all neighbourhoods in Saskatoon is required to identify which neighbourhoods are experiencing "significant socio-economic challenges and/or land use issues", and to find out if other neighbourhoods in Saskatoon are in need of a Local Area Plan (LAP).</p> <p>The project commenced in 2007 and this will be the base year for which measurement of these indicators will start from. A measurement will be taken again in 2008 and subsequent years will be done every three years after.</p> <p>The Planning & Development Branch will present the findings of the LAP Indicators Project in 2010 which will forecast neighbourhoods for future LAPs and will report on this annually through the status report to City Council.</p> |
| Neighbourhood Safety - Safety Audit 6.13.3 | Crime Statistics and Data Collection | That Administration implement a system to monitor crime statistics and calls for service data in a form that can be queried for any geographic area, but specifically at the neighbourhood level. | Completed | 100 % | <p>The Police Service has instituted a ComStat program which monitors calls for service and crime statistics by neighbourhood. In addition, new district boundaries align with the neighbourhoods and have identified and inspector for each division.</p> <p>Community Associations have been notified of the new geography and Police Services ability to monitor them.</p> |

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| Neighbourhood: Pleasant Hill | | Secondary Subject: CPTED - Territoriality | | | |
| Neighbourhood Safety - Safety Audit | | That Administration examine the feasibility of a Capital Budget project to replace existing sign plates with larger sign plates, involve the community in selecting a unique design for these sign plates, and work with the community to create an inventory of damaged or hidden street signs. | Completed | 100 % | The Transportation Branch will examine the feasibility of replacing existing name plates in 2010. |
| 6.2.1 | Upgraded Street Signs | | | | A inventory of damaged signs will be reviewed. Large signs are not recommended as consistency is required throughout the city. A unique design is also not recommended as it will lead to replacing all signage in each community with a "unique Plate". The city wants to remain consistent. |
| Neighbourhood Safety - Safety Audit | | That Administration designate the 1700/1800 block of 17th Street West by installing signs at the northeast corner of 17th Street and Avenue S and the intersection of 17th Street West and Avenue Q. | Completed | 100 % | November 8, 2007. Large street signs have been installed at Avenue S South and Avenue Q South clearly showing 17th Street and the block numbers. |
| 6.2.2 | Install Street Signs on 17th Street West | | | | |
| Neighbourhood Safety - Safety Audit | | That Administration work with the community to develop a strategy to educate residents and businesses on existing programs to combat graffiti vandalism such as the Graffiti Wipe Out Kit and the Graffiti Hotline and educate residents about the importance of dealing with graffiti vandalism immediately. | Completed | 100 % | In 2006, Saskatoon Police Services dedicated one full time staff to assist with graffiti programs for removal and education within the City. The City also funds a private youth group called The Graffiti Transformation Group run through the John Howard Society to remove graffiti from highly visible areas such as commercial areas, and BID areas. For more information on the City of Saskatoon Graffiti Management Program or to report graffiti vandalism call 975-3383. |
| 6.2.3 | Graffiti Vandalism | | | | |
| Neighbourhood Safety - Safety Audit | | That Administration work with the community to educate residents about the potentially harmful impacts of negative messages attached to private property and encourage alternative expressions that promote a positive image for Pleasant Hill. | Completed | 100 % | Negative signage on private property present at the time of safety audits in the area and the adoption of the Pleasant Hill Safety Audit Report (2005) have been removed. The Pleasant Hill Community Association has been notified this recommendation is no longer applicable and is considered complete. |
| 6.2.4 | Negative Messaging | | | | |
| Neighbourhood Safety - Safety Audit | | That Administration facilitate the development of a tenant/landlord registry in Pleasant Hill in collaboration with community stakeholders and other relevant agencies such as Saskatchewan Health Services and the Saskatchewan Department of Community Resources and Employment. | Completed | 100 % | |
| 6.2.5 | Tenant/Landlord Registry | | | | |
| Neighbourhood Safety - Safety Audit | | That Administration work with the community to help them develop a strategy to contact property owners of existing vacant lots in the neighbourhood to encourage appropriate access control and maintenance on vacant lots. | Completed | 100 % | Vacant Lot and Adaptive Reuse Strategy was adopted by City Council on August 18, 2010. The strategy includes a Vacant Lot Incentive Program, publication and maintenance of the Vacant Lot Inventory and the Brownfield Guide. On October 19th , 2010 the Vacant Lot Inventory was made available to the public via the City's website. |
| 6.2.6 | Vacant Lots (a) | | | | |

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| # | Name | Recommendation | | Complete | |
| Neighbourhood: Pleasant Hill | | Secondary Subject: CPTED - Territoriality | | | |
| Neighbourhood Safety - Safety Audit | | That Administration report the results of the Housing Indicators Project (Capital Project No. 1711) with specific reference to vacant lots in the Pleasant Hill neighbourhood. | Completed | 100 % | The State of Saskatoon Housing Indicator System and Implementation Baseline Report was created March 2004. The State of Saskatoon Housing Report was updated in 2006 but does include a vacant lot measurement. The City Planning Branch is currently working on a system to track vacant lot development over time. The Riversdale Local Area Plan (LAP) is currently being drafted. The Riversdale Planning Committee proposed that a vacant lot registry be created for the City that would be accessible to the public. This will be subject to approval of the Riversdale LAP by City Council. Vacant Lot and Adaptive Reuse Strategy was adopted by City Council on August 18, 2010. The strategy includes a Vacant Lot Incentive Program, publication and maintenance of the Vacant Lot Inventory and the Brownfield Guide. On October 19th , 2010 the Vacant Lot Inventory was made available to the public via the City's website. The State of Saskatoon Housing Report is not a report that is regularly published (last publication was in 2006) and thus this Report is not an effecient tool to measure vacant lots. In light of this, the program will be monitered via the Vacant Lot Incentive Program (early 2011) |
| 6.2.6 (b) | Vacant Lots | | | | |
| Neighbourhood Safety - Safety Audit | | That Administration work with the community to encourage the identification of all properties, front and rear access, with appropriate civic address numbers, and educate residents about the safety benefits related to providing house numbers in rear lanes. | Completed | 100 % | A letter was sent out to Pleasant Hill Residents encouraging them to install their civic address in the lane backing their property. Also, the letter provided residents with information on how to reduce graffiti vandalism. |
| 6.2.7 | House Numbers in Back Lane | | | | |
| Neighbourhood: Pleasant Hill | | Secondary Subject: CPTED - Access Control | | | |
| Neighbourhood Safety - Safety Audit | | That Administration update the Pleasant Hill Community Association on the progress and potential impact of the proposed changes to the City of Saskatoon Traffic Bylaw as it applies to large transport trucks on Avenue P and Avenue W. | Completed | 100 % | On October 3, 2005 the new Truck Bylaw was approved by City Council. The bylaw lays out a framework for where and how trucks can and cannot pass through the city, directing them to routes that will have the least negative affect on the surrounding areas. The new truck bylaw will not removed large trucks from Avenue P but will enable Saskatoon Police Services to enforce the bylaw easier when trucks that are above weight use the Avenue P route. When the South Bridge is completed, it is anticipated the volume of truck traffic on Avenue P will diminish with the increased access to the West Industrial area from this new route. On May 10, 2006, the Municipal Engineering Branch presented the proposed truck bylaw to the Pleasant Hill Community Association and discussed the changes within the neighbourhood. |
| 6.3.1 | Transport Truck Access on Avenue P South | | | | |

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| # | Name | Recommendation | | Complete | |
| Neighbourhood: Pleasant Hill | | Secondary Subject: CPTED - Access Control | | | |
| Neighbourhood Safety - Safety Audit | | | | | |
| 6.3.2 | Lanes North and West of St. Mary's School | That Administration work with the community and the St. Mary's School Parent Council to implement and monitor pedestrian safety measures in the lanes surrounding St. Mary's School, particularly after the installation of the Pedestrian Activated Light on the 300/400 block of Avenue P South. | Completed | 100 % | <p>This is currently outside of the scope of the Pleasant Hill Project. However, once Parcel A and Parcel C are developed, access to these new housing developments could lead to additional upgrades to these lanes.</p> <p>St. Mary's School was rebuilt under the Pleasant Hill Revitalization Plan . The lanes have been blocked off to traffic prior to this plan. Also, an Active pedestrian Corridor was installed on Ave P (mid-block) to address safety.</p> <p>In conjunction with IS - Transportation, a pedestrian activated light was added to Avenue P. All the rear lanes have been removed or block as cul-de-sacs are created. There are currently no lanes surrounding St. Mary's School. The surrounding use will be park space.</p> |
| Neighbourhood Safety - Safety Audit | | | | | |
| 6.3.3 | Traffic Volume on 100 Block Avenue V | That Administration conduct traffic cordon counts on the 100 block of Avenue V South to determine if traffic flow is excessive, and report the results to the community. | Completed | 100 % | Feb 1/12- The Neighbourhood Planning section reported back to the Pleasant Hill Community Association on the traffic report conducted by the Transportation Branch. Results indicated that the traffic volume and speed are within the expected range for a local-commercial roadway; no traffic calming measures will be implemented. |
| Neighbourhood Safety - Safety Audit | | | | | |
| 6.3.4 | Transit Service on 22nd Street West | That Administration meet with the community to inform them of the results of the Saskatoon Transit Services Strategic Plan Study as it relates to Pleasant Hill, and discuss options for the possibility of improving transit service/access along 22nd Street West. | Completed | 100 % | On July 2, 2006 Saskatoon Transit unveiled it's new service, which features increased service to all areas of the City. They also introduced the Free Flag a Ride buses which travel between the three core commercial districts in the City. |
| Neighbourhood: Pleasant Hill | | Secondary Subject: CPTED - Natural Surveillance | | | |
| Neighbourhood Safety - Safety Audit | | | | | |
| 6.4.1 | Tree Trimming (a) | That Administration review the tree maintenance schedule to accommodate safety related concerns and consider raising the priority of tree trimming in neighbourhoods with mature trees that have been identified as problems through a Crime Prevention Through Environmental Design (CPTED) Risk Assessment or Safety Audit. | Completed | 100 % | <p>Mature trees in the Pleasant Hill neighbourhood were trimmed/pruned in fall 2009. The Parks Branch, Urban Forestry Section has recently achieved the professionally recommended pruning of one in seven years. As a result, all mature neighbourhoods have been put on a pruning cycle, where Urban Forestry will prune all street and park trees in the neighbourhoods, if needed. Pleasant Hill will be pruned again in 2016.</p> <p>Service requests from the public and other civic departments are addressed according to priority and available resources. Requests may be called in to the Tree Clerk at 975-2890. For more information on Urban Forestry, please see the City website.</p> |
| Neighbourhood Safety - Safety Audit | | | | | |
| 6.4.1 | Tree Trimming (b) | That Administration establish a budget to clear foliage from around light standards to improve visibility along residential streets in Pleasant Hill. | Completed | 100 % | In early 2009, all street trees in the Pleasant Hill neighbourhood were reviewed and trimmed, if needed, to ensure greater traffic and personal safety. |

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| # | Name | Recommendation | | Complete | |
| Neighbourhood: Pleasant Hill | | Secondary Subject: CPTED - Natural Surveillance | | | |
| Neighbourhood Safety - Safety Audit 6.4.2 (a) | Pedestrian Lighting | That Administration review the state of pedestrian-level lighting in Pleasant Hill and take steps to ensure that sidewalks are appropriately lit, particularly along major pedestrian pathways. | Started O/S | 25 % | <p>City Administration will not be reviewing all lighting levels in the entire neighbourhood. Rather, there is an opportunity to potentially establish a North to South and East to West corridor that would be appropriately lit.</p> <p>As part of the Junction Study, which seeks to improve connectivity between Pleasant Hill, Riversdale and West Industrial, will define potential pedestrian corridors based on Public activity data collected. This concept plan and study will be finished in late 2012.</p> <p>Saskatoon Light and Power will review portions of the neighbourhood to identify deficiencies of potential locations of the north-south, east-west pedestrian corridors, namely 19th Street, 20th Street, 21st Street, Avenue H and Avenue P. Gord will report the finding back to Neighbourhood Planning in early 2015. The Community Association will be advised of the findings when they are available.</p> |
| Neighbourhood Safety - Safety Audit 6.4.2 (b) | Pedestrian Lighting | That Administration review lighting provided on 19th Street West and 21st Street West, within the neighbourhood boundaries, to identify opportunities to improve natural surveillance and user safety. | Started O/S | 25 % | <p>City Administration will not be reviewing all lighting levels in the entire neighbourhood. Rather, there is an opportunity to potentially establish a North to South and East to West corridor that would be appropriately lit.</p> <p>As part of the Junction Study, which seeks to improve connectivity between Pleasant Hill, Riversdale and West Industrial, will define potential pedestrian corridors based on Public activity data collected. This concept plan and study will be finished in late 2012.</p> <p>Saskatoon Light and Power will review portions of the neighbourhood to identify deficiencies of potential locations of the north-south, east-west pedestrian corridors, namely 19th Street, 20th Street, 21st Street, Avenue H and Avenue P. Gord will report the finding back to Neighbourhood Planning in early 2015. The Community Association will be contacted at this time to review options.</p> |
| Neighbourhood Safety - Safety Audit 6.4.3 | Steve Patola Park | That Administration work with the St. George's Senior Citizens' Club to establish a plan for tree trimming in Steve Patola Park. | Completed | 100 % | |
| Neighbourhood Safety - Safety Audit 6.4.4 | Porch Light Installations | That Administration work with the community to establish a Front Porch Light Program to encourage installation and regular use of porch lights. | Completed | 100 % | <p>In the fall of 2006, two University of Saskatchewan students conducted a Porch Light Study in the Pleasant Hill neighbourhood. The Study conducted a number of surveys in the neighbourhood.</p> <p>The City Planning Branch will be reviewing existing Canadian programs to address neighbourhood porch light improvement programs and funding options.</p> <p>Porch Light Bochure completed and sent to Pleasant Hill Library and Community Association on December 14, 2010.</p> |
| Neighbourhood: Pleasant Hill | | Secondary Subject: CPTED - Conflicting User Groups | | | |
| Neighbourhood Safety - Safety Audit 6.5.1 | Walking Club | That Police Services assist the community in establishing a neighbourhood Citizen Patrol Program and develop an approach that is responsive to the community's unique challenges and needs. | Completed | 100 % | <p>Neighbourhood Planning attended a PHCA meeting to re-address recommendations brought forth in the Safety Audit. The PHCA advised us that volunteerism is down in the neighbourhood, and in addition to this, people are not interested in forming a walking club. There is currently a group that walks around, however, it is found that crime is occurring in the early hours of the morning (between 12-5 am) and there is no one that is able/willing to be out in the community that late at night. At the request of the PHCA and in lieu of our findings, this recommendation is now completed.</p> |

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| Neighbourhood: Pleasant Hill | | Secondary Subject: CPTED - Conflicting User Groups | | | |
| 6.5.2 | Neighbourhood Safety - Safety Audit Drug Trade Activity | That Administration educate the community on established programs and processes related to identifying, reporting, and investigating suspected drug houses in the neighbourhood. | Completed | 100 % | Neighbourhood Planning attended a PHCA meeting to re-address recommendations brought forth in the Safety Audit. The PHCA informed neighbourhood safety that many of the community members are conscious of what the signs are in identifying a drug house, and advised Neighborhood Safety that some members of the PHCA are part of various crime prevention committees with the City. In mentioning SCAN, the PHCA was familiar with their program and many of them have direct contact with designated Police Staff with SPS. In light of these findings, and at the request of the PHCA, this recommendation was completed. |
| Neighbourhood: Pleasant Hill | | Secondary Subject: CPTED - Crime Generators | | | |
| 6.6.1 | Neighbourhood Safety - Safety Audit Bus Shelters | That Administration promote and expand the Adopt-A-Shelter program in Pleasant Hill. | Completed | 100 % | Pleasant Hill residents recommended that the bus shelters be maintained and that they be recognized as valuable components of the community. In July 2003, the Adopt-a-shelter program was presented to the Pleasant Hill Local Civic Committee. St. George's Senior Citizens Group adopted a bus shelter on 20th Street & Avenue M. To adopt-a-shelter contact #975-3657. |
| 6.6.2 | Neighbourhood Safety - Safety Audit Light Standards in Grace Adams Metawewinik Park (North Section) | That Administration provide protective equipment for light bulbs (cages, covers or other materials) in the Park. | Completed | 100 % | Protective cages have been installed over the lights in this park. Due to the Pleasant Hill Revitalization project, this park and the lighting in it may be upgraded. |
| 6.6.3 | Neighbourhood Safety - Safety Audit Front vs Rear Lane Garbage Pick up | That the Administration work with the Community to determine the appropriateness and desirability of front-street pick up service for Pleasant Hill. | Completed | 100 % | Pleasant Hill has seen a marked improvement in illegal and inappropriate dumping in the rear lanes since the 2006 conversion to individual waste containers. On August 13, 2007, City Council approved a city wide conversion to individual waste containers. This will be implemented over several years. Environmental Services held a meeting on March 1, 2006 with the Community regarding Front Street Garbage Pick up possibilities. Pleasant Hill Community will vote on a one-year trial for front street garbage pick up. Informational pamphlets were given to community regarding a range of waste management programs. Recycling options will be discussed with the Community Association. Fire and Protective Services also runs the Youth Restorative Justice Program which picks up larger waste objects such as abandoned beds and appliances. For more information contact: 975-2578. |
| Neighbourhood: Pleasant Hill | | Secondary Subject: CPTED - Activity Support | | | |
| 6.7.1 | Neighbourhood Safety - Safety Audit Pleasant Hill Recreation Unit Park | That Administration raise the priority of the Pleasant Hill Local Area Plan Park Upgrade Recommendation, and in consultation with relevant community stakeholders, review the use and design of Pleasant Hill Recreation Unit Park to identify options to improve natural surveillance and use of the Park. | Completed | 100 % | Priority has been given to the upgrade of Pleasant Hill Park. Pleasant Hill Park is scheduled for upgrade in 2009-2010. Additionally, the Pleasant Hill Revitalization Project will be adding 75% more green space to the overall site area. |

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| Neighbourhood: Pleasant Hill | | Secondary Subject: CPTED - Land Use Mix | | | |
| 6.8.1 | Neighbourhood Safety - Safety Audit 413 Avenue O South | That Administration meet with relevant property and business owners to determine a strategy to address public safety concerns at 413 Avenue O South. | Completed | 100 % | On July 20, 2007, 413 Avenue O South caught fire and burnt beyond repair. The site was cleared and now remains empty. The City is currently looking at options to purchase this site and integrate it into the Pleasant Hill Revitalization Project. Safety on the site will be addressed with any new development. |
| 6.8.2 | Neighbourhood Safety - Safety Audit Canadian Pacific Right-of-Way (CPR ROW) | That Administration report back to the community on the findings of the Pleasant Hill Local Area Plan Pedestrian Linkage Recommendation, recognizing that this is an active mainline and that the employees and equipment of CPR, as well as the residents of Pleasant Hill must be protected. | Completed | 100 % | A report releasing the findings from the Rails with Trails Feasibility Study was provided to council in 2007 and later received by CPR in 2008. Approval has been given to build a multi-modal pathway; which will provide a formal path for pedestrians and cyclists. |
| Neighbourhood: Pleasant Hill | | Secondary Subject: CPTED - Neighbourhood Cohesion | | | |
| 6.9.1 | Neighbourhood Safety - Safety Audit Community Centre | That Administration update the Pleasant Hill Community Association on the potential for development of a community centre or a central gathering place in the Pleasant Hill area. | Completed | 100 % | At the time of the Safety Audit, there were a couple applications made to the Urban Aboriginal Strategy to receive funding for a community centre within Pleasant Hill. These applications never moved forward. The Kinsmen Activity House, located at 226 Avenue V S, is an initiative with Habitat for Humanity, Cress Housing, and Communities for Children. The City provided \$50,000 in funding for this initiative in 2007. Programming here will include: counselling, computers, training, cooking classes, rec. space and possible a community garden. There is potential on the Pleasant Hill Revitalization Project for a community centre to be built in conjunction with the new St. Mary's School. This is dependant on the school decision. |
| 6.9.2 | Neighbourhood Safety - Safety Audit Break and Enter Prevention Education | That Administration establish a budget to publish the Residential Break and Enters: What to Do booklet (City of Saskatoon 2000), and as a pilot, distribute it to every household in Pleasant Hill. | Completed | 100 % | The City Planning Branch is circulating a draft booklet for the public to address this recommendation. Sent Safe at Home Booklet to PH Community Association (30) and Library on 20th St. (100) to distribute to community on October 12th 2010. Asked Community Association to include an article on the Safe at Home Booklet in their next Community Association Newsletter |
| Neighbourhood: Riversdale | | Secondary Subject: | | | |
| 1.1 | Land Use (Other) Proposed Riversdale Land Use Policy Map | That the Community Services Department, City Planning Branch, initiate the necessary procedure to amend the Riversdale Land Use Policy Map in the Development Plan Bylaw No. 7799 with the proposed land use designations in Map 1.4, titled "Riversdale Local Area Plan Proposed Land Use Policy Map". | Completed | 100 % | A new Land Use Policy Map was introduced into the Official Community Plan to reflect recent land use changes in the Riversdale neighbourhood. |
| 1.2 | Land Use (Other) Local Area Plan Neighbourhood Land Use Policy Districts | That the Community Services Department, City Planning Branch, initiate the necessary procedure to amend the Development Plan Bylaw No. 7799 Section 19.1.1 to include 'Low/Medium Density Residential Policy District', 'Transitional Land Use' and 'Direct Control District' as Local Area Plan Land Use Policy Districts. | Completed | 100 % | The Planning and Development Branch undertook Phase 1 of the Development Plan (now Official Community Plan) and Zoning Bylaw Review in 2009. One aspect of this review was the inclusion of definitions for Low/Medium Density Residential Policy District, Transitional Land Use and Direct Control District in the Official Community Plan, Bylaw 8769. During its meeting on June 22, 2009, City Council approved the new Official Community Plan bylaw, and on July 14, 2009 the bylaw received Ministerial approval and came into effect. |

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| Neighbourhood: Riversdale | | Secondary Subject: | | | |
| Land Use (Other) | | | | | |
| 1.3 | Development Plan Summary and Land Use Policies | That the Community Services Department, City Planning Branch, initiate the necessary procedure to amend the Development Plan Bylaw No. 7799 Section 19.1.1.7 to update the summary of the Riversdale Neighbourhood and its land use policies. | Completed | 100 % | The summary of the Riversdale neighbourhood and its land use policies were amended in the Official Community Plan to reflect recent Land Use Zoning Amendments (Bylaw No. 8850), approved by City Council June 28th, 2010. |
| Neighbourhood: Riversdale | | Secondary Subject: LAP | | | |
| Land Use (Other) | | | | | |
| 1.4 | Transitional Land Use Policy District | That the Community Services Department, City Planning Branch and Development Services Branch, undertake a review of properties designated Transitional Land Use in the Riversdale Neighbourhood to determine appropriate future land use and zoning designations, once River Landing is completely built. | TBD LT | 0 % | To commence following completion of development in River Landing Phase II. |
| Neighbourhood: Riversdale | | Secondary Subject: | | | |
| Land Use (Commercial/Industrial) | | | | | |
| 1.5 | B5 Overlay Zoning District | That the Community Services Department, City Planning Branch and Development Services Branch, develop an overlay district for the areas proposed as B5 Zoning District (Inner-City Commercial Corridor District) in the Riversdale neighbourhood to permit residential uses only at the discretion of City Council. | Completed | 100 % | Bylaw 8850, the creation of B5C Riversdale Commercial District, was supported by MPC, and was then approved by City Council June 28th, 2010. There was discussion on height restrictions in the area, however those discussions were resolved and the bylaw approved by council. |
| Land Use (Other) | | | | | |
| 1.6 | Proposed Zoning | That the Community Services Department, City Planning Branch, initiate the necessary procedure to amend the Zoning Bylaw No. 7800 with the proposed Zoning Districts identified in Map 1.6, titled, "Riversdale Local Area Plan Proposed Zoning Map". | Completed | 100 % | Bylaw 8850, the creation of B5C Riversdale Commercial District, was supported by MPC, and was then approved by City Council June 28th, 2010. There was discussion on height restrictions in the area, however those discussions were resolved and the bylaw approved by council. |
| Land Use (Residential) | | | | | |
| 1.7 | How to Legalize an Existing Suite Brochure | That the Community Services Department, City Planning Branch distribute the 'How to Legalize an Existing Suite' brochure to property owners in the Riversdale neighbourhood. | Completed | 100 % | Community Services Department, City Planning Branch distributed the 'How to Legalize an Existing Suite' brochure to the Riversdale property owners, on July 3, 2008. |
| Land Use (Other) | | | | | |
| 1.8 | Vacant Lot Registry | That the Community Services Department, City Planning Branch, research the options of creating and maintaining a Vacant Lot Registry that would be available on the City of Saskatoon website to help encourage the development of vacant lots and identify funding options for such a program. | Completed | 100 % | The Vacant Lot and Adaptive Reuse Strategy has been launched on the city website and includes a Vacant Lot Registry, a Brownfield redevelopment guide, and a Vacant Lot Incentive Program (to be launched early 2011). A detailed letter was sent to the Riversdale CA outlining this strategy and directing them to the link on our website. This list will be maintained on a regular basis by Neighbourhood Planning |
| Neighbourhood: Riversdale | | Secondary Subject: LAP | | | |
| Land Use (Commercial/Industrial) | | | | | |
| 1.9 | Effectiveness of Separation Distance for Pawnshops | That the Community Services Department, Development Services Branch, examine the effectiveness of the existing separation distance for pawnshops in five years (2012) to determine if the separation distancing is lessening the concentration of pawnshops. | TBD O/S | 0 % | The City of Saskatoon Business License Program will examine this in 2015. |

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| # | Name | Recommendation | | Complete | |
| Neighbourhood: Riversdale | | Secondary Subject: | | | |
| Parks, Recreation & Open Space | | | Completed | 100 % | The Leisure Services Branch undertook the Victoria Park Master Plan design and consultation process in 2009. |
| 3.1 | Improve Green Space Linkages | That the Community Services Department, Leisure Services Branch, and Infrastructure Services Department, Parks Branch and Municipal Engineering Branch, work together to develop a conceptual design to improve the pedestrian and cycling linkage between River Landing, Victoria Park and the 17th Street Green Space Linkage, in accordance with the Victoria Park Program Plan Review (2004), and that capital funding for the design and construction be requested. | | | The pathway improvements in Victoria Park are now complete. They provide linkages between Victoria Park, River Landing, Ave. C & the Farmer's Market, and the 17th St. green space. |
| Neighbourhood: Riversdale | | Secondary Subject: LAP | | | |
| Parks, Recreation & Open Space | | | Started | 25 % | Animal Services has recently completed an OLRA in the Caswell Hill Neighbourhood. The OLRA is located south of the Mayfair swimming pool, between Ave F and G, and between 31st and 32nd Street. |
| 3.2 | Off-Leash Recreation Area | That the Corporate Services Department, Animal Services Program, in consultation with the public, report to the Planning and Operations Committee on possible locations for an off-leash recreation area(s) in the core neighbourhoods, and take the necessary steps to locate an off-leash recreation area(s) in the core neighbourhoods. | O/S | | In 2015, Animal Services will be completing public consultations in regards to two new possible OLRAs. The development of the OLRAs are subject to the comments and feedback received from the public consultation, and are also subject to approval from City Council. |
| Parks, Recreation & Open Space | | | TBD | 0 % | |
| 3.3 | Front Boulevard Maintenance | That the Infrastructure Services Department, Municipal Engineering Branch and Parks Branch, research options to enforce or assist property owners to maintain front boulevards and report findings to the Planning and Operations Committee. | O/S | | |
| Transportation, Circulation & Parking | | | Completed | 100 % | On May 22, 2012, the Infrastructure Services Department, Transportation Branch submitted a report to the Planning & Operations Committee that addresses this recommendation. The report concluded that traffic volumes and speed along 17th Street West are within the expected range for a local-commercial roadway, and that the installation of traffic calming devices is not recommended. However, standard crosswalks will be installed at Avenues G, J, K, and L South as they act as pedestrian routes to various locations. |
| 4.1 | 17th Street West Traffic Calming | That the Infrastructure Services Department, Municipal Engineering Branch, determine if traffic calming measures and pedestrian crosswalks are warranted on 17th Street West from Avenue M South to Spadina Crescent West, and report findings to the Riversdale Community Association and King George Community Association, and to the Planning and Operations Committee. | | | The Committee requested that the Transportation Branch report back in 2014 on traffic patterns in the area (including, but not limited to, 17th St W and 11th St W) following the completion of the Circle Drive South project and the Water Treatment Plant expansion that has necessitated a detour at 11th St W and Ave H S. |
| Neighbourhood: Riversdale | | Secondary Subject: | | | |
| Transportation, Circulation & Parking | | | Completed | 100 % | On November 1, 2011, a report to the Planning & Operations Committee from the Infrastructure Services Department outlined proposed traffic calming measures for Spadina Crescent West from Ave. C South to Ave. E/17th Street West. |
| 4.2 | Reconfigure intersection of Spadina Crescent West, 17th Street West and Avenue E South | That the Infrastructure Services Department, Municipal Engineering Branch, review the alignment of 17th Street West, Avenue E South and Spadina Crescent West with the goal of making it safer for pedestrians, cyclists and vehicular traffic. | | | These measure include the installation of a channelization island at Spadina Cres. W and 17th Street to "help to improve traffic turning movements by re-aligning the approaches to 90 degrees and clarifying lane designation, thus eliminating additional conflict points." |
| | | | | | Temporary installations will be monitored to evaluate their effectiveness. If proven effective, they will be made permanent, subject to funding availability. |

| Primary Subject / | | | Status | % | Summary Notes |
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| # | Name | Recommendation | | Complete | |
| Neighbourhood: Riversdale | | Secondary Subject: | | | |
| Transportation, Circulation & Parking | | | | | |
| 4.3 | Spadina Crescent West Traffic Calming | That the Infrastructure Services Department, Municipal Engineering Branch, determine if traffic calming measures and enhanced pedestrian crosswalks are warranted at Spadina Crescent West from Avenue C South to 17th Street West, and report findings to the Riversdale Community Association, and to the Planning and Operations Committee. | Completed | 100 % | <p>On November 1, 2011, a report to the Planning & Operations Committee from the Infrastructure Services Department outlined proposed traffic calming measures for Spadina Crescent West from Ave. C South to Ave. E/17th Street West.</p> <p>These measure include the upgrading of all crosswalks along Spadina from Ave C to 17th St from standard crosswalks to zebra crosswalks to improve visibility, and the installation of curb extensions at the intersections of Spadina and Ave C, and Spadina and Ave D. This is intended to improve visibility of an intersection for both motorists and pedestrians through increased signage and the ability for pedestrians to see oncoming vehicles without having to step into the vehicle travel lane.</p> <p>Temporary installations will be monitored to evaluate their effectiveness. If proven effective, they will be made permanent, subject to funding availability.</p> |
| Neighbourhood: Riversdale | | Secondary Subject: LAP | | | |
| Transportation, Circulation & Parking | | | | | |
| 4.4 | 19th Street Traffic Calming | That the Infrastructure Services Department, Municipal Engineering Branch, determine if traffic calming measures, enhanced pedestrian crosswalks and designated parking sites are warranted on 19th Street West from Avenue D to K South, and report findings to the Riversdale Community Association and to the Planning and Operations Committee. | Completed | 100 % | <p>On June 12, 2012, P&O considered a report from the Transportation Branch regarding this recommendation. The report recommended against traffic calming measures and parking along 19th Street, and proposed to upgrade all crosswalks with zebra markings from Avenue D to Avenue G.</p> <p>P&O wanted to see more in terms of ensuring pedestrian safety along this roadway and passed a motion "that the Administration conduct a traffic study and report in fall, 2012 on the installation of pedestrian actuated signals at Avenue F and 19th Street East."</p> |
| Neighbourhood: Riversdale | | Secondary Subject: | | | |
| Transportation, Circulation & Parking | | | | | |
| 4.5 | Avenue H South Traffic Calming | That the Infrastructure Services Department, Municipal Engineering Branch, determine if traffic calming measures and enhanced pedestrian crosswalks are warranted on Avenue H South between 20th and 17th Street West, and report findings to the Riversdale Community Association and to the Planning and Operations Committee. | Completed | 100 % | <p>Report to P&O on May 31st, 2011 and Council on June 13th from Infrastructure Services Department. Based on the review of IS, additional traffic calming is not warranted along Avenue H South between 20th Street and 17th Street West, nor are pedestrian actuated crossings warranted at the intersections of Avenue H and 17th Street or Avenue H and 18th Street at this time. However, to improve pedestrian safety, the Administration will install a zebra crosswalk at both of these intersections to alert drivers that pedestrians may be crossing. A copy of the report was forwarded to the Riversdale Community Association for information.</p> <p>In addition, Princess Alexandra now has school zone signs on the street since the LAP was written.</p> |
| Neighbourhood: Riversdale | | Secondary Subject: LAP | | | |
| Transportation, Circulation & Parking | | | | | |
| 4.6 | Redesign of 20th Street West | That the Infrastructure Services Department, Municipal Engineering Branch, review the role and design of 20th Street (from Idylwyld Drive to Avenue H), and report findings to the Riversdale Community Association, Riversdale Business Improvement District, and to the Planning and Operations Committee. | TBD | 0 % | The design of 20th Street will be considered based on Growing Forward results. |
| Transportation, Circulation & Parking | | | | | |
| 4.7 | Improve Barricades at Avenue G and the CPR ROW | That the Infrastructure Services Department, Traffic Engineering Section, replace the current barricades at Avenue G South and Canadian Pacific Railway (CPR) right of way (ROW) with permanent barricades that are more aesthetically pleasing and that fit into the residential and commercial character of the area. | Started | 5 % | This recommendation will be addressed during the creation of the multi-use pathway that will run through the area. |

| Primary Subject / | | Recommendation | Status | % | Summary Notes |
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| Neighbourhood: Riversdale | | Secondary Subject: LAP | | | |
| 4.8 | Transportation, Circulation & Parking Expand Bicycle Facility Network | That the Infrastructure Services Department, Municipal Engineering Branch, review the Bicycle Facility Network and propose an expansion to link Riversdale, Pleasant Hill, West Industrial and Caswell Hill with the Central Business District, City Park, Nutana and the Meewasin Valley, with the specific goals of making 20th Street safer for cyclists, increasing the connections between the core neighbourhoods in the centre of Saskatoon and increasing the amount of safe spaces for cyclists on Saskatoon's streets. | Completed | 100 % | The Infrastructure Services Department formed a Cycling Advisory Group in 2009 to provide citizens' perspectives on cycling facilities, policies and programs. The Cycling Advisory Group continues to review options for connections between core neighbourhoods in Saskatoon - making safe spaces for cyclists on Saskatoon streets. Bike pavement markings were installed in Riversdale in spring 2010 along 19th Street, and 20th Street between Avenue H and Idylwyd Drive. The City of Saskatoon published a Cycling Guide in 2011 which includes a map of the existing cycling routes in Riversdale. The Transportation Branch will continue to improve cycling infrastructure throughout the City. |
| Neighbourhood: Riversdale | | Secondary Subject: | | | |
| 5.1 | Infrastructure & Municipal Services Waste Disposal Education | That the Environmental Services Branch and the Communications Branch provide information to the Riversdale community through articles in the Riversdale Community Association newsletter or utility stuffer informational flyers on proper waste disposal, and ensure that the Riversdale community is fully informed on the proper use of individual garbage containers. | Completed | 100 % | The Environmental Services Branch distributes garbage calendars every December. In addition to pick up dates, the calendar includes information on proper waste disposal. The Branch also includes a "Where to Recycle" brochure in every utility bill sent out each April. This information is also available on the City website. |
| Neighbourhood: Riversdale | | Secondary Subject: LAP | | | |
| 5.2 | Infrastructure & Municipal Services Recycling | That the Environmental Services Branch consider locating a recycling depot in or near Riversdale. | Completed | 100 % | From Environmental Services: Following the anticipated launch of a citywide residential curbside recycling program, the location of recycling depots will be rationalized. A centre-city location will be assessed at that time. With the implementation of a city-wide mandatory recycling program, the idea of recycling centres are not supported by the Administration, and focus will be on to adjust the city-wide recycling program should communities discuss future needs. |
| Neighbourhood: Riversdale | | Secondary Subject: | | | |
| 5.3 | Infrastructure & Municipal Services Residential Christmas Tree Recycling Drop Off Site | That the Environmental Services Branch give consideration to locating a residential Christmas tree recycling drop-off site in or near Riversdale. | Completed | 100 % | A drop off site was established at 902 17th St W, owned by the Doukhobor Society of Saskatoon, for the 2010/2011 holiday season. The Environmental Services Branch is responsible for establishing and managing this drop off in the future. |
| Neighbourhood: Riversdale | | Secondary Subject: LAP | | | |
| 5.4 | Infrastructure & Municipal Services Neighbourhood Composting | That the Environmental Services Branch consider the Riversdale neighbourhood for the pilot program of having curbside collection of source separated organics (SSO) to single-family units (SFU) as proposed in the Draft Saskatoon Waste and Recycling Plan. | Started O/S | 20 % | A curbside leaves and grass program subscription is currently available city-wide on a first-come-first-serve basis. A comprehensive organics and composting strategy is under development by Environmental & Corporate Initiatives, with a new report going to Council in 2015. No pilot program would be launched until this strategy is approved. |

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| Neighbourhood: Riversdale | | Secondary Subject: LAP | | | |
| Infrastructure & Municipal Services | | | | | |
| 5.5 | Innovative Ways to Deal with Litter | That the Environmental Services Branch research options to deal with litter in the core neighbourhoods and in the entire City, and report to the Administration and Finance Committee. | Started O/S | 75 % | <p>Community cleanups involving Saskatoon Fire as well as Public Works continue to take place in the core neighbourhoods on a regular basis. The most recent west-side cleanup was held in May 2014, and involved the neighbourhoods of Riversdale, King George, Caswell Hill, and Pleasant Hill. It is estimated that 37,000 kgs of waste was removed from the neighbourhoods. This included 100 tires to be recycled, and 5 containers of sharps that were properly disposed of. Public Works also carried out landfill load inspections in June & July 2014 to ensure people are tarping their loads properly to prevent garbage from becoming loose on their way to the landfill. These inspections also allowed for information to be shared about composting and recycling opportunities to reduce the amount of waste going to the landfill.</p> <p>In 2015, tickets will be issued in the core neighbourhoods for people leaving garbage carts out on the street and lanes. This type of enforcement occurs in other areas of the city but as of yet has not occurred in these neighbourhoods. This may lead to tidier lanes and the possibility of less dumping and waste issues associated with carts being left out.</p> <p>City Council accepted a report on July 30, 2008, outlining the priorities and phases of the Saskatoon Waste and Recycling Plan. In regard to plastic bags, the report suggests that since they only constitute 0.5% of municipal waste, the City should prioritize reducing types of waste that are both easier to enforce and that make up a larger portion of the waste stream (such as paper and cardboard).</p> <p>More recently, on May 28, 2012 City Council accepted a report from the Saskatoon Environmental Advisory Committee. The report recommended that the City not proceed in implementing a plastic bag ban at that time, but instead consider an educational campaign on the negative environmental impacts of plastic bag pollution.</p> <p>A comprehensive review is underway of what other municipalities in Canada are doing with respect to Landfill bans and control measures for various types of waste and the results of this review will be reported in early 2015.</p> |
| Neighbourhood: Riversdale | | Secondary Subject: | | | |
| Infrastructure & Municipal Services | | | | | |
| 5.6 | Support Community Clean-Ups | That the Environmental Services Branch, with assistance from the Fire and Protective Services Department, Community Development Branch, City Planning Branch, and in consultation with the Riversdale Community Association, develop a Community Clean-Up Procedure for community groups that includes increased support for community clean-ups from the City. | Completed | 100 % | <p>Each spring, the communities of Caswell Hill, Pleasant Hill, King George and Riversdale organize a day for a Community Clean-Up. Each Community Association informs their residents about the event and how to help through their Community Association Newsletter. Saskatoon Fire and Protective Services, the Community Development Branch and the Environmental Services Branch provide assistance each year to ensure the event is successful in all communities.</p> <p>For more information contact your Community Association or Community Consultant.</p> |
| Neighbourhood: Riversdale | | Secondary Subject: LAP | | | |
| Infrastructure & Municipal Services | | | | | |
| 5.7 | Property Maintenance | That the City Planning Branch, with assistance from Saskatoon Fire and Protective Services, inform the Riversdale Community on an annual basis through a notice in the Riversdale Community Association newsletter of the Property Maintenance and Nuisance Abatement Bylaw 8175 and of the Health and Safety Hotline. | Started O/S | 75 % | <p>Information about the Property Maintenance & Nuisance Abatement Bylaw as well as the Health & Safety Hotline was distributed to the Community Association to put in the December 2014 newsletter.</p> |

| Primary Subject / # | Name | Recommendation | Status | % Complete | Summary Notes |
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| Neighbourhood: Riversdale | | Secondary Subject: LAP | | | |
| Infrastructure & Municipal Services | | | | | |
| 5.8 | Assessment of Neighbourhood Conditions | That the City Planning Branch, with assistance from Saskatoon Fire and Protective Services, conduct a complete visual assessment of neighbourhood conditions in Riversdale in the years 2010 to 2014. | Started | 20 % | Saskatoon Fire & Protective Services conducted a visual assessment of the neighbourhood in 2011 and has identified property-specific deficiencies relating to Health/Safety, Maintenance, Aesthetics, and Obsolete structures. Neighbourhood Planning is currently looking into potential strategies to address these issues |
| | | | \$ | | |
| Neighbourhood: Riversdale | | Secondary Subject: | | | |
| Infrastructure & Municipal Services | | | | | |
| 5.9 | Sidewalk Inspections | That the City Planning Branch, with assistance from the Public Works Branch, advise the Riversdale Community through a notice in the Riversdale Community Association newsletter, the next scheduled sidewalk inspection, and who to call when a sidewalk inspection is needed. | Completed | 100 % | The fall 2009 Riversdale Community Newsletter contained an explanation of the most recent sidewalk inspections undertaken in Riversdale and contact information to report concerns. Residents are encouraged to report trip hazards and wide cracks to the Public Works Branch, 975-2476. The next regular sidewalk inspection in Riversdale is scheduled to take place in 2012. |
| Neighbourhood: Riversdale | | Secondary Subject: LAP | | | |
| Economic Development | | | | | |
| 6.1 | Business Window Displays | That the Riversdale Business Improvement District work with business owners in the Riversdale neighbourhood to improve window displays. | Started | 50 % | The Riversdale Revitalization Plan will address the issue of empty window displays and blank signage on buildings in the commercial area. This is expected to happen in 2015. |
| | | | LT | | |
| Economic Development | | | | | |
| 6.2 | Village of Riversdale Ambassador Program | That the Riversdale Business Improvement District investigate the feasibility within the next five years to increase revenue to support an improved maintenance program (Ambassador Program) for the district. | Started | 10 % | The Neighbourhood Planning Section met with the Riversdale Business Improvement District (BID) to discuss options in 2009. The scope of the Ambassador Program is defined by the budget of the Riversdale BID. Currently, additional funds to expand the program are not available. |
| | | | \$ | | |
| Economic Development | | | | | |
| 6.3 | Complete the 1993 20th Street Improvement Master Plan | That the Urban Design Committee implement the improvements in the 1993 20th Street Improvement Master Plan when funding becomes available. | Started | 90 % | Urban Design has completed a streetscape design from Avenue E to H along 20th Street West. The implementation of the streetscape design is being completed in three phases. The first phase was completed in 2013, the second phase was completed in 2014, and the third phase is scheduled to be completed in 2015. |
| | | | O/S | | |
| Economic Development | | | | | |
| 6.4 | Complete a Streetscape Master Plan for the Area North of 20th Street | That the Urban Design Committee give consideration to creating a streetscape Master Plan for the area north of 20th Street West up to 22nd Street West, and between Idylwyld Drive and Avenue D South. | TBD | 0 % | Currently there is no funding allocated in the Urban Design Section's budget. |
| | | | \$ | | |
| Economic Development | | | | | |
| 6.5 | Art Circles on Parking Lot Screens | That the City Planning Branch contact the Community Arts Group in Riversdale to find out if a group is interested in creating new art circles for the parking lot screens in the neighbourhood. | Started | 10 % | The City of Saskatoon approved the Culture Plan in September 2011. It was created in consultation with thousands of residents and numerous cultural agencies. The intent of the Culture Plan is to elevate the role of culture in building a sustainable community. To this end, the Culture Plan is a strategic document that identifies municipal and community priorities for strengthening cultural development and the role of the arts in the city. The City of Saskatoon will continue to work with the community and the RBID to promote public art in Riversdale. |
| | | | O/S | | |

| Primary Subject / # | Name | Recommendation | Status | % Complete | Summary Notes |
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| Neighbourhood: Riversdale | | Secondary Subject: LAP | | | |
| Heritage | | | Completed | 100 % | |
| 7.1 | Install Theme-Named Street Signs | That the Urban Design Committee, in conjunction with Infrastructure Services, Municipal Engineering Branch, consider a project in the Riversdale Business Improvement District or a capital project be submitted to City Council to install theme-named street signs, that celebrates the culture and heritage, in the Riversdale neighbourhood. | | | Infrastructure Services does not install street themed street signs. However, heritage elements are included in the 20th Street Streetscape Master Plan, as well as, the Junction Implementation Strategy. |
| Neighbourhood: Riversdale | | Secondary Subject: CPTED - Natural Surveillance | | | |
| Neighbourhood Safety - Safety Audit | | | Completed | 100 % | |
| 7.1.1 | Tree Trimming | That the Parks Branch, Infrastructure Services Department, review the landscaping around the northeast entrance of Optimist Park and the tennis courts, and implement the appropriate trimming and/or culling to improve site lines into these areas. | | | Sept. 25, 2013 - Michelle Chariter informed the neighbourhood Planning Section that work has been done, and tree trimming has occurred at the north east corner entrance as well as around the tennis courts. Site check by neighbourhood safety on Sept.24, 2013 confirmed natural sitelines have been improved. This recommendation is complete. |
| Neighbourhood Safety - Safety Audit | | | Completed | 100 % | |
| 7.1.2 | Industrial Lands North of Optimist Park | That Fire and Protective Services advise property owners of the vacant industrial lands north of Optimist Park to clear or trim overgrown trees, bushes and grass to eliminate potential hiding spots and improve the appearance of the properties. | | | Fire and Protective Services have notified property owners; north of 19th Street, south of the railroad, and west of Avenue K S; that fines will be issued should it be determined by Fire and Protective Services that the growth of grass and weeds exceeds the minimum requirements pursuant to Property Maintenance and Nuisance Abatement Bylaw 8175. |
| Neighbourhood Safety - Safety Audit | | | Completed | 25 % | |
| 7.1.3 | Land Use Adjacent to Optimist Park | That the Planning and Development Branch, Community Services Department, send a letter to property owners of the mixed use properties adjacent to Optimist Park that outlines land uses which are complimentary to the park, and identifies existing incentive programs which benefit the development of these lands. | | | Property owners adjacent to the park were mailed a letter that outlined the LAP and the long-term environmental remediation efforts outlined in the Junction Plan. The CA and RBID were CC'd and also informed that a property owner outside of the Junction Plan Green Square had met with the City and was informed of the alternative land uses for the property and of City incentives which they could apply for. |
| Neighbourhood: Riversdale | | Secondary Subject: LAP | | | |
| Heritage | | | TBD | 0 % | |
| 7.2 | Riversdale Built Heritage Committee | That the Riversdale Community Association, Riversdale Local Area Planning Committee and interested stakeholders, with assistance from the Riversdale Business Improvement District, meet to discuss the potential of creating a Riversdale Built Heritage Committee. | O/S | | |
| Neighbourhood: Riversdale | | Secondary Subject: CPTED - Territoriality | | | |
| Neighbourhood Safety - Safety Audit | | | TBD | % | |
| 7.2.1 | Optimist Park Sign | That the Planning and Development Branch, Community Services Department, meet with the Parks Branch, Infrastructure Services Department, to discuss and coordinate the installation of a new Optimist Park sign, at the northeast entrance to the park, which displays park rules, emergency contact information, maintenance contact information, and hours of operation; and that the old signage be salvaged and placed at the northwest entrance to the park. | O/S | | |
| Neighbourhood: Riversdale | | Secondary Subject: CPTED - Image | | | |
| Neighbourhood Safety - Safety Audit | | | Completed | % | |
| 7.3.1 | Reassessment of Tennis Courts | That the Leisure Services Branch and the Community Development Branch, Community Services Department and the Facilities Branch, Infrastructure Services Department meet with the Riversdale Community Association to discuss alternate uses for the tennis court, with the intent to increase park usage, while meeting the needs and demands of the primary users of Optimist Park. | | | The Tennis Courts in Optimist Park were resurfaced by the Parks Division in August 2014. The former tennis courts have been redeveloped for bike polo and for basketball. In addition, the surrounding fence on the west and east sides were removed. The fence on the north and south side is staying. |

| Primary Subject / | | Recommendation | Status | % | Summary Notes |
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| Neighbourhood: Riversdale | | Secondary Subject: CPTED - Image | | | |
| 7.3.2 | Neighbourhood Safety - Safety Audit Tennis Court Fencing | That in consultation with the programming needs of Leisure Services Branch, Community Services Department, the Facilities Branch, Infrastructure Services Department, remove a portion or all of the fencing surrounding the tennis courts to decrease movement predictors in the area and improve the appearance of the park, while maintaining the function of the tennis court surface. | Completed | % | The Tennis Courts in Optimist Park were resurfaced by the Recreation and Sport Division in August 2014. The former tennis courts have been redeveloped for bike polo and for basketball. In addition, the surrounding fence on the west and east sides were removed. The fence on the north and south side is staying. |
| Neighbourhood: Riversdale | | Secondary Subject: CPTED - Conflicting User Groups | | | |
| 7.4.1 | Neighbourhood Safety - Safety Audit Recreation Unit Signage | That the Parks Branch, Infrastructure Services Department, install standardized signage on the Recreation Unit in Optimist Park to clearly display the rules and regulations of the park, and the essential contact information. | TBD O/S | % | |
| 7.4.2 | Neighbourhood Safety - Safety Audit Off-Leash Dogs Prohibited Signage | That the Animal Services Program Coordinator, Corporate Services Department, install standardized signage restricting off-leash animals in Optimist Park. | Started O/S | % | |
| Neighbourhood: Riversdale | | Secondary Subject: CPTED - Connectivity | | | |
| 7.5.1 | Neighbourhood Safety - Safety Audit Optimist Park Recreation Unit | That the Community Development Branch, Community Services Department, Neighbourhood Planning Section, Planning and Development Branch, and Facilities Branch, Infrastructure Services Department meet with the Riversdale Community Association to discuss possible opportunities to expand the community programming and activities within Optimist Park, and more specifically, the recreation unit. | TBD LT | % | |
| Neighbourhood: Riversdale | | Secondary Subject: LAP | | | |
| 8.1 | Neighbourhood Perceptions Website for the Riversdale Community | That the Riversdale Community Association approach the Community Services Department, Community Development Branch for direction (how to set-up, options, recommendations, etc.) in establishing a Riversdale Community Association website. | Completed | 100 % | The Riversdale Community Association launched its webpage (http://riversdalecommunityassociation.wordpress.com) in April 2009. The website includes information about the Community Association, community newsletters, neighbourhood events, safety, and the community garden. The site is set up like a 'blog' so that users may comment and add content. |
| 8.2 | Neighbourhood Perceptions Communication of the Implementation of the Riversdale LAP | That the City Planning Branch establish a process with the Riversdale Community Association to regularly update the Riversdale community on the implementation of the Riversdale Local Area Plan. | Completed | 100 % | The Neighbourhood Planning Section met with the Riversdale Community Association in March 2009. The Neighbourhood Planning Section will report annually to the Riversdale Community Association on the status of the implementation. |

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| # | Name | Recommendation | | Complete | |
| Neighbourhood: Riversdale | | Secondary Subject: LAP | | | |
| Neighbourhood Perceptions | | | | | |
| 8.3 | Promoting the Positive Aspects of Riversdale in the Print Media | That the Riversdale Community Association and Riversdale Business Improvement District together investigate opportunities to promote life and business in the Village of Riversdale through regular features in the print media (Saskatoon StarPhoenix, Sunday Sun, Planet S, Neighbourhood Newspapers, etc.). | Completed | 100 % | <p>The Riversdale BID has spoken with Saskatoon Police Services regarding how crimes are reported; they now only specify the addresses and/or hundred-blocks in which the crimes occur, not the neighbourhoods.</p> <p>Riversdale BID also has ongoing discussions with the Saskatoon Region Association of Realtors (SRAR) and the Saskatoon Regional Economic Development Authority (SREDA) regarding a bias/perceived bias against core neighbourhoods and Riversdale in particular.</p> <p>In the winter of 2009, the Riversdale BID produced a new business newsletter entitled "Vibe". The primary purpose of this newsletter is to facilitate communication between businesses and the BID, but it is also intended to communicate upcoming events and promote Riversdale businesses to the general public. The Riversdale BID will be collaborating with the Riversdale Community Association on future editions of this newsletter.</p> <p>On January 7, 2010, the Riversdale BID and Riversdale Community Association collaborated on an Op-Ed piece in the StarPhoenix responding to recently-published negative comments about Riversdale and promoting the positive changes that are occurring in the neighbourhood.</p> <p>In February 2010, the Riversdale BID was featured in the Community Speaks newspaper. This article commemorated the 20th anniversary of the Riversdale BID, highlighted many of the significant achievements of the BID and the neighbourhood over the past 20 years, and discussed trends and positive changes that are anticipated to affect the area in the coming years.</p> <p>The Riversdale BID is promoting the positive aspect of Riversdale on an ongoing basis.</p> |
| Neighbourhood Perceptions | | | | | |
| 8.4 | Strategy to Increase Voter Turn-Out in Civic Elections | That the City Clerks Office endeavour to create a strategy that aims to increase voter turn-out in civic elections, with emphasis on increasing voter turn-out in the neighbourhoods with low voting rates. | Completed | 100 % | <p>The City of Saskatoon has instituted a number of programs designed to improve access to voting and to encourage voter participation. These include:</p> <ul style="list-style-type: none"> - First-time voters booklet (new in 2009) - Advance polls - 7 locations and numerous dates at each location (new in 2009 - advance polls in 5 city malls) - AutoMARK Voter Assisted Terminal - assists voters who are visually-impaired or have physical impairments that would make it difficult or impossible to mark a ballot in the usual way (new in 2009) - Information sessions - 2 free information sessions were held in City Council Chambers (new in 2009) - Twitter - ongoing election updates on the Twitter social networking site (new in 2009) - Voter's Guide - a free voters guide was delivered to all addresses in Saskatoon and was also made available at public libraries, Leisure Centres, and City Hall - Mobile poll - accommodates voters with physical disability or limited mobility to arrange for a mobile polling station to visit their home to take their vote - Free transit to and from polling stations on Election Day or during advance polling <p>The City Clerk's Office tries to come up with new, innovative ways to increase voter turnout.</p> |

| Primary Subject / # | Name | Recommendation | Status | % Complete | Summary Notes |
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| Neighbourhood: Riversdale | | Secondary Subject: CPTED - Access Control | | | |
| Neighbourhood Safety | | That the Infrastructure Services Department, Municipal Engineering Branch, install a "No Through Street" sign at the intersection of Avenue J South and 20th Street West. | Completed | 100 % | This recommendation is included in the Transportation Branch's work plan but its timing for completion is TBD. |
| 9.1 | Install a "No Through Street" Sign | | | | Two signs were installed in Spring of 2010. Confirmed by Transportation Engineer J. Nyen. Construction plans and completions sent and confirmed. This recommendation is closed - Sep.4/13 |
| Neighbourhood: Riversdale | | Secondary Subject: CPTED - Natural Surveillance | | | |
| Neighbourhood Safety | | That the Porch Light Program that is proposed for the Pleasant Hill neighbourhood in the Pleasant Hill Safety Audit Report, 2005 (Recommendation 6.4.4), be also applied to the Riversdale neighbourhood, using compact fluorescent light bulbs. | Completed | 100 % | The Neighbourhood Planning Section has developed a Porch Light Brochure explaining the advantages of ambient lighting to the neighbourhood, along with information regarding the use of CFL lightbulbs to conserve energy. A letter was delivered to the Riversdale Community Association, along with 25 copies of the Porch Light Brochure and a link to the electronic version on our website. The letter identified the advantages of Porch Light usage and the recommendation brought forth in the Riversdale LAP. |
| 9.10 | Porch Light Installations | | | | |
| Neighbourhood: Riversdale | | Secondary Subject: CPTED - Neighbourhood Cohesion | | | |
| Neighbourhood Safety | | That the City Planning Branch distribute the "Whose Job is it?" brochure to residents in the Riversdale neighbourhood. | Completed | 100 % | In April 2009, the Neighbourhood Planning Section provided a supply of "Whose Job is it?" brochures to the Riversdale Community Association for distribution to neighbourhood residents in the community newsletter. Distribution of the newsletter occurred during the week of April 13, 2009. |
| 9.11 | Distribute "Whose Job is it?" Brochure in the Neighbourhood | | | | |
| Neighbourhood: Riversdale | | Secondary Subject: CPTED - Activity Support | | | |
| Neighbourhood Safety | | That the Riversdale Business Improvement District and Community Services Department, City Planning Branch, work together to encourage businesses without signage in Riversdale to install signage. | Completed | 0 % | Letters have been mailed to business owners without signs informing them of the LAP, and the importance of having a sign to the image of a neighbourhood. An attachment from the Saskatoon Fire Department was included for Businesses with addresses. The RBID and the CA were CC'd. |
| 9.12 | Businesses Without Signage are Encouraged to Install Signage | | | | |
| Neighbourhood: Riversdale | | Secondary Subject: CPTED - Crime Generators | | | |
| Neighbourhood Safety | | That the Community Services Department, City Planning Branch, forward the Riversdale LAP to the Riversdale Liquor Store and Saskatchewan Liquor and Gaming Authority, with cover letter outlining the results of the Safety Audit C and D. | Completed | 100 % | Community Services Department, City Planning Branch, distributed the Riversdale LAP to the Riversdale Liquor Store and Saskatchewan Liquor and Gaming Authority, with cover letter outlining the results of the Safety Audit C and D, July 2, 2008. |
| 9.13 | Distribute the Riversdale LAP to Saskatchewan Liquor and Gaming Authority | | | | |
| Neighbourhood: Riversdale | | Secondary Subject: CPTED - Image | | | |
| Neighbourhood Safety | | That the Community Services Department, City Planning Branch, and the Riversdale Business Improvement District work together to encourage property owners on 21st Street West between Avenue D South and Idylwyld Drive to improve the side of their buildings in order to improve a sense of safety on 21st Street West. | Started | 10 % | The Neighbourhood Planning Section met with the Riversdale Business Improvement District (BID) to discuss options in 2009. Murals and/or other forms of art placement are proposed to address the appearance issues on 21st Street. |
| 9.14 | Encourage Improvements to the Side of Buildings on 21st Street West | | LT | | The Community Development Branch is in the process of developing a comprehensive Cultural Plan for the City of Saskatoon. This plan will address policies relating to the placement of public art in Saskatoon. Further discussions with Riversdale BID, the Community Development Branch, and affected business owners are necessary to establish a consistent plan for arts, culture and heritage improvements on 21st Street and Riversdale as a whole. |

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| Neighbourhood: Riversdale | | Secondary Subject: CPTED - Territoriality | | | |
| Neighbourhood Safety | | That when the Infrastructure Services Department examine the feasibility of a Capital Budget project in Pleasant Hill to replace existing sign plates with larger sign plates (Pleasant Hill Safety Audit Report, Rec. 6.2.1), that they also include Riversdale in the examination. | TBD | 0 % | The Transportation Branch will examine the feasibility of replacing the existing name plates. The date is TBD. |
| 9.15 | Upgrade Street Name Signs | | O/S | | |
| Neighbourhood: Riversdale | | Secondary Subject: CPTED - Monitoring and Evaluation | | | |
| Neighbourhood Safety | | That the Community Services Department, City Planning Branch, forward the final King George Safety Audit Report to the Riversdale Community Association, with a cover letter outlining recommendations dealing with the Lions Skatepark. | Completed | 100 % | A copy of the King George Safety Audit Final Report was forwarded to the Riversdale Community Association on June 22/10 along with a letter outlining the recommendations dealing with the Lions Skatepark. A comprehensive description of the outlined recommendations can be found on the City of Saskatoon website by looking under Neighbourhood Planning. |
| 9.16 | Safety Audit Results of the Lions Skatepark | | | | |
| Neighbourhood: Riversdale | | Secondary Subject: CD - Neighbourhood Services | | | |
| Neighbourhood Safety | | That the Community Services Department, City Planning Branch, work with the Riversdale Community Association, and youth at the White Buffalo Youth Lodge, to conduct a Safety Audit of Optimist Park, using the principles of Crime Prevention Through Environmental Design. | Completed | 100 % | The Optimist Park Safety Audit Report was adopted by City Council on January 12, 2011. The plan contained 9 recommendations that will be implemented by the neighbourhood safety group. |
| 9.17 | Safety Audit of Optimist Park | | | | |
| Neighbourhood: Riversdale | | Secondary Subject: CPTED - Image | | | |
| Neighbourhood Safety | | That Needle Safe Saskatoon considers placing additional needle disposal units in the Riversdale neighbourhood. | Completed | 100 % | On May 25, 2009, Saskatoon Fire and Protective Services announced that needle drop boxes are now available at each of the City's eight fire stations. This includes Station #1 which is located at 125 Idylwyld Drive South in Riversdale. With this addition, Riversdale now has two needle drop boxes. The other box is located in Optimist Park at Avenue J and 18th Street West in a small grove of evergreens by the picnic table (behind the south west corner of the tennis court). Needle Safe Saskatoon is pursuing the placement of an additional disposal unit in the south alley of the 500 block of 20th Street West as well as one other potential location. |
| 9.18 | Place Needle Disposal Units in the Neighbourhood | | | | |
| Neighbourhood: Riversdale | | Secondary Subject: CPTED - Conflicting User Groups | | | |
| Neighbourhood Safety | | That the Animal Services Program instruct Animal Control Officers to target the Riversdale neighbourhood to enforce the Animal Control Bylaw and the Saskatoon Dangerous Animals Bylaw by doing random door-to-door residential and commercial checks, and patrol the lanes and parks in the Riversdale neighbourhood. | Completed | 100 % | Animal Services is aware of the need for such enforcement in Riversdale and is working to best allocate their resources throughout the entire city. |
| 9.19 | Animal Control Patrol in the Neighbourhood | | | | |
| Neighbourhood: Riversdale | | Secondary Subject: CPTED - Access Control | | | |
| Neighbourhood Safety | | That the Infrastructure Services Department, Municipal Engineering Branch, install an Avenue J South and G South street signs at the end of the Avenue J and G at the Canadian Pacific Railway (CPR) Right of Way (ROW). | TBD | 0 % | The Transportation Branch will review and determine if signage is required and/or feasible. The date is TBD. |
| 9.2 | Install Street Identification Signs at the End of Avenue J South and G South at the CPR ROW | | O/S | | |

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| Neighbourhood: Riversdale | | Secondary Subject: CPTED - Natural Surveillance | | | |
| Neighbourhood Safety | | That Saskatoon Light and Power install a street light at the end of Avenue J (north of 20th Street) at Canadian Pacific Railway (CPR) Right of Way (ROW) to improve lighting level on the street. | Completed | 100 % | A light fixture was installed at the end of Avenue J from 20th Street at the CPR ROW in 2008. |
| 9.3 | Install Light at the End of Avenue J from 20th Street at the CPR ROW | | | | |
| Neighbourhood: Riversdale | | Secondary Subject: CPTED - Image | | | |
| Neighbourhood Safety | | That the Community Services Department, City Planning Branch, report on the benefits of erecting neighbourhood entrance signs and how other municipalities assist communities in erecting entrance signs, and report findings to the Planning and Operations Committee. | Started O/S | 50 % | In 2010, Neighbourhood Planning compiled a report that covered the benefits of neighborhood signage and various methods performed by municipalities/ neighbourhoods to receive funding to develop/erect their neighbourhood signs. This report was to complement the work performed by the Community Development Branch. |
| 9.4 | Neighbourhood Entrance Signs | | | | |
| Neighbourhood: Riversdale | | Secondary Subject: CPTED - Crime Generators | | | |
| Neighbourhood Safety | | That the Community Services Department, City Planning Branch, and the Riversdale Business Improvement District, work together to create a plan to address problems associated with recessed doorways and small spaces between buildings in the commercial district in Riversdale. | Completed | 100 % | The Neighbourhood Planning Section distributed "A Guide to Improving Recessed Doorways & Building Passageways" to all businesses within the Riversdale Business Improvement District. |
| 9.5 | Addressing Problems with Recessed Doorways and Small Spaces Between Buildings | | | | |
| Neighbourhood: Riversdale | | Secondary Subject: CPTED - Image | | | |
| Neighbourhood Safety | | That Fire and Protective Services, with assistance from the City Planning Branch, send the "Reducing Graffiti in our Community" brochure to all property owners in Riversdale, and that Fire and Protective Services inspect the neighbourhood for graffiti vandalism and implement the Graffiti Bylaw once graffiti vandalism has been discovered. | Completed | 100 % | On a regular basis, Avenue and lane inspections are completed by Fire & Protective Services to ensure properties are properly maintained and graffiti vandalism is not present. To report maintenance concerns, residents can call the 24 hour Health and Safety Hotline at 975-2828 |
| 9.6 | Graffiti Vandalism Inspection | | | | |
| Neighbourhood: Riversdale | | Secondary Subject: CPTED - Access Control | | | |
| Neighbourhood Safety | | That the Community Services Department, City Planning Branch work with Princess Alexandra School to investigate options to eliminate hiding places in the school grounds and the Public School Board Property (105 Avenue G South), and work with the Riversdale Community Association to add a second exit to the school's rink. | Completed | 70 % | Summary document of 2011 safety audit was sent to school administration along with a letter outlining what has been completed and the outstanding recommendations from the audit. |
| 9.7 | Entrapment Zones in the Princess Alexandra School Grounds | | | | |
| Neighbourhood: Riversdale | | Secondary Subject: CPTED - Territoriality | | | |
| Neighbourhood Safety | | That the Community Services Department, City Planning Branch, work with Princess Alexandra School to investigate options to add additional "Princess Alexandra School" signage to the school in order to increase the identification of the school to motorists and pedestrians. | Completed | 100 % | The Neighbourhood Planning Section met with the Princess Alexandra School Principal and the Maintenance Manager of Saskatoon Public Schools to discuss the cost of additional signage and to identify possible outcomes to have signage, similar to other schools, installed at the school. Contact information for the CA and BID were forwarded to participants to foster discussions related to the school in the neighbourhood. Additional signage has been installed. School Board has covered the cost of the sign and installation. Confirmed by site check October 30, 2012. |
| 9.8 | Add Additional "Princess Alexandra School" Signage | | | | |

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| Neighbourhood: Riversdale | | Secondary Subject: CPTED - Natural Surveillance | | | |
| Neighbourhood Safety | | | | | |
| 9.9 | Lighting at Princess Alexandra School Grounds | That the Community Services Department, City Planning Branch, forward the final Riversdale LAP to Princess Alexandra School and meet with Princess Alexandra School representatives to audit the lighting around the school grounds to determine if additional light is required. | Completed | 70 % | <p>The Neighbourhood Planning Section met with representatives of the Princess Alexandra School and Saskatoon Public Schools to discuss the lighting present on the school grounds. Saskatoon Public Schools identified that the few issues identified could be remedied. A Safety Walk-about was proposed for an evening in late March to ensure that lighting meets the safety needs of the area. Contact information for the CA and BID were forwarded to participants to foster discussions related to the school in the neighbourhood.</p> <p>The summary document from the June 2011 audit has been sent to the school administration, along with a letter explaining the LAP and congratulating them on the work already complete.</p> |
| Neighbourhood: Sutherland | | Secondary Subject: LAP | | | |
| Land Use (Residential) | | | | | |
| 1.1 | Meet with community to discuss ACDs | That Community Services contact the Sutherland LAP Group and present the Architectural Control District guidelines. | Completed | 100 % | City Planning gave a presentation on Architectural Control Districts to the community on November 27, 2000 |
| Land Use (Residential) | | | | | |
| 1.2 | Innovative residential development on Parcel C | That the Sutherland LAP, Sutherland Forest Grove Community Association, University of Saskatchewan and Community Services Department work together to examine the possibility of developing an innovative residential neighbourhood development with respect to form and density on Parcel C. | TBD LT | 0 % | <p>The University of Saskatchewan is moving forward with the development of a portion of their land. The U of S is currently developing the College Quarter, which is an example of strategic infill development that will provide institutional, residential, and commercial amenities to the area, with a portion of the development dedicated to market housing. This infill development is supported by the City's Growth Plan to Half a Million.</p> <p>Currently there are no official proposals from the U of S to develop the Parcel C site; however, any proposal for development would be required to minimize impacts to existing Sutherland residents.</p> |
| Land Use (Residential) | | | | | |
| 1.3 | Meet with community to discuss parking issues | That the Sutherland residents, businesses, Community Services & Community Association continue discussions on issues of parking overflow. | Completed | 100 % | A Parking study was completed in March 2000. On December 18, 2000, City Council adopted the Sutherland Overlay District (B5A). The purpose of the B5A District is to implement the building height and off-street parking policies of the Sutherland Neighbourhood Local Area Plan as they apply to the commercial lands on the west side of Central Avenue, described as 706 to 1204, Central Avenue. |
| Parks, Recreation & Open Space | | | | | |
| 2.1 | Maintain Parks | That Leisure Services work with the Community Association to upgrade beautify and maintain existing neighbourhood parks through existing processes and programs. | Completed | 100 % | A Park Upgrade List was established in 2000. Addressing neighbourhood park upgrades is a priority and is accomplished on an annual budget which is spent on a prioritized list of neighbourhood parks. Priorities for the program are determined according to the impact of the upgrade on safety, demographics, infrastructure, land use and existing leisure program activities. |
| Parks, Recreation & Open Space | | | | | |
| 2.2 | Explore Local Improvement Program to redevelop parks | That Leisure Services and the Community Association explore the Local Improvement Program (LIP) as a means to redevelop existing park space. | Completed | 100 % | Park Enhancement Grants and Parks Upgrade Program available for park redevelopment. |
| Parks, Recreation & Open Space | | | | | |
| 2.3 | Continue to meet open space requirements in redevelopment | That Leisure Services work with the Community Association to ensure that the Sutherland neighbourhood continues to meet the requirements of the Parks and Recreation Open Space policy and the Park Development Guidelines upon future development of large infill areas in the neighbourhood. | Completed | 100 % | <p>The City of Saskatoon Open Space Policy sets out standards for adequate park and open space that enhances natural aesthetic features within neighbourhoods and provides places for recreation.</p> <p>When the Sutherland LAP was created the neighbourhood already met the required standards for open space. Open space requirements were further enhanced with the new development on Parcel B and the new green space for Sutherland- Kopko Park.</p> |

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| # | Name | Recommendation | | Complete | |
| Neighbourhood: Sutherland | | Secondary Subject: LAP | | | |
| Parks, Recreation & Open Space | | | | | |
| 2.4 | Identify opportunities to improve trail linkages | That Leisure Services, in consultation with the Community Association identify opportunities to improve trail links between neighbourhood parks with priority to a link between the portions of the neighbourhood that are bisected by the railway. | Completed | 100 % | Trail linkages were completed as part of infill development on Parcel B. The development of Parcel B was prepared in conjunction with the Integrated Bike Facility Network Study. It links the neighbourhood to a City-Wide Bike Network. |
| Transportation, Circulation & Parking | | | | | |
| 3.1 | Explore traffic calming on Egbert | That Traffic Management and the Community Association explore additional traffic calming measures on Egbert Avenue to increase safety and reduce non-neighbourhood traffic. | Completed | 100 % | Four-way stop signs at Egbert Ave. and 111th St. permanently installed in 1998. 109th St. at Egbert Ave. is now controlled using a stop sign (east/west). As well, painted crosswalks were implemented at both intersections as well as concrete medians. The safety for pedestrians have increased at these intersections and right-angle accidents have been reduced since the installation of the stop signs. |
| Transportation, Circulation & Parking | | | | | |
| 3.2 | Increase pedestrian safety and aesthetics of Central Avenue | That Traffic Management, Community Association and the Central Avenue BID meet to identify the appropriate traffic role of Central Avenue in order to increase pedestrian safety and aesthetics of the roadway. | Completed | 100 % | The Central Avenue Master Plan was approved in 2009 and contains recommendations with respect to land use, development, transportation, and streetscape enhancements along Central Avenue. Phase 1 of the Central Avenue Streetscape Improvement Project will begin construction in July 2012, encompassing the block of Central Avenue between 109th St and 110 Street, and half a block in each direction from the block ends. The project includes features such as improved sidewalks, amenity strip with street trees, pavers, street furniture, garbage bins and lighting. The east side of the street will include a multi-use pathway and screening fence between the street and CP Yards. Resurfacing of the street will coincide with the improvements. |
| Transportation, Circulation & Parking | | | | | |
| 3.3 | Identify possible pedestrian/cycle routes. | That Traffic Management and the Community Association identify possible pedestrian and cycle route links in the neighbourhood. | Completed | 100 % | The development of Parcel B was prepared in conjunction with the Integrated Bike Facility Network Study. It links the neighbourhood to a City-Wide Bike Network. |
| Transportation, Circulation & Parking | | | | | |
| 3.4 | Review operation of 108th Street | That Traffic Management in consultation with the Community Association review the operation of 108th Street and that a study be undertaken with a long term goal of managing traffic volumes on Sutherland area roadways. | Completed | 100 % | The realignment of Preston Avenue to connect to Attridge Drive at Circle Drive has been completed. The proposed Bylaw was approved by the Planning & Operations Committee on August 14, 2007. 108th Street was identified by residents as a concern in the truck bylaw report but no changes have been made to the current route. The proposed Bylaw will go for final City Council approval in September 2007. The Central Avenue Master Plan is expected to go to City Council in 2009. Significant changes will be made to the streetscape which will discourage trucks from using Central Avenue. Phase I of streetscaping along Central Avenue was completed in 2012. The new streetscape enhances the pedestrian experience and increases pedestrian safety along Central Avenue. The Transportation Branch has reviewed the traffic volumes, speed and pedestrian data along 108th Street and concluded that the road is operating sufficiently. A report was sent back to Councillor Hill. |

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| # | Name | Recommendation | | | |
| Neighbourhood: Sutherland | | Secondary Subject: LAP | | | |
| 3.5 | Transportation, Circulation & Parking Identify opportunities to improve transit service in neighbourhood | That Transit Branch and the Community Association identify areas where City Transit service may be improved. | Completed | 100 % | <p>The Transit Branch expanded bus routes in Sutherland and Forest Grove neighbourhoods on August 31, 2003. The route expansion are designed to provide these neighbourhoods with an increased service range and improved travel time in addition to providing enhanced service.</p> <p>In order to inform citizens about these new transit route expansions, two information booths were set-up (Co-op Marketplace & IGA at Preston Crossing). Area residents were also notified with a flyer delivered to all households.</p> |
| 4.1 | Land Use (Commercial/Industrial) Resolve issues related to commercial development | That the Community Association and the Central Avenue BID work more closely to identify areas for partnership and resolve issues within the neighbourhood. | Started LT | 90 % | <p>The City of Saskatoon and the SBID jointly funded the Central Avenue Master Plan (CAMP). The CAMP provided opportunity for stakeholders to work together, including the BID and the CA. The CAMP was adopted by City Council in August 2010.</p> <p>One of the recommendations in the CAMP directly addressed LAP Recommendation 4.1: it included strategies directed toward the functioning of the neighbourhood, and identified both formal and informal opportunities for the BID and the City to work together to mitigate issues. This includes bylaw enforcement to minimize parking, speeding, inappropriate truck traffic; information and awareness initiatives to encourage property maintenance and improvements; and involvement of property owners to assist in minimizing negative behaviours of patrons. Some of the recommendations outlined in the CAMP are identified as the sole responsibility of the SBID; this includes encouraging mixed use development, promoting awareness of funding opportunities for upgrades (such as the Facade Conservation & Enhancement Program), and developing a marketing study.</p> <p>This recommendation involves an ongoing, long-term relationship between two groups, the Community Association and the Sutherland BID. To this end, this recommendation is considered to be complete. The City of Saskatoon, through the Neighbourhood Planning Section and Community Development, continue to be available resources to assist these organizations.</p> |
| 4.2 | Land Use (Commercial/Industrial) Establish a 5 storey height limit on west side of Central Avenue | That the Community Services Department establish a 5 storey height limitation on the commercial properties located on the west side of Central Avenue to fit the scale and character of the housing in the Sutherland neighbourhood. | Completed | 100 % | <p>On December 18, 2000, City Council adopted the Sutherland Overlay District (B5A). The purpose of the B5A District is to implement the building height and off-street parking policies of the Sutherland Neighbourhood Local Area Plan as they apply to the commercial lands on the west side of Central Avenue, described as 706 to 1204, Central Avenue.</p> |
| 4.3 | Land Use (Commercial/Industrial) Add new parking standards for west side of Central Avenue | That the Community Services Department establish minimal parking standards for the commercial properties located on the west side of Central Avenue for public assembly uses as outlined in recommendation 4.3 of the Sutherland LAP. | Completed | 100 % | <p>On December 18, 2000, City Council adopted the Sutherland Overlay District (B5A). The purpose of the B5A District is to implement the building height and off-street parking policies of the Sutherland Neighbourhood Local Area Plan as they apply to the commercial lands on the west side of Central Avenue, described as 706 to 1204, Central Avenue.</p> |
| 5.1 | Neighbourhood Safety Identify existing and potential safety issues in neighbourhood | That the Saskatoon Police Service and Leisure Services work with the Sutherland Community Association to identify existing and potential safety issues that may be addressed by the Safer City Advisory Committee. | Completed | 100 % | <p>The Sutherland Neighbourhood Safety Final Report was approved by City Council May 25, 2010 and addresses existing and potential safety concerns, and perceptions in the neighbourhood. The recommendations brought forward within the Safety Audit process have been included in the Recommendation prioritization matrix and will be attended to as prioritized by this tool.</p> |

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| # | Name | Recommendation | | Complete | |
| Neighbourhood: Sutherland | | Secondary Subject: LAP | | | |
| Heritage | | | Completed | 100 % | |
| 6.1 | Explore ways to celebrate natural and built heritage | That the Leisure Services Branch assist Sutherland residents to establish partnerships with the Community Association, Saskatoon Heritage Society & the Saskatoon Nature Society to identify opportunities for the neighbourhood to celebrate its natural and built heritage through activities such as Harvestfest and Walking Tours. | | | Harvestfest was a annual festival held along Central Avenue and the CPR yards that celebrated natural and built heritage in Sutherland. Harvestfest has been discontinued due lack of volunteers to organize the event. |
| Heritage | | | Completed | 100 % | |
| 6.2 | Identify ways to conserve natural and built heritage resources | That the Community Services Department encourage a pro-active approach to conserve natural and built heritage resources in the Sutherland neighbourhood through education and partnerships with the Community Association and the Sutherland BID. | | | In 2002, the Development Services Branch Heritage Consultant met with residents to outline the City's heritage programs. |
| Infrastructure & Municipal Services | | | Started | 50 % | |
| 7.1 | Examine important infrastructure issues and Local Improvement Program | That the Leisure Services Branch through the Community Association work with the Sutherland residents to identify which infrastructure issues are most important to the neighbourhood. Those issues or projects deemed most important can be brought to the appropriate City department's attention through the Community Association. Where these issues do not fit the City's budget or priority list, the neighbourhood may choose to pursue an alternative approach such as the Local Improvement Program (LIP). | O/S | | On Feb.27, 2007, the City's Executive Committee approved the allocation of \$1.46 million of funds from the Willowgrove Land Bank sales to address surface deficiencies in all Local Area Plan neighbourhoods. Due to a labour shortage in Saskatoon, the tender for construction will not occur until late 2007. Construction commenced in summer of 2008 and will continue until the list of streets with surface deficiencies is exhausted. Currently, the only street identified under this program for Sutherland is 107th Street east of the train tracks. From estimated costs, \$1.46 million will address approximately half of the surface deficiencies in Local Area Plan Neighbourhoods. Priority was given to residential streets. The Central Avenue Master Plan process will also be addressing surface deficiencies and improvements needed on Central Avenue. This will include sidewalks and roadways. |
| Neighbourhood: Sutherland | | Secondary Subject: CPTED - Natural Surveillance | | | |
| Neighbourhood Safety - Safety Audit | | | Completed | 100 % | |
| 7.1.1 | Motion sensor lighting at the rear of properties | That the Planning and Development Branch, Community Services Department write a letter to the Sutherland community members adjacent to neighbourhood park space to encourage installation and regular use of motion sensor lights at the rear of properties which border the neighbourhood's park spaces. | | | A letter outlining the benefits of motion sensor lighting at the rear of properties adjacent to parks in Sutherland was sent to all property owners of those properties on Nov 15/10. The closing of this recommendation was overlooked in 2010 reporting, and as such, was not closed until January 21/11. The completion of this recommendation should be included in the 2010 recommendation stats. |
| Neighbourhood Safety - Safety Audit | | | Started | 25 % | |
| 7.1.2 | Street lighting | That Saskatoon Light & Power, Utility Services Department schedule the Sutherland neighbourhood for upgrades in 2012 under the existing Street Light Upgrade Program, Capital Project 1016. | O/S | | Saskatoon Light & Power confirmed that design work will start in 2015. |
| Neighbourhood: Sutherland | | Secondary Subject: CPTED - Neighbourhood Cohesion | | | |
| Neighbourhood Safety - Safety Audit | | | Completed | 100 % | |
| 7.10.1 | "Safe at Home" Booklet | That the Planning and Development Branch, Community Services Department ensure that the Sutherland/Forest Grove Community Association receive copies of the "Safe at Home" booklet and that the booklet be advertised in the community newsletter, made available to residents at a convenient neighbourhood location, and that an electronic version be made available on the association's website. | | | 300 copies of the Safe at Home Booklet were sent to the CA Oct 5/10 along with a letter identifying the recommendation and the CA's responsibility to advertise the booklet and make it available at a convenient community location. A link to the electronic version of this document, found on the City website, was also included. |

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| Neighbourhood: Sutherland | | Secondary Subject: CPTED - Neighbourhood Cohesion | | | |
| 7.10.2 | Neighbourhood Safety - Safety Audit "Whose job is it?" brochure | That the Planning and Development Branch, Community Services Department ensure that the Sutherland/Forest Grove Community Association receive copies of the "Whose Job Is It?" brochure and that the brochure be advertised in the community newsletter. | Completed | 100 % | 150 copies of the Whose Job Is It? brochure were sent to the CA October 5/10 with a letter identifying the recommendation and their responsibility to advertise the brochure in the community newsletter. A link to the electronic version of this document, found on the City website, was also included |
| Neighbourhood: Sutherland | | Secondary Subject: CPTED - Community Culture | | | |
| 7.11.1 | Neighbourhood Safety - Safety Audit Public Art Program | That the Planning and Development and Community Development Branches, Community Services Department meet with the Sutherland/Forest Grove Community Association and Sutherland Business Improvement District to help them establish a mural or public art program for facilities and structures in the neighbourhood. | Completed | 100 % | A meeting was held in Sutherland with a representative from the BID (Lloyd Moker), the CA (Harol Shiffman), Urban Design (Henry Lau) and Neighbourhood Planning (Elisabeth Miller and Danny Gray). The group was updated on the City's Cultural Plan and Public Art Program and discussions regarding neighbourhood possible were held. The BID and CA were asked to contact Frances Westlund, Arts and Grants Consultant, for more information related to the Cultural Plan and Public Arts Program. |
| 7.11.2 | Neighbourhood Safety - Safety Audit Commemorative plaque | That the Planning and Development and Community Development Branches, Community Services Department meet with the Sutherland/Forest Grove Community Association to communicate options for funding and installing a commemorative plaque acknowledging the historical value of C.F Patterson Park. | Completed | 80 % | |
| Neighbourhood: Sutherland | | Secondary Subject: CPTED - Connectivity | | | |
| 7.12.1 | Neighbourhood Safety - Safety Audit Sutherland Park community programming | That the Community Development Branch, Community Services Department meet with the Sutherland/Forest Grove Community Association to gauge the need for additional community programming and activities, such as a community gardens or festivals, in the underutilized areas of Sutherland Park. | Completed | 100 % | April 27, 2012-The Community Consultant works with the community association on an ongoing basis to encourage more community programming. The Community Association is provided with annual funding as well they have access to apply for community grants. |
| 7.12.2 | Neighbourhood Safety - Safety Audit Maintain neighbourhood safety connection | That the Planning and Development Branch, Community Services Department report annually to the Sutherland/Forest Grove Community Association on the status of the Sutherland Neighbourhood Safety Report recommendations in conjunction with the annual Local Area Planning status report. | Completed | 100 % | The Neighbourhood Planning Section releases an annual report indication the status of related LAP and Safety Audit recommendations to the Sutherland/Forrest Grove Community Association and as such have met the requirements of this recommendation. |
| Neighbourhood: Sutherland | | Secondary Subject: | | | |
| 7.13.1 | Neighbourhood Safety - Safety Audit Traffic updates | That the Transportation Branch, Infrastructure Services Department and the Planning and Development Branch, Community Services Department report back to the Sutherland/Forest Grove Community Association on the status of the Traffic and Circulation issues identified in the Sutherland Neighbourhood Safety Report in conjunction with the annual Local Area Planning status report. | Completed | 90 % | Neighbourhood Planning and Justine Nyen from Transportation attended the CA meeting on 11June14 to review this recommendation. It was agreed that the 15 concerns in the recommendation were either addressed or were mute points due to changes in the neighbourhood. Only concern D, G and M are left. Transportation has advised that these concerns, along with non-LAP concerns brought up in the meeting by the CA will be addressed as part of the new Neighbourhood Traffic Management Program, which reviews traffic concerns on a neighbourhood by neighbourhood basis - with 8 neighbourhoods selected annually for review. |
| 7.14.1 | Neighbourhood Safety - Safety Audit Coordination of implementation budgets | That the Planning and Development Branch, Community Services Department work with all identified departments to coordinate the estimated operating and/or capital budget costs and submit a comprehensive Neighbourhood Safety budget request to City Council for funding and implementing these recommendations once the report has been approved. | TBD O/S | 0 % | |

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| # | Name | Recommendation | | Complete | |
| Neighbourhood: Sutherland | | Secondary Subject: CPTED - Territoriality | | | |
| Neighbourhood Safety - Safety Audit | | | Completed | 100 % | |
| 7.2.1 | House numbers in lanes | That the Planning and Development Branch, Community Services Department write a letter to the Sutherland community members adjacent to neighbourhood park space to encourage the identification of all properties, front and rear access, with appropriate civic address numbers and educate residents about the safety benefits related to providing house numbers in the lanes. | | | A letter was drafted to explain the context of the recommendation and the advantages to posting rear lane numbers. All residents and/or property owners around C.F. Patterson Park, C.F. Patterson Park North, and Bishop Filevich School park space received this letter through the mail Oct 27/10 and were provided my office number (7672) if there were any questions or concerns. |
| Neighbourhood Safety - Safety Audit | | | Completed | 100 % | |
| 7.2.2 | Sutherland Park sign | That the Planning and Development Branch, Community Services Department meet with the Parks Branch, Infrastructure Services Department to coordinate the installation of an additional Sutherland Park sign on the southwest corner of the park and that this sign be funded through the Local Area Plan Implementation Budget, Capital Project 2034. | | | New Park sign for Sutherland Park was installed in October 2013. Barb Giocoli will invoice Neighbourhood Safety if any additional installation charges are required. |
| Neighbourhood: Sutherland | | Secondary Subject: CPTED - Access Control | | | |
| Neighbourhood Safety - Safety Audit | | | TBD | 0 % | |
| 7.3.1 | Basketball court lighting | That the Planning and Development Branch, Community Services Department arrange a meeting with Parks Branch and Facilities Branch, Infrastructure Services Department and Saskatoon Light and Power, Utility Services Department to discuss the feasibility of installing timed lights on the basketball court in Sutherland Park, and if it is to proceed, that the lighting installation be funded through the Local Area Plan Implementation Budget, Capital Project 2034. | O/S | | |
| Neighbourhood Safety - Safety Audit | | | TBD | 0 % | |
| 7.3.2 | Sutherland Park formal pathways | That the Parks Branch, Infrastructure Services Department include the installation of formal pathways in Sutherland Park as part of its upgrades under the Neighbourhood Park Upgrade Program, Capital Project 901, and that the findings of the Sutherland Neighbourhood Safety Report be considered in the design and location of these pathways. | O/S | | |
| Neighbourhood: Sutherland | | Secondary Subject: CPTED - Image | | | |
| Neighbourhood Safety - Safety Audit | | | TBD | 0 % | |
| 7.4.1 | Sutherland Park Mural | That the Community Services Department, Community Development Branch meet with the Sutherland/Forest Grove Community Association and the neighbourhood youth to examine the feasibility of creating a mural on the walls of the Sutherland Park paddling pool to celebrate the neighbourhood and its young people, and encourage ownership and respect of the park amongst users. | O/S | | |
| Neighbourhood Safety - Safety Audit | | | Completed | 100 % | |
| 7.4.2 | Graffiti vandalism prevention | That the Planning and Development and Community Development Branches, Community Services Department arrange a meeting between the Police Services, Graffiti Unit and the Sutherland/Forest Grove Community Association, and that the "Reducing Graffiti in our Community" brochure be advertised in the community newsletter, made available to residents at a convenient neighbourhood location, and that an electronic version be made available on the association's website. | | | Community Services, Community Development Branch sends out a reminder to all Community Association about graffiti removal and graffiti vandalism prevention in spring every year. The Graffiti removal brochure is available online. |

| Primary Subject / # | Name | Recommendation | Status | % Complete | Summary Notes |
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| Neighbourhood: Sutherland | | Secondary Subject: CPTED - Conflicting User Groups | | | |
| Neighbourhood Safety - Safety Audit | | | Completed | 100 % | |
| 7.5.1 | Central Avenue police presence | That the Saskatoon Police Services meet with the community to explain how police resources are deployed and how this relates to their ability to respond to calls and to be a consistent presence in the area around the bars located on Central Avenue. | | | I emailed Rick Penny to confirm how SPS has attended to this recommendation. He advised me that he has attended two Town Hall meetings (Hill and Dubois), listened to police related complaints from people, and fielded many calls from Sutherland citizens. They continue to monitor the bars on the Central Avenue strip with regular checks by Patrol, Vice and SLGA and the compliance of these businesses has increased dramatically since 2007. |
| Neighbourhood Safety - Safety Audit | | | Started | 25 % | |
| 7.5.2 | "Respect the neighbourhood" signage | That the Planning and Development Branch, Community Services Department meet with the Sutherland/Forest Grove Community Association and the Sutherland Business Improvement District to develop and place highly visible signage that encourages respect for neighbourhood residents where commercial use and residential use may conflict. | \$ | | This recommendation, and Westmount 9.12 and Nutana 6.5.1 have been combined into Capital Budget 2456 – City Wide Incivilities Strategy. This Capital Budget was submitted in 2014 and was not approved. Submission for 2015 budget is pending. |
| Neighbourhood: Sutherland | | Secondary Subject: CPTED - Crime Generators | | | |
| Neighbourhood Safety - Safety Audit | | | Completed | 0 % | |
| 7.6.1 | Bushes along CPR right-of-way in Sutherland Park | That the Parks Branch, Infrastructure Services Department remove the row of caraganas that is directly adjacent to the CPR right of way to reduce the likelihood and opportunity for criminal activity to take place between the rows of bushes. | | | May 25/11 - A site visit was conducted . Parks has completed the removal of the trees along the CPR ROW. Pictures can be found under the document tab of this recommendation |
| Neighbourhood Safety - Safety Audit | | | Completed | 100 % | |
| 7.6.2 | Repair wooden bollards at Bishop Filevich School | That the Parks Branch, Infrastructure Services Department work with the Greater Saskatoon Catholic School Board to repair the timber bollards adjacent to the lanes in their respective properties at Anna McIntosh Park and Bishop Filevich School to prevent unwanted access into the park and school grounds. | | | Elisabeth Miller and Danny Gray performed a site inspection Feb 7th/11 of the Bishop Filevich School park and found that the bollards in the lane had been replace/repared to prevent unwanted access to the park. |
| Neighbourhood: Sutherland | | Secondary Subject: CPTED - Activity Support | | | |
| Neighbourhood Safety - Safety Audit | | | Completed | 0 % | |
| 7.7.1 | Programming and equipment in C.F. Patterson Park North | That the Community Development Branch, Community Services Department meet with the Sutherland/Forest Grove Community Association to examine the feasibility of establishing additional compatible community programming and/or equipment such as a children's play structure or sports equipment in C.F. Patterson Park North. | | | The Community Association met On June 5, 2012 and indicated that they are not interested in putting more equipment in CF Patterson park North. The School area has been working on more items around Sutherland School and that location would be better for the area than in CF Patterson Park North. That park has a small drawing area so it would not benefit the community to a large enough degree. |
| Neighbourhood Safety - Safety Audit | | | Completed | 100 % | |
| 7.7.2 | C.F. Patterson Park North and C.F. Patterson Park | That the Community Development Branch, Community Services Department meet with the Sutherland/Forest Grove Community Association to review the number and location of picnic tables and benches throughout C.F. Patterson Park North and C.F. Patterson Park to identify whether more are needed to meet the community's needs. | | | The Community Consultant met with the Sutherland Forest Grove Community Association on June 14, 2012. At this meeting the Community Association indicated that CF Patterson Park needs one additional garbage receptacle in the Southwest Corner of that park, and one Picnic table at the South End. In CF Patterson Park North, the Community Association feels there is a need for additional benches and picnic tables, and garbage receptacles throughout that park. |
| Neighbourhood: Sutherland | | Secondary Subject: CPTED - Land Use Mix | | | |
| Neighbourhood Safety - Safety Audit | | | Completed | 100 % | |
| 7.8.1 | Central Avenue commercial area | That the Planning and Development Branch, Community Services Department coordinate a meeting with the Sutherland/Forest Grove Community Association so that the Sutherland Business Improvement District can present the Central Avenue Master Plan Concept and the implementation schedule. | | | April 13/11 - Neighbourhood Planning attended the kick off meeting for the CAMP Steering committee at the Venice House. Henry Lau introduced participants to the Master Plan and identified how the project is to carry forward. The Steering Committee, which included Civic Staff, the University, the Sutherland BID and Community Members, will meet periodically to discuss the Master Plan and its progress. |

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| Neighbourhood: Sutherland | | Secondary Subject: | | | |
| Neighbourhood Safety - Safety Audit | | That the Planning and Development Branch, Community Services Department send a letter to the Bishop Filevich School administration advising it of this report and recommending replacement of the chain-link fencing adjacent to the west side the rink with wooden bollards. | Completed | 100 % | A letter was sent to Bishop Filevich school administration on Oct.31, 2013 encouraging the school board to replace the chain link fence with wooden bollards. |
| 7.9.1 | Bishop Filevich fencing | | | | |
| Neighbourhood: Varsity View | | Secondary Subject: LAP | | | |
| Land Use (Other) | | That the Community Services Department, Planning & Development Division, initiate the necessary procedure to amend the Varsity View Land Use Policy Map in the Official Community Plan No. 8769 with the proposed land use designations in Map 1.2, titled "Varsity View Proposed Land Use Policy Map". | TBD | % | |
| 1.1 | Proposed Varsity View Land Use Policy Map | | O/S | | |
| Land Use (Residential) | | That the Community Services Department, Planning & Development Division, distribute the 'How to Legalize an Existing Suite' brochure to property owners in the Varsity View neighbourhood. | Started | 10 % | A letter describing the Legalizing Existing Suites Program will be mailed out to Varsity View property owners in early 2015. |
| 1.2 | How to Legalize an Existing Suite Brochure | | O/S | | |
| Housing | | That the Community Services Department, Planning & Development Division, consider reducing the "70% of average site width" requirement for new construction of one and two-unit dwellings in the R2 Zoning District to 65%, in an effort to better facilitate infill development. | Started | 25 % | In January 2015, a report will be considered by Council that includes a number of infill-related regulations. Among the proposed changes are adjustments to the 70% rule, which is being recommended to be knocked back to 60% for 'Category 2' neighbourhoods, and removing the rule altogether for 'Category 1' neighbourhoods, which includes Varsity View. |
| 2.1 | One and Two-Unit Infill Housing | | O/S | | |
| Parks, Recreation & Open Space | | That representatives from the University of Saskatchewan, Business Opportunities Section, schedule a meeting with the Community Services Department, Community Development Division and Recreation & Sport Division, and Varsity View Community Association to identify future opportunities for active and passive recreational open space in the College Quarter that would welcome non-students to also utilize the area. | TBD | % | |
| 3.1 | College Quarter Recreational Open Space | | LT | | |
| Parks, Recreation & Open Space | | That the Community Services Department, Parks Division, and Transportation & Utilities Department, Transportation Division, schedule a meeting with representatives from the University of Saskatchewan Fruit Program, Varsity View Community Association, and Varsity View Bishop Murray Community Garden Committee to discuss the feasibility of developing an urban orchard to be located within the University Drive median south of College Drive. | TBD | % | |
| 3.2 | Varsity View Urban Orchard | | O/S | | |
| Infrastructure & Municipal Services | | That the Transportation & Utilities Department, Public Works Division, conduct an assessment of lane conditions in Varsity View and determine appropriate measures to address issues including, but not limited to, drainage, clutter, and lane width. | TBD | % | |
| 4.1 | Assessment of Lane Conditions | | \$ | | |
| Infrastructure & Municipal Services | | That the Transportation & Utilities Department, Public Works Division, review the Snow and Ice Program to consider including designated cycling routes in the priority system for snow removal, and to consider adding well-utilized, paved, non-lit pathways through parks and public spaces to the Snow and Ice Program's snow clearing list to encourage active transportation throughout the winter months. | TBD | % | |
| 4.2 | Review of Snow and Ice Program to Encourage Active Transportation in Winter | | \$ | | |

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| Neighbourhood: Varsity View | | Secondary Subject: LAP | | | |
| Transportation, Circulation & Parking | | | | | |
| 5.1 | Changes to the Varsity View Residential Parking Permit Program | <p>That the Transportation & Utilities Department, Transportation Division, consider the feasibility of implementing the proposed changes outlined in Table 5.2 – "Proposed Changes to Varsity View Residential Parking Permit (RPP) Program".</p> <p>Table 5.2 – Proposed Changes to Varsity View Residential Parking Permit (RPP) Program (a) RPP Zone Surrounding President Murray Park and Brunskill School: That the Transportation & Utilities Department, Transportation Division, include the blocks surrounding President Murray Park and Brunskill School in the one and two hour regulated parking area.</p> <p>(b) No Parking Signage at President Murray Park and 14th Street & Wiggins Avenue Intersection: That the Transportation & Utilities Department, Transportation Division, install additional no parking signage at the corners of President Murray Park and along 14th Street at Wiggins Avenue to identify the minimum distance from the intersections that vehicles are permitted to park.</p> <p>(c) Cumberland Avenue Two Hour Parking: That the Transportation & Utilities Department, Transportation Division, extend the two hour parking zone on the east side of Cumberland Avenue farther south to 14th Street.</p> <p>(d) Varsity View RPP Program and University Campus Parking Fines: That the Transportation & Utilities Department, Transportation Division, consider working in partnership with the University of Saskatchewan, Parking & Transportation Services Division, to ensure the fine structure for parking violations in the neighbourhood and on campus are comparable, as well as acting as an effective deterrent and encouraging appropriate parking.</p> <p>(e) Parking Enforcement Report to Community Association: That the Transportation & Utilities Department, Transportation Division, report back to the Varsity View Community Association in 2015 to give an update on parking violation statistics and changes made to the Varsity View RPP Program.</p> | TBD | % | O/S |
| Transportation, Circulation & Parking | | | | | |
| 5.2 | Impact of Changes to the Varsity View Residential Parking Permit Program | That the Varsity View Community Association survey residents outside of the Varsity View Residential Parking Permit (RPP) zone to explain changes to the RPP Program that will occur and gain feedback on whether they would like to be included in the RPP zone and discuss feedback received with the Transportation & Utilities Department, Transportation Division. | TBD | % | O/S |
| Transportation, Circulation & Parking | | | | | |
| 5.3 | LutherCare Communities Parking Management Assessment | That the Transportation & Utilities Department, Transportation Division, assist LutherCare Communities in conducting an assessment of the parking program at their facility on Osler Street, by providing information about parking management best practices. The assessment should consider options to encourage increased staff participation in the Saskatoon Transit Eco-Pass program, along with a review of procedures related to allocating on-street parking permit passes to visitors and staff. | TBD | % | O/S |

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| Neighbourhood: Varsity View | | Secondary Subject: LAP | | | |
| 5.4 | Transportation, Circulation & Parking Royal University Hospital Transit Ridership | That Saskatoon Transit schedule a meeting with representatives from the Royal University Hospital to review staffing schedules and transit schedules, with the goals to increase transit ridership rates and decrease demand for parking. | TBD O/S | % | |
| 5.5 | Transportation, Circulation & Parking 'Parking for Rent' Notification | That Community Services Department, Planning & Development Division, mail out information to remind property owners that the rental of parking on a residential property is illegal; and that Zoning Compliance Bylaw Inspectors further investigate the parking lots on the 300 & 400 blocks of Cumberland Avenue and Bottomley Avenue to ensure compliance with the bylaw. | TBD O/S | % | |
| 5.6 | Transportation, Circulation & Parking Bus Stop Maintenance | That Saskatoon Transit and the Transportation & Utilities Department, Transportation Division, address bus stop maintenance concerns on Cumberland Avenue near Main Street (both directions) and on Clarence Avenue near College Drive (southbound). | TBD O/S | % | |
| 6.1 | Transportation, Circulation & Parking Munroe Avenue Sidewalk | That the Transportation & Utilities Department, Transportation Division, complete the sidewalk on the east side of Munroe Avenue from College Drive to 8th Street by installing panels between: Temperance Street and Aird Street (1 block), Colony Street and 15th Street (1 block), 14th Street and 11th Street (3 blocks), and 10th Street and 8th Street (3 blocks) through Capital Budget #0948 – IS – Sidewalk/Path Retrofit with highest priority assigned to the northernmost portions. | TBD O/S | % | Capital Budget #0948 Sidewalk/Path Retrofit did not get any funding in the 2015 Budget. |
| 6.2 | Transportation, Circulation & Parking Audible Pedestrian Traffic Signal for Visually Impaired | That the Transportation & Utilities Department, Transportation Division, consider installing an audible pedestrian traffic signal suitable for use in a residential neighbourhood to assist the visually impaired at the corner of Temperance Street and Wiggins Avenue. | TBD O/S | % | |
| 6.3 | Transportation, Circulation & Parking 14th Street Cycling Route Improvement | That the Transportation & Utilities Department, Transportation Division, assess the 14th Street shared use on-street cycling route and consider opportunities to improve cyclist safety. | TBD O/S | % | |
| 6.4 | Transportation, Circulation & Parking Parking Protected Cycling Lanes | That the Community Services Department, Planning & Development Division, and the Transportation & Utilities Department, Transportation Division, consider creating a north-south and an east-west parking protected cycling lane in and near Varsity View. Suggested routes to consider are Wiggins Avenue (north-south) and 14th Street (east-west), although the proposed Active Transportation Plan is expected to evaluate all potential cycling corridors across the city and identify the routes of greatest benefit to cyclists. | TBD \$ | % | |

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| Neighbourhood: Varsity View | | Secondary Subject: LAP | | | |
| 6.5 | Transportation, Circulation & Parking Additional Cycling Routes | That the Community Services Department, Planning & Development Division, and the Transportation & Utilities Department, Transportation Division, during the creation and implementation of the city-wide Active Transportation Plan consider adding cycling routes in and near Varsity View that link the neighbourhood amenities together, such as parks, the river, the University of Saskatchewan campus, College Drive and Clarence Avenue, as well as consider opportunities to establish commuter cycling routes that pass through the neighbourhood and connect primary destinations. | TBD \$ | % | |
| 6.6 | Transportation, Circulation & Parking College Drive Cycling | That the Transportation & Utilities Department, Transportation Division, and Community Services Department, Planning & Development Division, Urban Design Team, ensure any future changes to the College Drive transportation network also identify opportunities to safely accommodate cyclists and align with the key strategies that will be outlined in the city-wide Active Transportation Plan. | TBD LT | % | |
| 6.7 | Transportation, Circulation & Parking Integrate 'Alternative Transportation' Public Campaigns | That the Transportation & Utilities Department, Transportation Division; Corporate Performance Department, Environmental & Corporate Initiatives Division; and Saskatoon Transit, develop a comprehensive alternative transportation public campaign and user-friendly promotional materials. | TBD LT | % | |
| 7.1 | Heritage Heritage Priority Review | That the Community Services Department, Planning & Development Division, Heritage & Design Coordinator, schedule a meeting with the Varsity View Community Association to discuss the neighbourhood's heritage priorities and identify options for funding to commemorate built heritage or apply for Municipal Heritage Property Designation. | TBD O/S | % | |
| 7.2 | Heritage Cultural Resource Mapping | That the Community Services Department, Planning & Development Division, provide a Summer 2014 work placement opportunity to a student enrolled in the University of Saskatchewan's Cultural Heritage Mapping class, offered by the Interdisciplinary Center for Culture and Creativity. The student will receive input from the Community Services Department, Community Development Division; City Archivist; and Varsity View Community Association in the development of an inventory documenting the cultural resources of Varsity View, such as notable people, places, and programs available within the neighbourhood. | Completed | 100 % | A university student was hired in the summer of 2014 to complete the cultural resources mapping project. The research was compiled and added to the Varsity View Community Association website. The student also made a presentation to the Community Association in October 2014, as well as at an exhibition at the Storefront on 20th Street in November 2014. |
| 7.3 | Heritage Annual Community Day | That the Community Services Department, Community Development Division, schedule a meeting with the Varsity View Community Association to discuss the possibility of hosting an annual event in the neighbourhood that would showcase artists working within Varsity View and bring together residents from the neighbourhood. | TBD O/S | % | |
| 7.4 | Programming Albert Community Centre | That the Community Services Department, Community Development Division, schedule a meeting with the Albert Community Centre Management Committee and the Varsity View Community Association to discuss local recreational/programming needs and how those needs align with the Albert Community Centre and the implementation of the Culture Plan. | TBD LT | % | |

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| Neighbourhood: Varsity View | | Secondary Subject: LAP | | | |
| 8.1 | Campus-Community Collaboration | That the Varsity View Community Association and University of Saskatchewan, Business Opportunities Section establish a regular meeting schedule between the Varsity View Community Association and appropriate University of Saskatchewan sections. The agenda items for Varsity View Community Association-University of Saskatchewan meetings would be determined on an ongoing basis by the community and campus representatives, but could include discussions of opportunities for future collaborations on community relations topics (such as cross-promotion, placemaking, cultural events, other local cultural ventures, etc.) or focus upon campus development topics (such as long-term planning, logistics, safety, parking, facilitating growth, etc.). | TBD LT | % | |
| Neighbourhood: Varsity View | | Secondary Subject: | | | |
| 9.1 | Varsity View 9.1 - Property Maintenance Bylaw | That the Community Services Department, Planning & Development Division, submit information regarding the City of Saskatoon Property Maintenance Bylaw to the Varsity View Community Association and request that it be published in a future edition of the Community Association newsletter. | Completed | % | Saskatoon Fire Department has been contacted to provide information about the Property Maintenance Bylaw. They have advised that information on their website is current and can be used for inclusion in the newsletter. A document has been prepared and forward to the community association to include in the winter edition of the Varsity View newsletter. |
| 9.2 | Additional Garbage Receptacles | That the Community Services Department, Planning & Development Division, and Corporate Performance Department, Environmental & Corporate Initiatives Division, conduct an assessment of all parks in Varsity View and the Albert Recreation Unit to determine if any additional garbage receptacles should be installed, as well as consider the installation of recycling receptacles and solar compactors, if appropriate. | Started O/S | 50 % | Site visit was conducted on 4Nov14 with Neighbourhood Safety, Parks, Community Development, Environmental Services and the community. All the parks in the neighbourhood were reviewed, and it was determined that only President Murray Park and Albert Park required additional garbage cans. Facilities will be contacted regarding purchasing and installing the additional garbage cans in the identified locations. Community Association has expressed interest in purchasing a larger garbage, that has a solar compactor component and recycling at an additional cost. Environmental Services will conduct additional research into makes and models and coordinate with the Community Consultant. |
| 9.3 | Maintenance of Undergrowth, Bushes and Trees | That the Community Services Department, Parks Division, trim and/or remove overgrown, unhealthy or volunteer growth of trees, bushes, and shrubs around the picnic area and the tennis courts in Albert Park, surrounding the benches in the north-west corner of Raoul Wallenberg Park, and around the benches and the fence in Albert Recreation Unit in order to increase visibility into and through the site. | Completed | % | The Parks Division conducted tree trimming on 3 Sept 14 in all three parks identified in this recommendation. Neighbourhood Planning conducted a site visit on 24 Sept 14 to document the work and to ensure that the concerns identified in the LAP had been address. |
| 9.4 | Albert Recreation Unit Playground Upgrade | That the Community Services Department, Community Development Division and Parks Division, and Corporate Services Department, Civic Facilities & Fleet Division, re-paint the metal play structure on the north end of the Albert Recreation Unit and assess the feasibility of upgrading the play structure. | TBD \$ | % | |
| 9.5 | No Parking Zones at Pathway Entrances to President Murray Park | " That the Transportation & Utilities Department, Transportation Division, increase the "No Parking" zones at the north and south access points of President Murray Park on Aird Street and Colony Street to 50 metres (25 metres in both directions from centre of pathway). This will reduce obstructed sightlines at the access points into the park on Munroe Avenue." | TBD O/S | % | |

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| Neighbourhood: Varsity View | | Secondary Subject: | | | |
| Neighbourhood Safety | | " That the Community Services Department, Planning & Development Division, write a letter to Brunskill School, Brunskill School Community Council, and the Kinsmen Children's Centre administration outlining safety concerns that were identified in the safety audit, along with suggestions that are aimed at addressing the concerns." | Completed | 80 % | A letter outlining the details of the safety audit and making suggestions to improve safety was sent to Brunskill School, Kinsmen Children's Centre and the Community Association. |
| 9.6 | Brunskill School and Kinsmen Children's Centre Safety Concerns | | | | |
| Neighbourhood: West Industrial | | Secondary Subject: LAP | | | |
| Economic Development | | That the Riversdale Business Improvement District, with the assistance of the City of Saskatoon, City Planning Branch, facilitate discussions with the Chamber of Commerce, North Saskatoon Business Association, Saskatoon Regional and Economic Development Authority, and stakeholders in West Industrial and South West Industrial to consider options to improve business representation in the southwest industrial area. | Completed | 100 % | City Planning conducted a survey of businesses in August 2006 to gauge interest in expanded business representation for West Industrial. On Tuesday June 19, 2007 a community meeting was called to provide information and a forum for discussion in regards to the business representation needs of West Industrial. Representatives from the Riversdale Business Improvement District, the Saskatoon Chamber of Commerce and the North Saskatoon Business Association were present to provide information about their activities and their relevance to West Industrial. The meeting had a low turn out, as such follow up information was sent to businesses on July 9 2007, giving businesses the chance to pursue further representation as they see fit. |
| 1.1 (a) | Business Representation | | | | |
| Economic Development | | That the Community Services Department, City Planning Branch, proceed to implement the proposed boundary change to include the area identified on Map 1.1, and that affected stakeholders be given the opportunity to provide input into the proposed changes. | TBD | 0 % | |
| 1.1 (b) | Boundary Change | | O/S | | |
| Economic Development | | That the Community Services Department, City Planning Branch, facilitate the opportunity for stakeholders to consider a name change in tandem with the proposed boundary change. | TBD | 0 % | |
| 1.1 (c) | Name Change | | O/S | | |
| Economic Development | | That the Community Services Department, City Planning Branch, make available the contact list for the West Industrial Area and that it be joined with the Community Association contacts and updated regularly to ensure that both residents and industry are included in consultation processes that take place within the West and South West Industrial Area. | Completed | 100 % | This recommendation is ongoing. |
| 1.2 (a) | Maintain contacts | | | | |
| Economic Development | | That the Community Services Department, City Planning Branch, facilitate the opportunity for the creation of a West Industrial LAP Implementation Committee (comparable to a Local Civic Committee) with representatives from businesses, property owners, residents, nearby Community Associations, the Riversdale Business Improvement District and other interested stakeholders. | Completed | 100 % | On April 24, 2007 a West Industrial LAP Implementation Update meeting was held to update LAP committee members on the status of recommendations and to receive input on some recommendations. At this meeting it was decided that the LAP Committee would act as the Implementation Committee and would welcome any others who would like to join. The committee will meet periodically to discuss the implementation of specific recommendations. |
| 1.2 (b) | Implementation Committee | | | | |
| Economic Development | | That the Community Services Department, City Planning Branch, incorporate into the implementation strategy for the West Industrial Area a stakeholder bus and/or walking tour of both the businesses and residence located in the West and South West Industrial Area. | Completed | 100 % | A Bus/Walking tour took place on May 29, 2007 for all residents, business owners and other stakeholders. The tour provided the opportunity to see development in the area and discuss what is on the horizon. |
| 1.2 (c) | Bus/Walking Tour | | | | |
| Economic Development | | That City Council instruct the Community Services Department, City Planning Branch to undertake a Concept Plan for the West Industrial Area in consultation with stakeholders as a first step in implementing the Local Area Plan. | Completed | 100 % | City Council approved the West Industrial Concept Plan on May 20, 2008. |
| 1.3 (a) | Concept Plan | | | | |

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| Neighbourhood: West Industrial | | Secondary Subject: LAP | | | |
| Economic Development 1.3 (b) | Implementation Schedule | That the Concept Plan identify an implementation schedule that phases in the construction of roads, sidewalks, lighting and other priorities identified in the West Industrial Area Local Area Plan. | TBD O/S | 0 % | City Planning to undertake in 2009, after the approval of the West Industrial Concept Plan. |
| Economic Development 1.4 (a) | Enterprise Zone Review | That City Council instruct the Community Services Department, City Planning Branch to undertake an immediate review of the Municipal Enterprise Zone Program, in consultation with representatives of all affected areas and in partnership with the Saskatoon Regional Economic Development Authority, the Riversdale Business Improvement District and the Saskatoon District Chamber of Commerce. | Completed | 100 % | On March 13 2006, City Council approved a report recommending that the Enterprise Zone Program be renewed and that funding of \$500,000 be provided from the 2005 year-end surplus. |
| Economic Development 1.4 (b) | Resource Allocation | That consideration is given to allocating additional resources to actively pursue businesses contemplating start up or expansion in the West Industrial Area and other Enterprise Zone locations. | Completed | 100 % | Additional resources were allocated to Riversdale Business Improvement District in 2004-05. Business Improvement Districts (BIDs) in Saskatoon are funded through a Tax Levy on their area, which they propose with their budget to City Council. In addition the Riversdale, Downtown and Broadway BIDs each 1% of parking meter funds collected in the city. |
| Economic Development 1.5 | New Incentives | That the Community Services Department, City Planning Branch in partnership with the Saskatoon Regional and Economic Development Authority, the Riversdale Business Improvement District and other affected stakeholders, prepare a report for City Council that considers creating a Dedicated Core Area Redevelopment Fund and/or a Tax Incremental Financing District to assist with facilitating redevelopment in the West Industrial Area. | Completed | 100 % | The expansion of the City of Saskatoon's Enterprise Zone program offers a number of incentives to encourage redevelopment in the West Industrial area. The Enterprise Zone was expanded in 2005 to include the West Industrial area. City Administration reviewed the possibility of implementing a Tax Increment Financing district in Saskatoon, but did not support the implementation of such a program. |
| Economic Development 1.6 | Promoting Trades | That the Riversdale Business Improvement District work with stakeholders in the West Industrial Area to actively pursue establishing training and mentorship partnerships, to promote small trade business development in the area to all stakeholders, and evaluate the area as a potential next step for businesses that outgrow the proposed Light Industrial Business Incubator. | Completed | 100 % | In August 2006, the City Planning Branch conducted a survey in West Industrial that included a question on the need for more skilled labour and trade in West Industrial. This was followed up with a LAP meeting on June 19, 2007, which provided information and a forum for discussion on the need for more labourers in West Industrial. A representative from the Saskatoon Labour Market Committee (SLMC) was present and information from the SLMC was sent out to businesses in July 2007. In addition on August 13, 2007, Saskatoon Ideas Inc., a business incubator and business resource center opened in River Landing Phase II. |
| Transportation, Circulation & Parking 2.1 | South River Crossing | The West Industrial Local Area Plan Committee endorses the City of Saskatoon's direction for construction of a South River Crossing commencing at the earliest possible time, and endorses the Riversdale West Central Business Development Strategy recommendation that a South Bridge be constructed to provide improved access to and from businesses located within the South West and West Industrial Area. | Completed | 100 % | After significant public consultation the Circle Drive South River Crossing Functional Plan was approved by Executive Committee on May 22, 2007. The plan included alignment of the bridge and roadways on the east and west sides of the river. Construction and re-alignment of roadways is set to begin in 2010 and the bridge is expected to be completed October 2012. |

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| Neighbourhood: West Industrial | | Secondary Subject: LAP | | | |
| 2.10 | Bike Route | That upon approval to purchase and develop of the 17th Street Right of Way west of Avenue P for the purposes of an Arterial roadway, the Infrastructure Services Department, Municipal Engineering Branch initiate conceptual design plans to implement and expand the Bike Facility Network Plan to integrate the portion of the 17th Street Right of Way for both pedestrian and cycling purposes between Avenue P South and 11th Street West. | Completed | 100 % | <p>A Concept Plan has been completed for the West Industrial area which includes the extension of the bike route currently being developed along 17th Street between Spadina Crescent and Avenue P. Open Houses were held October 3, 2007 and November 21, 2007. The Concept Plan was adopted by City Council on May 20, 2008.</p> <p>Negotiations for the purchase of the 17th Street Right of Way west of Avenue P are ongoing.</p> <p>The Infrastructure Services Department formed a Cycling Advisory Group in 2009 to provide citizens' perspectives on cycling facilities, policies and programs. The Neighbourhood Planning Section will work with Infrastructure Services to discuss options for improving the Bicycle Facility Network within West Industrial according to the concept plan.</p> <p>The city purchased the abandoned railroad right-of-way along the south side of 17th Street from Avenue P eastward to the river and redeveloped the space into a "linear green space"; with a pedestrian and cyclist pathway.</p> |
| 2.11 | Transit Study | That the Utility Services Department, Transit Services Branch notify the West Industrial Local Area Plan Committee of opportunities to participate in the Transit Services Strategic Plan; and that consideration is given through the Strategic Plan to expanding bus services into the Area. | Completed | 100 % | <p>Transit Survey information forwarded to West Industrial LAP Committee and Strategic Plan underway. Transit Services Strategic Plan was completed in 2005 with new routes and service changes coming into effect on July 2, 2006.</p> |
| 2.2 | Avenue P Truck Route | That further consideration to closing Avenue P between 22nd Street and 17th Street South as a truck route not occur until the recommendations in the Pleasant Hill and King George Local Area Plans that address resident concerns on Avenue P are implemented, and/or an alternative route for trucks is constructed. | Completed | 100 % | <p>On September 4, 2007 the revised Truck Bylaw was approved by City Council. A informational campaign and the phasing in of the new Truck Bylaw will occur over fall and winter 2007/2008.</p> <p>The Truck Bylaw currently shows Avenue P between 22nd Street and ~18th Street as Secondary Truck Route (MAX 46500 kg or 102400 lbs).</p> |
| 2.3 | Truck Routes | That the Infrastructure Services Department, Traffic Management Group ensure that confirmed Truck Route information is made available to businesses to inform their transport companies of the changes. | Completed | 100 % | <p>The Truck Bylaw was passed at Planning and Operations Committee on August 14, 2007, and City Council on September 4, 2007. An informational campaign and the phasing in of the new Truck Bylaw will occur over the fall and winter of 2007/2008.</p> |
| 2.4 (a) | 17th Street Right of Way | That City Council support in principle the purchase and development of the 17th Street Right of Way west of Avenue P by the City of Saskatoon. | Started | 50 % | <p>A draft West Industrial Concept Plan has been completed that includes the extension of 17th Street along the 17th Street Right of Way. Public open houses occurred on October 3, 2007 and November 21, 2007. The Concept Plan was adopted by City Council on May 20, 2008.</p> <p>Negotiations with CN railways to purchase the right of way west of Avenue P are ongoing.</p> |
| 2.4 (b) | Multi-Modal Link | That the 17th Street Right of Way serve as a multi-modal link that includes a Arterial roadway, pedestrian, bike and green space linkage extending from Spadina Crescent West. | Completed | 100 % | <p>Construction of the 17th Street Green Space and Pathway System, running from Spadina Crescent to Avenue P was completed in the summer of 2008.</p> |
| 2.5 | 11th Street & Avenue P Intersection | That the Infrastructure Services Department, Traffic Operations Group implement measures to improve the turning radius of the 11th Street West and Avenue P South intersection, and that the West Industrial Local Area Plan Committee be consulted regarding future changes to the use and/or design of the intersection. | Started | 50 % | <p>A report went to Planning & Operations Committee on March 9, 2007, proposing designs for the modified Avenue P & 11th Street intersection.</p> <p>Upgrades were made to the intersection in 2012.</p> |

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| Neighbourhood: West Industrial | | Secondary Subject: LAP | | | |
| 2.6 | Opening Avenue O | That the Infrastructure Services Department, Parks Branch and Municipal Engineering Branch undertake the necessary steps, including a funding plan, to open Avenue O South at 17th Street West with the construction of the 17th Street Right of Way Green Space Linkage Concept Plan, and that the informal east/west lane between Avenue O and Avenue N be closed in conjunction with opening Avenue O South. | Completed | 100 % | This was completed June 2007 as part of the 17th Street Greenspace and Pathway System development. |
| 2.7 (a) | Clearing Lanes & Roads | That based on the proposed Concept Plan, the Infrastructure Services Department, Municipal Engineering Branch prepare a report that considers the potential to clear and develop impassable lanes and roads (identified in Map 2.6), which includes funding sources and development phasing options. | TBD LT | 0 % | |
| 2.7 (b) | Lane & Road Development | As opportunities for road and/or lane development present themselves in the West Industrial Area, every effort should be made by the Infrastructure Services Department, Municipal Engineering Branch and Community Services Department, City Planning Branch to facilitate these opportunities. | Started \$ | 50 % | The following streets were upgraded between 2006-2010 in the Capital Plan for Gravel Street Improvements. 19th Street - Avenue L to Avenue N; Avenue K - 17th Street to 18th Street; Avenue N - 17th Street to 18th Street; 18th Street - Avenue L to Avenue N; Avenue M - 17th Street to 19th Street; Avenue O - 16th Street to 17th Street. Weldon Avenue north of 16th Street remains outstanding as of 2014. Sidewalk was installed on the west side of Avenue P from 11th Street to 17th Street. |
| 2.8 | Parking | That the Infrastructure Services Department, Municipal Engineering Branch undertake a parking review, upon the development of paved roads, curbs and gutters, in consultation with the affected property owners, to look at options to improve parking in the area defined in Map 2.7. | TBD O/S | 0 % | Parking Services will conduct study once road development in the area is completed. |
| 2.9 (a) | 19th Street Linkage | That the Infrastructure Services Department, Municipal Engineering Branch when undertaking the feasibility study to develop the Canadian Pacific Rail Right of Way into a future bike and pedestrian linkage take into consideration the importance of 19th Street West as a bike and pedestrian linkage between the communities of Pleasant Hill, Riversdale and the West Industrial Area. | Completed | 100 % | On October 30, 2007, the City Planning Branch presented the Rails with Trails Feasibility Study to the Planning and Operations Committee. On November 5, 2007, the Study was adopted by City Council with a recommendation that the General Manager of Infrastructure Services report back to City Council upon conclusion of discussions with Canadian Pacific Railways concerning the Rails with Trails feasibility initiative in Saskatoon. The 19th Street Linkage was included in the study. |

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| Neighbourhood: West Industrial | | Secondary Subject: LAP | | | |
| 2.9 (b) | Transportation, Circulation & Parking Pedestrians and Bike Routes | That the Community Services Department, City Planning Branch ensure that the Existing Informal Pedestrian and Bike Routes (map 2.8) are recognized as priority locations for surface deficiency improvements (e.g. sidewalks and paved roads) when undertaking the proposed Concept Plan or other improvement plans for the area. | Started \$ | 75 % | In 2007 the 17th Street Right of Way was developed to include a pedestrian/bicycle path extending from Spadina Crescent to Avenue P. The following roads were upgraded in 2008: Avenue K from 17th Street to 18th Street Avenue N from 17th Street to 19th Street 19th Street from Avenue L to Avenue M On Avenue K and 19th Streets, the upgrades included sidewalks. In addition, a sidewalk was constructed on the west side of Avenue P from 11th Street to 17th Street. In May 2008, the West Industrial Concept Plan was adopted by City Council. It includes a proposed multi-modal path and parkspace running parallel to the CPR right-of-way up to the proposed intersection of 17th street and 11th Street. In addition, a number of sidewalks are proposed on potential new and existing streets in the area. |
| 3.1 | Transportation, Circulation & Parking Infrastructure Network Plan | That the Infrastructure Services Department, Municipal Engineering Branch, Planning & Design Section undertake an integrated network plan for the long-term provision of sanitary, storm and water systems in tandem with the proposed West Industrial Area Concept Plan. | Completed | 100 % | The West Industrial Infrastructure Network Plan was completed in 2009. As land use changes occur and the West Industrial Concept Plan proceeds, infrastructure services to the area will be upgraded. |
| 3.2 | Infrastructure & Municipal Services Surface Deficiencies | That the Infrastructure Services Department, Administration Branch include the deficiencies identified in the Local Area Plans when prioritizing work under the proposed Capital Project to ensure the provision of surface improvements in developed areas. | Started \$ | 90 % | The following streets were upgraded between 2006-2010 in the Capital Plan for Gravel Street Improvements: 19th Street - Avenue L to Avenue N; Avenue K - 17th Street to 18th Street; Avenue N - 17th Street to 18th Street; 18th Street - Avenue L to Avenue N; Avenue M - 17th Street to 19th Street; Avenue O - 16th Street to 17th Street. Weldon Avenue north of 16th Street remains outstanding as of 2014. Sidewalk was installed on the west side of Avenue P from 11th Street to 17th Street. |
| 3.3 | Infrastructure & Municipal Services Lighting | That the Utility Services Department not proceed with initiating the installation of additional lights in the West Industrial Area until a Concept Plan has been completed. | Started LT | 20 % | Saskatoon Light & Power was advised that West Industrial Concept Plan has been completed and that lighting improvements should be considered in areas that were not affected by the Concept Plan. |
| 3.4 | Infrastructure & Municipal Services Tree Planting | That the Infrastructure Services Department, Parks Branch, give priority to inventorying the West Industrial Area under the Industrial Area Boulevard Tree Planting Program and that Avenue P is recognized as the priority location for tree plantings by stakeholders in and around the West Industrial Area. | Started LT | 75 % | An inventory of trees in West Industrial has been completed: there are currently 66 trees in the West Industrial community. Additional trees will be planted as part of the 17th Street Green Space and Pathway System. In addition the West Industrial Concept Plan, adopted by City Council on May 20, 2008, includes opportunities for new trees to be planted west of Avenue P. Planting conditions along Avenue P are poor and Urban Forestry will not be able to plant any additional trees in the area. However, additional planting sites may exist along the 17th Street extension, and may be pursued at a later date. |

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| # | Name | Recommendation | | Complete | |
| Neighbourhood: West Industrial | | Secondary Subject: LAP | | | |
| Land Use (Commercial/Industrial) 4.1 (a) Proposed Land Use | That City Council endorse the proposed land use policy map identified in Map 4.2 titled, "West Industrial Proposed Land Use Policy Map" and instruct the Community Services Department to amend the Development Plan Bylaw No. 7799 to reflect the proposed policy map upon further consultation with affected property owners. | Completed | 100 % | City Council approved the proposed land use changes on October 27, 2008. | |
| Land Use (Commercial/Industrial) 4.1 (b) Proposed Mixed Use Policy | That City Council, approve in principle, a Mixed Use Policy District as outlined in Appendix 4.1 titled, Proposed Mixed Use Policy District, and that the Community Services Department be instructed to initiate the necessary procedure to amend the Development Plan Bylaw No. 7799 to include the Mixed Use Policy District. | Completed | 100 % | Mixed Use Policy passed by City Council December 12, 2005. | |
| Land Use (Commercial/Industrial) 4.2 (a) Proposed Zoning | That City Council endorse, in principle, the proposed Zoning Policy map identified in Map 4.4 titled, "West Industrial Proposed Zoning Policy Map" and instruct the Community Services Department to amend Zoning Bylaw No.7800 to reflect the proposed changes upon further consultation with affected property owners. | Completed | 100 % | City Council approved the proposed zoning changes on October 27, 2008. | |
| Land Use (Commercial/Industrial) 4.2 (b) Land Use Review | That the Community Services Department, City Planning Branch and Development Services Branch undertake periodic reviews of properties designated Transitional Land Use in the West Industrial Area to determine if a Light Industrial land use and zoning designation can be accommodated. | TBD LT | 0 % | Recommendation is considered ongoing. More consideration will be given after Land Use changes occur. | |
| Land Use (Commercial/Industrial) 4.2 (c) Amend MX Zoning District | That City Council endorse, in principle, the proposed amendments to the Mixed Use Zoning District (MX1) as shown in Appendix B titled, Proposed Amendments to the Mixed Use Zoning District and instruct the Community Services Department to prepare the MX1 Zoning Bylaw to reflect the proposed changes. | Completed | 100 % | The Mixed Use Zoning District (MX1) passed City Council on December 12, 2005. | |
| Land Use (Commercial/Industrial) 4.3 Performance Standards | That the Utility Services Department, Environmental Protection Branch, in conjunction with the Community Services Department, Development Services Branch and City Planning Branch, the Fire and Protective Services Department, and other partner organizations, prepare a terms of reference for a capital project to improve industry related standards for nuisance and/or noxious conditions, expanding on existing performance standards, with a view to incorporating these new standards in the development review and bylaw enforcement processes. | TBD LT | 0 % | <p>The province formed the Western Yellowhead Air Management Zone in 2014; the City of Saskatoon has a representative on the Board of this organization. The province initiated an Air Quality study in Saskatoon in 2014, to be completed and published in 2015.</p> <p>The Waste Bylaw has been updated to accommodate conversion from large shared waste bins in back alleys to single garbage carts that are the responsibility of individual property owners. The City has developed complaint-based procedures for dealing with issues related to improperly-discarded solid waste.</p> <p>Source Control Programs for the Sanitary Sewer are being developed in relation to the Sewage Waste Control Bylaw. Educational materials for these programs will include information about the difference between the sanitary sewer and the storm sewer, as well as the appropriate substances that can be handled by each sewer system.</p> <p>A new provincial Environmental Code that governs handling and disposal of contaminated soils will come into effect on June 1, 2015.</p> | |

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| Neighbourhood: West Industrial | | Secondary Subject: LAP | | | |
| Environment | | | Completed | 100 % | |
| 5.1 | Brownfield Redevelopment Plan | That the Utility Services Department, Environmental Protection Branch lead the preparation of a brownfield redevelopment plan that expands on the work initiated through the Riversdale West Central Business Development Strategy, Project Management Committee, through partnership with the Fire and Protective Services Department, Community Services Department, Development Services Branch and City Planning Branch, and in consultation with appropriate stakeholder (such as the Riversdale Business Improvement District, Saskatchewan Environment and Saskatchewan Public Health). | | | Redeveloping Brownfields in Saskatoon: A Guidebook was completed and presented on our website in electronic format. Hard copies of the guidebook were sent to all parties who participated in the development of the guidebook, while 10 copies were sent to each of the BID's for distribution as they see fit. All copies of the guidebook were accompanied by a letter explaining the origin of this guidebook, it's contents and advantages, along with where it can be found on the City website. |
| Environment | | | Completed | 100 % | |
| 5.2 | Landscaping | That the Community Services Department, Development Services Branch, through the use of flexible landscaping standards for commercial and industrial development, ensure that the appropriate landscaping is provided in conjunction with all new development in the West Industrial Area. | | | On April 19, 2004 City Council amended the Zoning Bylaw to allow flexible landscaping standards for commercial and industrial development, helping ensure appropriate landscaping is provided with any new development. |
| Environment | | | TBD | 0 % | |
| 5.3 | Awards Program | That the Community Services Department, Development Services Branch, be encouraged to develop an industrial/commercial landscaping awards program that considers criteria such as building design, property improvements, beautification, good neighbour relations, and community collaboration. | LT | | To be determined. |
| Environment | | | Completed | 100 % | |
| 5.4 (a) | Property Maintenance Brochure | That the Fire and Protective Services Department work with the Riversdale Business Improvement District to distribute the Property Maintenance, What you need to know brochure and information about the Health and Safety Hotline to business and property owners in the West Industrial Area prior to the undertaking an area clean up. | | | "What you need to know" brochure given to RBID to distribute with their business directory in November, 2004. |
| Environment | | | TBD | 0 % | |
| 5.4 (b) | Property Maintenance Schedule | That the Fire and Protective Services Department, in consultation with the Utility Services Department, Environmental Protection Branch and Community Services Department, Development Services Branch draw up a timeline and schedule for enforcing The Property Maintenance & Nuisance Abatement Bylaw No. 8175, Waste Bylaw No. 5203 and Zoning Bylaw No.7800 in the West Industrial Area. | \$ | | Representatives from Fire and Protective Services, Utility Services, and Community Services met in the spring of 2012 to strategize and coordinate potential initiatives to enforce simultaneously Property Maintenance and Nuisance Abatement Bylaw, Waste Bylaw, and Zoning Bylaw. |
| Environment | | | Completed | 100 % | |
| 5.4 (c) | Summer Clean-Up | That the Riversdale Business Improvement District, with assistance from the West Industrial Local Area Plan Committee, and any potential corporate sponsors, host an annual West Industrial Area clean up in summer 2005, 2006 and 2007 with the support of Fire and Protective Services Department, the Utility Services Department, Environmental Protection Branch and the Graffiti Reduction Task Force. | | | On Saturday June 2nd the 2nd Annual West Industrial Community Clean Up was held in conjunction with the Riversdale and Pleasant Hill Community Clean Ups. |
| Neighbourhood Safety | | | Completed | 100 % | |
| 6.1 | Crime Statistics | That the Saskatoon Police Services add the West Industrial Area to the list of areas that receive crime statistic breakdowns and that once this is complete, the West Industrial Local Area Plan Committee be notified. | | | The West Industrial Area has been added to the list of neighbourhoods which receive crime statistics breakdowns. This information was passed on at a West Industrial Local Area Plan Implementation meeting on April 24, 2007. A list of people interested in receiving crime statistics breakdowns was made and a contact found who will now act as the liason with the police and pass on bulletins to West Industrial stakeholders. |

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| # | Name | | | Complete | |
| Neighbourhood: West Industrial | | Secondary Subject: LAP | | | |
| Heritage | | | Completed | 100 % | The West Industrial Area Historical Chronology was completed December 15, 2006. |
| 7.1 (a) | Historical Chronology | That the City Clerks Office, Records Management, City Archivist prepare a project outline to build on the Saskatoons West Industrial Area: An Historical Background chronology and interpretation of the West Industrial Area that was initiated in 2002 by generating a more comprehensive summary, including stakeholder interviews and photographs, of human and material events that have occurred in the area. | | | |
| Heritage | | | Completed | 100 % | West Industrial Heritage Chronology was completed in December 2006. The chronology was presented to the Municipal Heritage Advisory Committee on March 13, 2007 and City Council on March 26, 2007. It was also presented to the West Industrial LAP Committee and other stakeholders at a public meeting April 24, 2007. The chronology is currently available for viewing on the the Local Area Planning website. |
| 7.1 (b) | Sharing Historical Information | That once the report is complete, it is presented to the Municipal Heritage Advisory Committee and City Council for information and made available to residents, businesses, property owners and other stakeholders in the West Industrial Area and adjacent Community Associations. | | | |
| Heritage | | | Completed | 100 % | The Development Services Branch sent letter out on November 17, 2004. |
| 7.2 (a) | 515 Avenue N South | That the Community Services Department Heritage Coordinator advise the owner(s) of 515 Avenue N South (Parrish & Heimbecker) of the potential opportunities presented by the City of Saskatoon Heritage Conservation Program and other heritage initiatives. | | | |
| Heritage | | | Completed | 100 % | The Development Services Branch sent letter out on November 17, 2004. |
| 7.2 (b) | 1920-11th Street West | That the Community Services Department Heritage Coordinator advise the owner(s) of 1920-11th Street West (Weldons Concrete Products) of the potential opportunities presented by the City of Saskatoon Heritage Conservation Program and other heritage initiatives. | | | |
| Heritage | | | Completed | 100 % | The Development Services Branch sent letter out on November 17, 2004. |
| 7.2 (c) | 1502 - 17th Street West | That the Community Services Department Heritage Coordinator advise the owner(s) of 1502-17th Street West (Shamrock Seeds Ltd.) of the potential opportunities presented by the City of Saskatoon Heritage Conservation Program and other heritage initiatives. | | | |
| Heritage | | | Completed | 100 % | Bricks delivered to Nicholson Yard on November 22, 2004 to be stored until they can be used for future interpretative sign. |
| 7.3 (a) | Brick Inventory | That the Community Services Department Heritage Coordinator investigate options for storage and inventory of the brick that has been salvaged from the Imperial Oil Buildings demolition, in consultation with the business owner that is currently storing the brick. | | | |
| Heritage | | | Completed | 100 % | A letter requesting West Industrial Business/property owners to advise the City of possible heritage artifacts suitable for a commemorative feature or neighbourhood sign was sent to all businesses in the West Industrial area, along with Randy Pshebylo (Riversdale BID), Phylis Loenden (Ideas Inc) and Councillor Lorje as they were identified to have knowledge of possible artifacts. |
| 7.3 (b) | Historical Artifacts | That all of the businesses which may have historically significant artifacts on site are notified of the potential to include these materials in a future interpretive sign or other commemorative feature for the West Industrial Area. | | | |
| Heritage | | | TBD | 0 % | The Comprehensive Heritage Inventory is now complete. This recommendation can proceed. |
| 7.3 (c) | Commemorative Sign | That a report recommending the options for the preservation, design and incorporation of the brick that has been salvaged from the Imperial Oil Building into a commemorative entry point sign at one of the four proposed locations be presented to the Urban Design Committee (shown in map 7.1), and the Municipal Heritage Advisory Committee. | O/S | | |
| Heritage | | | Completed | 100 % | The Development Services Branch sent Imperial Oil bricks to Frank Korvemaker, an Archivist with the Government Records Branch in Regina on November 12, 2004 for interpretation. |
| 7.3 (d) | Brick Collection | That the Community Services Department Heritage Coordinator work with the Saskatchewan Heritage Foundation to interpret the preserved bricks from the Imperial Oil Buildings for potential inclusion in the North American Brick Collection. | | | |

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| # | Name | | | | |
| Neighbourhood: Westmount | | Secondary Subject: LAP | | | |
| Land Use (Other) | | | | | |
| 1.1 | Proposed Westmount Land Use Policy Map | That the Community Services Department, Planning & Development Branch, initiate the necessary procedure to amend the Westmount Land Use Policy Map, in the Official Community Plan No. 8769 with the proposed land use designations in Map 1.2, titled "Westmount Local Area Plan Proposed Land Use Map". | TBD O/S | 0 % | |
| Land Use (Other) | | | | | |
| 1.2 | Update the Summary of the Westmount Neighbourhood and its Land Use Policies in the Official Community Plan | That the Community Services Department, Planning & Development Branch, initiate the necessary procedure to amend the Official Community Plan No. 8769 Section 20.1.1.4 to update the summary of the Westmount neighbourhood and its land use policies. | Completed | 100 % | The Westmount neighbourhood descriptions has been removed from the OCP. The Future Growth Section will delete these as part of the OCP review. |
| Land Use (Commercial/Industrial) | | | | | |
| 1.3 | B3 Zoning District | That the Community Services Department, Planning & Development Branch, initiate the necessary procedure to amend the Zoning Bylaw No. 8770 to permit, as a Discretionary Use, multiple-unit dwellings and other residential uses above grade in conjunction with permitted uses in the B3 Zoning District. | TBD O/S | % | |
| Land Use (Other) | | | | | |
| 1.4 | Proposed Westmount Zoning | That the Community Services Department, Planning & Development Branch, initiate the necessary procedure to amend the Zoning Bylaw No. 8770 with the proposed Zoning Districts identified in Map 1.5, titled "Westmount Local Area Plan Proposed Zoning Map". | TBD O/S | % | |
| Land Use (Residential) | | | | | |
| 1.5 | One and Two-Unit Infill Housing | That the Community Services Department, Planning & Development Branch, review the "70% of average site width" requirement for new construction of one and two-unit dwellings in the R2 Zoning District to better facilitate infill development. | Started O/S | 25 % | In January 2015 a report will be considered by Council that includes a number of infill-related regulations. Among the proposed changes are adjustments to the 70% rule, which is being recommended to be knocked back to 60% for "Category 2" neighbourhoods, which includes Westmount. |
| Housing | | | | | |
| 2.1 | Home Repair/Renovation Programs and Housing Handbook | That the Community Services Department, Planning & Development Branch distribute information to all homeowners, tenants and landlords of residential properties in Westmount regarding the various home repair and renovation programs currently available from the Saskatchewan Housing Corporation and ensure that the Westmount Community Association receives copies of the "Housing Handbook" booklet, that the booklet be advertised in the Community Association newsletter with copies made available to residents at a convenient neighbourhood location, and an electronic version of the booklet be linked to their website. | Started O/S | 25 % | Information about the Housing Handbook was sent out in the November 2014 Westmount LAP Newsletter update. |

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| # | Name | | Complete | | |
| Neighbourhood: Westmount | | Secondary Subject: LAP | | | |
| Parks, Recreation & Open Space | | | | | |
| 3.1 | Redevelopment of Hudson Bay Area Parks | That Leisure Services Branch: i) seek Council approval to develop a Hudson Bay Area Parks Master Plan to redevelop Leif Erickson Park, Scott Park, Pierre Radisson Park, and Henry Kelsey Park creating a linear open space linkage extending northward from 23rd St W to Circle Dr; ii) that Pierre Radisson Park be identified as highest priority for redevelopment; iii) work with the Future Growth Section to assess the potential for re-naturalization of portions of park(s) to wetlands during the master planning process; iv) work with the Community Dev Branch to engage the surrounding communities in the master planning process for the Hudson Bay Area Parks; v) work with the Infrastructure Services Dept, Parks Branch to engage the schools in the area in the Urban Forestry Schools Plant Legacy In Trees program to plant new vegetation proposed in the redevelopment of the Hudson Bay Area Parks; and vi) work with the Corporate Services Dept, Animal Services Section to consider the feasibility and appropriate location for an Off-Leash Recreation Area in the park redevelopment project and assess the level of public support for the chosen location. | TBD \$ | % | |
| Parks, Recreation & Open Space | | | | | |
| 3.2 | Review Tree Replacement Setbacks | That the Infrastructure Services Department, Parks Branch, review the setback requirements for tree replacement when trees are removed due to utility or infrastructure upgrades for mature neighbourhoods that may not have tree planting patterns that meet the current setback requirements. | TBD O/S | % | |
| Parks, Recreation & Open Space | | | | | |
| 3.3 | Maintenance of Westmount Community School SPLIT Plantings | That the Infrastructure Services Department, Parks Branch, Urban Forestry Section, meet with the Westmount Community School to assist the school in developing a maintenance plan for the Schools Plant Legacy In Trees (SPLIT) project to promote care and safety on the Westmount school grounds. | TBD O/S | % | |
| Health | | | | | |
| 4.1 | Neighbourhood Active Living Potential (NALP) | That the Community Services Department, Planning & Development Branch and University of Saskatchewan, Saskatchewan Population Health Evaluation Research Unit present the results of the Smart Cities Healthy Kids project to the Westmount community, and that the Community Services Department, Planning & Development Branch prepare a report to City Council summarizing the project results and identify any potential future policy directions that may improve Westmount's NALP score. | TBD O/S | 50 % | |
| Health | | | | | |
| 4.2 | Community Greenhouse for Central Established Neighbourhoods | That the Community Services Department, Community Development Branch and Infrastructure Services Department, Parks Branch, meet with CHEP Good Food Inc. (Child Hunger and Education Program) to investigate the feasibility of building a new community-operated greenhouse to serve the central established neighbourhoods. | TBD \$ | % | |
| Health | | | | | |
| 4.3 | Leif Erickson Community Garden | That the Community Services Department, Community Development Branch and Infrastructure Services Department, Parks Branch, meet with CHEP Good Food Inc. (Child Hunger and Education Program) to discuss the feasibility of increasing the size of the Leif Erickson Community Garden. | TBD O/S | % | If the Leif Erickson gardening group wishes to increase the size of their garden, they need to submit an application through the Community Consultant to the Garden Review committee. These applications are due December 1st of each year and reviewed in January so that the decision can be made in time to garden in the spring. |

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| Neighbourhood: Westmount | | Secondary Subject: LAP | | | |
| Health | | | Completed | 100 % | |
| 4.4 | Food System Assessment | That the Community Services Department, Planning & Development Branch, Neighbourhood Planning Section, work with CHEP Good Food Inc. (Child Hunger and Education Program), the Saskatoon Health Region, Public Health Observatory and the University of Saskatchewan's Saskatchewan Population Health Evaluation Research Unit to prepare a community food system assessment for Saskatoon. | | | In January 2014, a report was released by CHEP Good Food Inc., the City of Saskatoon, the Saskatoon Health Region, and the University of Saskatchewan. The report was the result of a year-long food assessment. The report contained ideas to enrich Saskatoon's food culture, increase food tourism, and boost the local share of food produced and sold in the region. The report recommends more collaboration among the organizations and the individuals who produce and distribute food in the city and region, and creating a food council to implement the actions. The strategy also includes longer-term recommendations about food sustainability, reducing waste, and improving the knowledge base about food systems. |
| Health | | | TBD | % | |
| 4.5 | Health & Wellness Committee | That the Community Services Department, Community Development Branch meet with the Westmount Community Association, Westmount Community School, and Saskatoon Health Region, in motion Program Consultant, to consider the formation of a Health & Wellness Committee to develop strategies for active living in the Westmount neighbourhood. | O/S | | |
| Transportation, Circulation & Parking | | | Completed | 100 % | |
| 5.1 | 22nd Street West Pedestrian Crossings | That the Infrastructure Services Department, Transportation Branch, conduct a pedestrian count on 22nd Street West between Avenue H North and Whitney Avenue, and determine appropriate measures to enhance pedestrian crossings at non-controlled intersections with the goal to improve pedestrian safety. | | | In August 2011, City Council approved a plan to install two new pedestrian actuated signals along 22nd Street West. These will be located at Avenue M and Avenue R. Infrastructure Services expects these crossings to be installed and operational in the Spring of 2012. Also, Infrastructure Services recently installed seven new pedestrian ramps along the north-side of 22nd Street West between Avenue H and Avenue R. Many additional pedestrian ramps were installed this past Fall (2011) or are planned for the south side of this roadway. Work on the south-side ramps began in September 2011. These ramps improve accessibility and safety for pedestrians. |
| Transportation, Circulation & Parking | | | Completed | 100 % | |
| 5.2 | School and/or Park Corridor Zone | That the Infrastructure Services Department, Transportation Branch, examine the feasibility of creating a School and/or Park Corridor Zone to enhance pedestrian safety along Rusholme Road from Avenue H North to Avenue U North and report the findings to the Westmount Community Association. | | | The Transportation has completed a traffic study of the area. The study indicated that the area did not warrant an additional school zone or any other type of pedestrian device. |
| Transportation, Circulation & Parking | | | Completed | 100 % | |
| 5.3 | 29th Street West Traffic Calming Measures | That the Infrastructure Services Department, Transportation Branch, determine if traffic calming measures are warranted on 29th Street West and report the findings to the Westmount Community Association. | | | The Transportation Branch has completed a traffic study. The study indicated that traffic calming is not warranted along 29th street. |
| Transportation, Circulation & Parking | | | TBD | % | |
| 5.4 | 29th Street West Speed Watch Trailer | That Saskatoon Police Services place a speed watch trailer on 29th Street West at the beginning of the 2011 high school year to help reduce speeding on the street and that this be repeated for the following four school years. | O/S | | Transportation is coordinating two pilot project locations with the speed watch trailers in Stonebridge and Willowgrove in 2015. If the pilot projects are effective, 29th Street West will be added to the list of locations to set up the trailers. |
| Transportation, Circulation & Parking | | | TBD | % | |
| 5.5 | Pedestrian/Cycling Crossings on Rusholme Road, 29th Street West, and 33rd Street between Hudson Bay Parks and Across Circle Drive | That the Infrastructure Services Department, Transportation Branch, and Parks Branch, integrate park upgrade designs with installations of new pedestrian crossing measures to facilitate safe pedestrian and cycling crossings between the Hudson Bay Area Parks and also across Circle Drive to facilitate movement into the Airport Business Area | \$ | | |

| Primary Subject / | | Recommendation | Status | % Complete | Summary Notes |
|---------------------------------|---|---|----------------|------------|---|
| # | Name | | | | |
| Neighbourhood: Westmount | | Secondary Subject: LAP | | | |
| 5.6 | Transportation Demand Management Plan Initiatives in Westmount | That the Infrastructure Services Department, Transportation Branch, and Community Services Department, Planning & Development Branch meet with the Westmount community to identify and implement transportation demand management initiatives in Westmount. | TBD LT | % | |
| 5.7 | Transportation, Circulation & Parking Public Campaign Materials to Promote Cycling | That the Infrastructure Services Department, Transportation Branch, create additional materials, such as maps and larger signage, with the goal to promote public awareness of cycling options in Saskatoon. | Completed | 100 % | Infrastructure Services has created a Cycling Guide that rates every road in Saskatoon on a scale that includes Novice, Intermediate and Expert ratings. It also provides suggested routes and facilities that have been identified by experienced local cyclists and City of Saskatoon staff. The Cycling Guide is available free-of-charge as a pocket-sized map at civic leisure centres, all branches of the Saskatoon Public Library, local bicycle retailers, and online. |
| 6.1 | Infrastructure & Municipal Services Lead Pipe Replacement Program | That the Infrastructure Services Department, Public Works Branch, distribute information to Westmount homeowners regarding the City of Saskatoon's lead pipe replacement program. | TBD O/S | % | |
| 6.2 | Infrastructure & Municipal Services Universal Accessibility Improvements | That the Infrastructure Services Department, Transportation Branch accelerate the sidewalk accessibility ramp installation program that will assist in addressing universal accessibility deficiencies in Westmount. | Started \$ | % | The installation of accessibility ramps is subject to funding availability. No funding was received in the 2015 budget for this program. |
| 6.3 | Infrastructure & Municipal Services Surface Deficiencies - Sidewalk Installation | That the Infrastructure Services Department, Transportation Branch, include the surface deficiencies identified in the Westmount Local Area Plan report in Capital Budget #2044 - Surface Deficiencies. | TBD \$ | % | Part of Sidewalk Replacement & Retrofit Program - construction subject to funding availability. |
| 6.4 | Infrastructure & Municipal Services Lane Paving on 1400 Block - 22nd Street West | That the Infrastructure Services Department, Transportation Branch, meet with the owners of the Three Blue Diamonds Restaurant and Bridgewater Hotel to discuss the concerns residents have with the traffic volumes in this lane and investigate the feasibility for paving their lane. | Completed | 100 % | The Transportation Branch is willing to pave the back lanes. However, the full cost is to be paid by the property owners; which they are not interested in doing. |
| 7.1 | Heritage Westmount Artist-in-Residence | That the Community Services Department, Community Development Branch meet with the Westmount Community Association, as well as representatives of Westmount Community School and E.D. Feehan High School to discuss the possibility of pursuing funding options to support a Westmount Artist-In-Residence. | Started O/S | 10 % | The City of Saskatoon created the Culture Plan in consultation with thousands of residents and numerous cultural agencies. The intent of the Culture Plan is to elevate the role of culture in building a sustainable community. To this end, the Culture Plan is a strategic document that identifies municipal and community priorities for strengthening cultural development and the role of the arts in the city. The City of Saskatoon Arts & Grants Consultant will meet with the Community Association and the school to discuss possible funding opportunities through the Sask Lotteries Community Grant and the Saskatchewan Arts Board, as linkages to the Culture Plan. The Westmount Community Association is considering applying for a Community Lottery grant to do this project in 2016. |
| 7.2 | Heritage Westmount Park Festivals/Events | That the Community Services Department, Community Development Branch and Westmount Community Association meet with representatives of Westmount Community School and E.D. Feehan High School to identify potential festivals or events that could be held in any of the parks within Westmount. | TBD O/S | % | |

| Primary Subject / # | Name | Recommendation | Status | % Complete | Summary Notes |
|---------------------------------|---|--|---------|------------|--|
| Neighbourhood: Westmount | | Secondary Subject: LAP | | | |
| Heritage | | | TBD | % | |
| 7.3 | Remembering Ernest (Ernie) Boychuk | That the Community Services Department, Planning & Development Branch and Leisure Services Branch, as well as the Infrastructure Services Department, Parks Branch, meet with the Westmount Community Association and representatives of Westmount Community School to discuss opportunities in the Westmount neighbourhood to recognize the significant community contributions and accomplishments of the late Ernest (Ernie) Boychuk. | O/S | | |
| Heritage | | | Started | 10 % | The next Doors Open even is scheduled for June 2015. The list of participating buildings will be finalized by January 2015. Contact has been initiated with the community about their participation in the event. |
| 7.4 | Doors Open Saskatoon | That the Community Services Department, Community Development Branch meet with the Westmount Community Association and representatives of Westmount Community School encouraging the school to participate in the next Doors Open Saskatoon event to celebrate the legacy of the facility. | O/S | | |
| Youth | | | TBD | % | |
| 8.1 | Youth Engagement in Hudson Bay Area Parks Master Plan | That the Infrastructure Services Department, Parks Branch, and the Community Services Department, Leisure Services Branch and Community Development Branch engage youth from the neighbourhoods served by the Hudson Bay Area Parks in the master planning process. | O/S | | |
| Youth | | | TBD | % | |
| 8.2 | Program Options for Westmount Park Recreation Unit Building | That the Community Services Department, Leisure Services Branch and Community Development Branch, and Westmount Community Association meet to explore opportunities for youth recreation programs that will fully utilize the Westmount Park Recreation Unit Building. | O/S | | |
| Youth | | | TBD | % | |
| 8.3 | Engaging Youth in Civic Activities | That the Community Services Department, Planning & Development Branch and Community Development Branch, explore opportunities for engaging youth in civic issues at the neighbourhood level and report the findings to City Council. | O/S | | |
| Neighbourhood Safety | | | TBD | % | |
| 9.1 | Leif Erickson Formal Path | That the Infrastructure Services Department, Parks Branch consider the feasibility of formalizing a pathway in Leif Erickson Park from Bedford Road to Avenue P South, with a branch also connecting to Avenue O South. | LT | | |
| Neighbourhood Safety | | | TBD | % | |
| 9.10 | Lane between 1407 and 1411 23rd Street West | That the Infrastructure Services Department, Transportation Branch consider the feasibility of closing the lane between 1407 23rd Street West and 1411 23rd Street West. | \$ | | |
| Neighbourhood Safety | | | TBD | % | |
| 9.11 | Walkways in 1500 block of 23rd Street West | That the Community Services Department, Planning & Development Branch meet with representatives of 1502 23rd Street West, 1511 23rd Street West, and 1515 23rd Street West to discuss the walkways leading through the properties to the lane and methods to increase safety. | O/S | | |
| Neighbourhood Safety | | | Started | 25 % | This recommendation, and Nutana 6.5.1 and Sutherland 7.5.2 have been combined into Capital Budget 2456 – City Wide Incivilities Strategy. This Capital Budget was submitted in 2014 and was not approved. Submission for 2015 budget is pending. |
| 9.12 | "Respect Others and the Neighbourhood" Program | That the Community Services Department, Planning & Development Branch meet with representatives of the restaurant/lounge in the 1400 block of 22nd Street West to discuss the development of signage or another program encouraging patrons to be respectful of others and the surrounding neighbourhood. | O/S | | |
| Neighbourhood Safety | | | TBD | % | |
| 9.13 | Westmount Community School Ground Entrances | That the Community Services Department, Planning & Development Branch and Westmount Community Association encourage Westmount Community School to paint the posts at each entrance to the school grounds a bright colour to ensure entrance/exit points are easily recognizable. | O/S | | |

| Primary Subject / # | Name | Recommendation | Status | % Complete | Summary Notes |
|---------------------------------|---|---|-----------|------------|---|
| Neighbourhood: Westmount | | Secondary Subject: LAP | | | |
| Neighbourhood Safety | | | TBD | % | |
| 9.14 | Westmount Community School Rink Board Mural | That the Community Services Department, Planning & Development Branch and Westmount Community Association encourage the Westmount Community School to develop a mural painted by students on the rink boards to discourage graffiti vandalism. | O/S | | |
| Neighbourhood Safety | | | Started | 50 % | |
| 9.15 | Additional Garbage Cans in all Westmount Parks | That the Infrastructure Services Department, Parks Branch conduct an assessment of all parks in Westmount (Leif Erickson, Scott, Westmount, and Pierre Radisson) to identify any suitable locations for additional garbage cans. | O/S | | Site visit conducted with Community Association, Community Development, Parks and Neighbourhood Planning on 4Nov14. The purpose was to review the current garbage cans and identify locations where new garbage cans are needed. Site plans were created summarizing the findings and prioritizing each new garbage can in the park. |
| Neighbourhood Safety | | | Completed | 100 % | |
| 9.2 | Leif Erickson Park Pedestrian Crosswalk Between Avenue O North and Bedford Road | That the Infrastructure Services Department, Transportation Branch consider the feasibility of adding pedestrian crosswalks at the Avenue O South and Bedford Road access points to Leif Erickson Park. | | | The Transportation Branch has indicated that a crosswalk already exists at Bedford Rd and that no further crosswalks are warranted. |
| Neighbourhood Safety | | | Completed | 100 % | |
| 9.3 | Scott Park Tennis Court Foliage | That the Infrastructure Services Department, Parks Branch trim and/or cull the overgrown trees and shrubs around the tennis courts in Scott Park to increase natural surveillance and sightlines for users. | | | Michelle Chartier (Horticulturist - Parks) informed neighbourhood planning section that tree trimming around Scott park tennis courts has occurred. Site checks performed by neighbourhood safety confirm this on Sept.24,2013. Pictures attached under Documents tab. This recommendation is complete. |
| Neighbourhood Safety | | | Completed | 100 % | |
| 9.4 | Scott Park Ball Diamond Benches | That the Community Services Department, Leisure Services Branch consider the feasibility of adding player benches at both Scott Park ball diamonds to encourage additional use. | | | The north ball diamond at Scott Park now has player benches installed. According to Leisure Services Branch data, the north diamond has considerably more recorded hours of use every year and was a suitable location for the installation of player benches. At this time, it is not believed the south diamond requires player benches, although user groups are encouraged to approach Leisure Services to discuss the process by which benches are considered for installation. Typically, user groups must contribute to the costs of materials and installation. However, the Westmount LAP helped to get the north diamond benches installed at no cost to the user groups. |
| Neighbourhood Safety | | | TBD | % | |
| 9.5 | Scott Park Tennis Court Conversion | That the Community Services Department, Leisure Services Branch, in consultation with the Westmount community, as well as students from E.D. Feehan High School and Westmount Community School, consider the feasibility of converting two of the four Scott Park tennis courts to use for other hard-surface sports. | O/S | | |
| Neighbourhood Safety | | | TBD | % | |
| 9.6 | 819 29th Street West Neighbourhood Mural | That the Community Services Department, Planning & Development Branch meet with the owner of 819 29th Street West to discuss the feasibility of allowing a mural to be created on the wall facing Avenue I North to celebrate the Westmount neighbourhood and discourage graffiti vandalism and that, if the owner approves of the project, the Planning & Development Branch and Westmount Community Association meet to discuss the details for the potential mural installation, including the identification of possible funding sources and art organizations/individuals that may be interested in the project. | O/S | | |

| Primary Subject / | | Recommendation | Status | % | Summary Notes |
|---------------------------------|--|--|------------|----------|--|
| # | Name | | Complete | Complete | |
| Neighbourhood: Westmount | | Secondary Subject: LAP | | | |
| Neighbourhood Safety | | | | | |
| 9.7 | Safe At Home Booklet and Property Maintenance Brochure | That the Community Services Department, Planning & Development Branch ensure that the Westmount Community Association receive copies of the "Safe At Home" booklet and Property Maintenance brochure and that the publications be advertised in the Community newsletter and available to residents at a convenient neighbourhood location. | Completed | 100 % | The area community consultant took this forward at the March Community Association Meeting - 200 copies of the safe at home booklet & 200 copies of the Property Maintenance Bylaw Brochure - The Community Association agreed to advertise and make these resources available at local businesses and Westmount Community School. Information regarding the Safe at Home Booklet & Property Maintenance Brochure was advertised on the Community Association Website. |
| Neighbourhood Safety | | | | | |
| 9.8 | 29th Street West Centre Boulevard Street Signs between Avenue I North and Avenue L North | That the Infrastructure Services Department, Transportation Branch consider the feasibility of moving the street signs along 29th Street North between Avenue I North and Avenue L North into the centre boulevard to assist with way-finding for westbound traffic, due to the width of the street. | Completed | 100 % | The Transportation Branch reviewed the signage and the visibility along the roadway. They typically install large signs on the median in neighbourhood roadways but, only on arterial streets. Based on the review of the current signage and common practices the Transportation Branch does not want to install new signage. |
| Neighbourhood Safety | | | | | |
| 9.9 | Convenience Store Entrapment Area | That the Community Services Department, Planning & Development Branch and Saskatoon Police Services meet with representatives of the convenience store at the corner of 22nd Street West and Avenue P North to discuss the large number of reported crimes on or near the commercial property and also to suggest options in addressing the safety concerns arising from the entrapment area located east of the building. | TBD O/S | % | |
| Neighbourhood: | | Secondary Subject: | | | |
| | | | TBD | % | |



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Designation of Hampton Village Off-Leash Recreation Area and Amendment to Animal Control Bylaw, 1999, Bylaw No. 7860

Recommendation of the Committee

1. That 3.2 acres of Municipal Reserve (District Park) in Hampton Village be designated as an Off-Leash Recreation Area; and
2. That the City Solicitor be requested to amend Animal Control Bylaw, 1999, Bylaw No. 7860, to establish 3.2 acres of Municipal Reserve, Plan No. 102108046, as a designated off-leash area.

History

At the February 9, 2015 meeting of the Standing Policy Committee on Planning, Development and Community Services, a report of the General Manager, Community Services, dated February 9, 2015, was considered.

Attachment

February 9, 2015 Report of the General Manager, Community Services

Designation of Hampton Village Off-Leash Recreation Area and Amendment to Animal Control Bylaw, 1999, Bylaw No. 7860

Recommendation

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

1. That 3.2 acres of Municipal Reserve (District Park) in Hampton Village be designated as an Off-Leash Recreation Area; and
2. That the City Solicitor be requested to amend Animal Control Bylaw, 1999, Bylaw No. 7860, to establish 3.2 acres of Municipal Reserve, Plan No. 102108046, as a designated off-leash area.

Topic and Purpose

The purpose of this report is to establish 3.2 acres of Municipal Reserve (District Park) in Hampton Village as an Off-Leash Recreation Area (OLRA).

Report Highlights

1. The Recreation and Sport Division has selected a location for a new OLRA in Hampton Village to supplement the current Hampton Village OLRA that is located outside of city limits.

Strategic Goal

Under the City of Saskatoon's (City) Strategic Goal of Quality of Life, the recommendations in this report support the long-term strategy to ensure existing and future leisure centres and other recreational facilities are accessible, physically and financially, and meet community needs. OLRAs are amenities that promote active and healthy lifestyle choices for both pets and pet owners.

Background

At its August 18, 2010 meeting, City Council received a report in response to the growing need conveyed by Saskatoon residents for additional space where dogs could be off-leash while they and their owners socialize and enjoy healthy outdoor exercise. There is a total of seven active OLRAs that Saskatoon residents can utilize.

Report

Hampton Village OLRA

The Recreation and Sport Division is proposing the development of a new OLRA in Hampton Village. The area that has been identified is Municipal Reserve 6 (MR6), along Richardson Road and east of McClocklin Road (see Attachment 1). MR6 has been identified as a suitable location as it is not configured for development of a full-size sportsfield.

The proposed OLRA would be in addition to the current site and would supplement the demand in a growing community. The current Hampton Village OLRA is located outside of city limits, next to the airport within the Rural Municipality (RM) of Corman Park. This OLRA is under review because of road access problems (i.e. flooding), and the City currently cannot enforce Animal Control Bylaw, 1999, Bylaw No. 7860 and Dangerous Animals Bylaw No. 8176.

The Hampton Village OLRA will be just over three acres in size (see Attachment 2) and maintained in conjunction with the other OLRAs throughout Saskatoon. The proposed OLRA design in Hampton Village consists of:

- i) three garbage bins with clean-up bag dispensers;
- ii) a perimeter fence;
- iii) crusher dust path;
- iv) signage to educate and inform park users and enforce park policies; and
- v) a small (ten-stall) parking lot.

Public and/or Stakeholder Involvement

On May 6, 2014, members of the public had the opportunity to attend a public engagement meeting to review, discuss, and comment on the proposed Hampton Village OLRA concept design. In total, 46 people responded to the survey, and 96% of respondents indicated that they were pet owners. There were 36 respondents (79%) who indicated they were in favour of a new OLRA in Hampton Village, while 8 respondents (17%) were not in favour, and 2 respondents (4%) were unsure/no opinion.

Responses by those in favour felt that OLRAs are positive additions to neighbourhoods. They offered development suggestions, such as orientation of the OLRA, the addition of a small parking lot, garbage container locations, and proposed lighting.

Those not in favour listed proximity to a busy uncontrolled intersection (Richardson Road and McClocklin Road), close proximity to residential homes, and need for open green space as main concerns. Attachment 3 provides a summary of the Administration's response to citizens' concerns.

On September 4, 2014, a second public open house was held at Cosmo Civic Center to share the revised concept design and provide an opportunity for further questions and comments from residents. Six residents attended, and all were in favor of the new proposed design.

Communication Plan

A News Release will be issued to the public as part of the annual off-leash dog park marketing and promotions. In addition, the City's website will be updated to reflect this additional OLRA.

Financial Implications

The Hampton Village OLRA capital project is funded through the Parks and Recreation Levy. Funding for ongoing maintenance is available in the 2015 operating budget for Animal Services.

| Capital Budget | Parks and Recreation Levy | Ongoing Operating Impact |
|----------------|---------------------------|--------------------------|
| \$245,950 | \$245,950 | \$8,000 |

Safety/Crime Prevention Through Environmental Design (CPTED)

A CPTED review was conducted by the CPTED Review Committee for the Hampton Village OLRA design. All recommendations have been addressed within the detailed design.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

The project will be tendered in April 2015, with construction expected to be completed and open to the public in October of 2015.

Public Notice

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

Attachments

1. Proposed Hampton Village Dog Park Location
2. Hampton Village OLRA Conceptual Design
3. The Administration's Response to Citizens' Concerns

Report Approval

Written by: Kara Lackie, Open Space Consultant, Recreation and Sport

Reviewed by: Cary Humphrey, Director of Recreation and Sport

Approved by: Randy Grauer, General Manager, Community Services

S/Reports/RS/2015/PDCS – Designation of Hampton Village Off-Leash Recreation Area and Amendment to Animal Control Bylaw No. 7860/ks

HAMPTON VILLAGE



Hampton Village OLRA Conceptual Design



The Administration's Response to Citizens' Concerns

| Concern | Administration's Response |
|--|--|
| Location is too small | The OLRA Program Plan indicates that there is no designated minimum or maximum area that an OLRA can occupy. There are currently no stipulations on the size so as not to exclude any possible OLRAs without the community having a chance to provide input on the location. A review of best practices from other municipalities indicates that while some do have minimum or maximum allowable sizes, most are considered on a case-by-case basis. |
| Issues with odour and feces | It is required through the Animal Control Bylaw No. 7860 that all pet owners are responsible to remove feces. This rule is also posted at all OLRAs in the City and would also be posted in a visible location at the proposed location. The City will provide bags at the site to assist and promote responsible pet ownership. |
| Site would create an increase in traffic flow | It is anticipated that the primary users of this OLRA will be from Hampton Village, Westview, and Dundonald neighbourhoods. Majority of users will access OLRA by walking; therefore, is not anticipated to increase traffic flow. Design does include a small parking lot. |
| Site would decrease the property value of nearby homes. | There are many factors to consider when gauging the market value of a home, such as property size, local market values and sales patterns, comparative properties, condition of the property, zoning regulations, and improvements built upon the property. An OLRA is an amenity for public use, which will be maintained according to City standards and would be comparative to any other public use park. |
| An OLRA would eliminate potential green space (i.e. neighbourhood park) from Hampton Village | Walking dogs is considered a passive recreation activity, which is a suitable programming amenity in park spaces. In addition, there are nearby neighbourhood parks, such as Al Anderson Park in Hampton Village and Dr. Seager Wheeler Park in Westview, which can accommodate other passive and active recreation activity. |



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Innovative Housing Incentives – Westgate Heights Attainable Housing Inc. – 3323 Centennial Drive

Recommendation of the Committee

1. That funding of 10% of the total capital cost of the construction of 40 affordable rental units at 3323 Centennial Drive by Westgate Heights Attainable Housing Inc., estimated at \$750,000 be approved, subject to approval of this project under the Provincial Rental Development Program;
2. That an exception be approved to Innovative Housing Incentives Policy No. C09-002, allowing the grant to be paid in installments at set stages of development, as described in the report of the General Manager, Community Services Department dated February 9, 2015;
3. That a five-year abatement of the incremental property taxes for the 40 affordable rental units be applied, commencing the next taxation year, following the completion of construction; and
4. That the City Solicitor be requested to prepare the necessary incentive and tax abatement agreements, and that His Worship the Mayor and the City Clerk be authorized to execute these agreements under the corporate seal.

History

At the February 9, 2015 meeting of the Standing Policy Committee on Planning, Development and Community Services, a report of the General Manager, Community Services, dated February 9, 2015 was considered.

Attachment

February 9, 2015 Report of the General Manager, Community Services

Innovative Housing Incentives – Westgate Heights Attainable Housing Inc. – 3323 Centennial Drive

Recommendation

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

1. That funding of 10% of the total capital cost of the construction of 40 affordable rental units at 3323 Centennial Drive by Westgate Heights Attainable Housing Inc., estimated at \$750,000 be approved, subject to approval of this project under the Provincial Rental Development Program;
2. That an exception be approved to Innovative Housing Incentives Policy No. C09-002, allowing the grant to be paid in installments at set stages of development, as described in this report;
3. That a five-year abatement of the incremental property taxes for the 40 affordable rental units be applied, commencing the next taxation year, following the completion of construction; and
4. That the City Solicitor be requested to prepare the necessary incentive and tax abatement agreements, and that His Worship the Mayor and the City Clerk be authorized to execute these agreements under the corporate seal.

Topic and Purpose

The purpose of this report is to recommend that financial incentives be provided to Westgate Heights Attainable Housing Inc. (Westgate Heights) for the construction of affordable rental housing.

Report Highlights

1. Westgate Heights is building a 40-unit affordable rental project.
2. This project qualifies for financial incentives from the City of Saskatoon (City), including a capital grant and five-year incremental tax abatement.
3. Westgate Heights has received financial assistance from Westgate Alliance Church and is seeking financial assistance from the Saskatchewan Housing Corporation.

Strategic Goal

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

Background

On June 9, 2008, the property at 3323 Centennial Drive was rezoned to accommodate an affordable housing development that would include up to 83 affordable units. On

March 26, 2012, City Council approved funding of \$700,000 and a five-year incremental property tax abatement for the construction of the first phase of this project which included 34 affordable rental units for large families. These 34 units were completed in 2013 and are currently rented to low-income families.

On October 27, 2014, City Council revised the 2015 target for the Housing Business Plan to 500 units across the attainable housing continuum, of which 70 units are targeted to be affordable rental units. To date, City Council has committed funding of \$255,000 in support of 15 affordable rental units. An allocation of \$817,475 is remaining to support a target of 55 affordable rental units.

Report

Westgate Height's Housing Proposal

On January 9, 2015, the Planning and Development Division received an application from Westgate Heights for financial assistance to develop the second phase of their project, which will include 40 affordable rental units. Westgate Heights is affiliated with Westgate Alliance Church and the Canadian Midwest District of the Christian and Missionary Alliance.

The proposal received from Westgate Heights involves the construction of a four-storey apartment building (see Attachment 1) at 3323 Centennial Drive in the Pacific Heights neighbourhood (see Attachment 2). The project will include 40 affordable rental units of which 10 units will be for single parents with low income. All 40 units will be rented at below market rates to households with incomes below the Saskatchewan Household Income Maximums (SHIMs).

The project includes 4 one-bedroom units, 16 two-bedroom units, and 20 three-bedroom units. Two of the units will be barrier free, and the building will be equipped with an elevator. The building will include several energy-saving features, and the proponent is committed to obtaining Crime Free Multi-Housing certification from the Saskatoon Police Service for this development. Support programs and services provided on-site will include a subsidized day care, after school programs, English as a Second Language classes, and a new Canadian driving course.

The building will be located adjacent to 34 affordable townhouse units, Westgate Alliance Church, and Atlantic Park. It is within walking distance to shopping, schools, and the Confederation Park transit terminal. The Administration considers this to be a good location for affordable rental housing.

Financial Assistance for the Affordable Rental Units

The 40 affordable rental units will qualify for capital funding from the City of Saskatoon under Innovative Housing Incentives Policy No. C09-002 (Policy). Westgate Heights' application for financial assistance has been evaluated by the Neighbourhood Planning Section, using the Capital Grant evaluation matrix and achieved the maximum of 10 points, which equates to the maximum capital grant of 10%. A copy of the evaluation has been provided in Attachment 3.

A 10% capital grant is estimated to be \$750,000, which is within the limits allowed under the Policy.

On previous projects, the Saskatchewan Housing Corporation (SHC) would provide cash advances as construction proceeded on both municipal and provincial grants; however, SHC is no longer able to advance the municipal portion. Therefore, Westgate Heights is requesting that the City's grant be paid in six installments of \$125,000 each as the following stages of the project are complete:

- i) land secured;
- ii) building permit issued;
- iii) foundation complete;
- iv) roof complete and lockable exterior door in place;
- v) occupancy; and
- vi) all deficiencies complete.

This request is contrary to the City's Policy, which states that grants will be paid in full on completion. Westgate Heights is requesting an exception to Policy because it will save them significant borrowing costs that would eventually be passed along to the renters. Funding from the SHC and mortgage financing from Affinity Credit Union will be provided in similar installments as construction proceeds. The value of the land has already been provided in full by the Canadian and Midwest District of the Christian and Missionary Alliance.

The Administration supports an exception in Policy in this instance due to Westgate Height's track record (Phase One was completed on time and within budget), and the fact that the land is secured and the SHC will be providing similar cash advances as construction proceeds.

The 40 affordable rental units also qualify for a five-year incremental property tax abatement under the provisions of the Policy. The Assessment and Taxation Division estimates the value of the incremental property tax abatement to be \$22,150 per year or \$110,750 over the five-year period.

Funding Commitments From Other Sources

The Canadian Midwest Division of the Christian and Missionary Alliance is providing the land for this project with an estimated value of \$1.25 million. This is equivalent to a donation of 17% of the total project cost. Westgate Heights has \$50,000 from their own resources, some of which they have already spent on plans for this project.

Westgate Heights is currently working with the Saskatchewan Housing Corporation to secure funding of \$2.2 million under the Rental Development Program and also with Affinity Credit Union to secure a mortgage of \$3.25 million.

Options to the Recommendations

- 1) City Council could approve the financial incentives but provide the funding in a lump sum payment on completion of the project as per the provisions of Innovative Housing Incentives Policy No. C09-002.
- 2) City Council could choose to not provide financial incentives for this project. Choosing this option would represent a departure from Innovative Housing Incentives Policy No. C09-002.

Financial Implications

The funding source for the \$750,000 capital grant is the Affordable Housing Reserve. A total of \$817,475 is remaining for capital grants in 2015. If this project is approved, an allocation of \$67,475 would remain available to support the remaining target of 15 additional affordable rental projects in 2015. Approving the proposed incremental property tax abatement would result in foregone revenue of approximately \$62,020 (municipal portion) over the five-year period.

| Budgeted | Unbudgeted | Reserve | Operating | Foregone Tax Revenue |
|-----------|------------|-----------|-----------|----------------------|
| \$750,000 | \$0 | \$750,000 | \$0 | \$62,020 |

Public and/or Stakeholder Involvement

Public consultation on the proposed development was conducted as part of the rezoning process in the spring of 2008.

Communications Plan

Westgate Heights will plan an official groundbreaking ceremony in conjunction with all funding partners when construction is ready to proceed. The City's contribution to this project will be acknowledged at that time.

Policy Implications

The recommendation to pay the grant in installments is contrary to the Innovative Housing Incentives Policy No. C09-002 as explained in this report.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

The Westgate Heights project is scheduled to be complete and ready for occupancy by March 2016.

Public Notice

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

Attachments

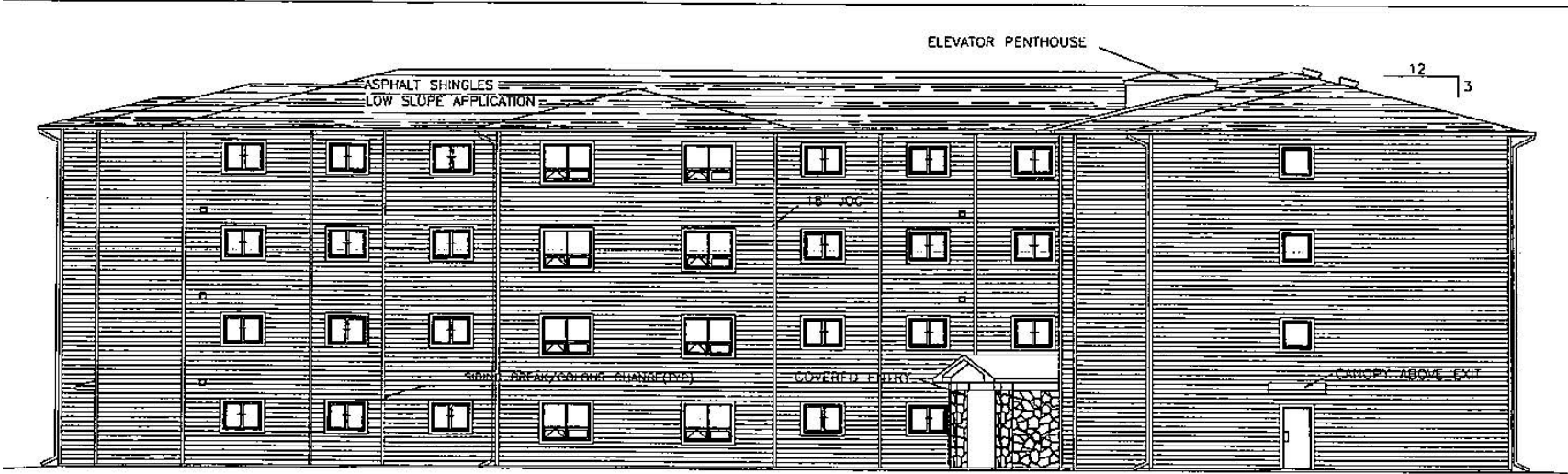
1. Westgate Heights – 40-Unit Apartment Building
2. Westgate Heights – Site Location
3. Point System, Project Evaluation

Report Approval

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

S/Reports/CP/2015/PDCS – Inn. Housing Incentives – Westgate Heights Attainable Housing Inc. – 3323 Centennial Drive/ks

The building will include architectural features not shown in this drawing, including a variety of colours and exterior cladding such as vinyl siding, hardie-board, and metal finishes.




Westgate Heights
40-Unit Apartment Building

ATTACHMENT 1

Westgate Heights - Site Location

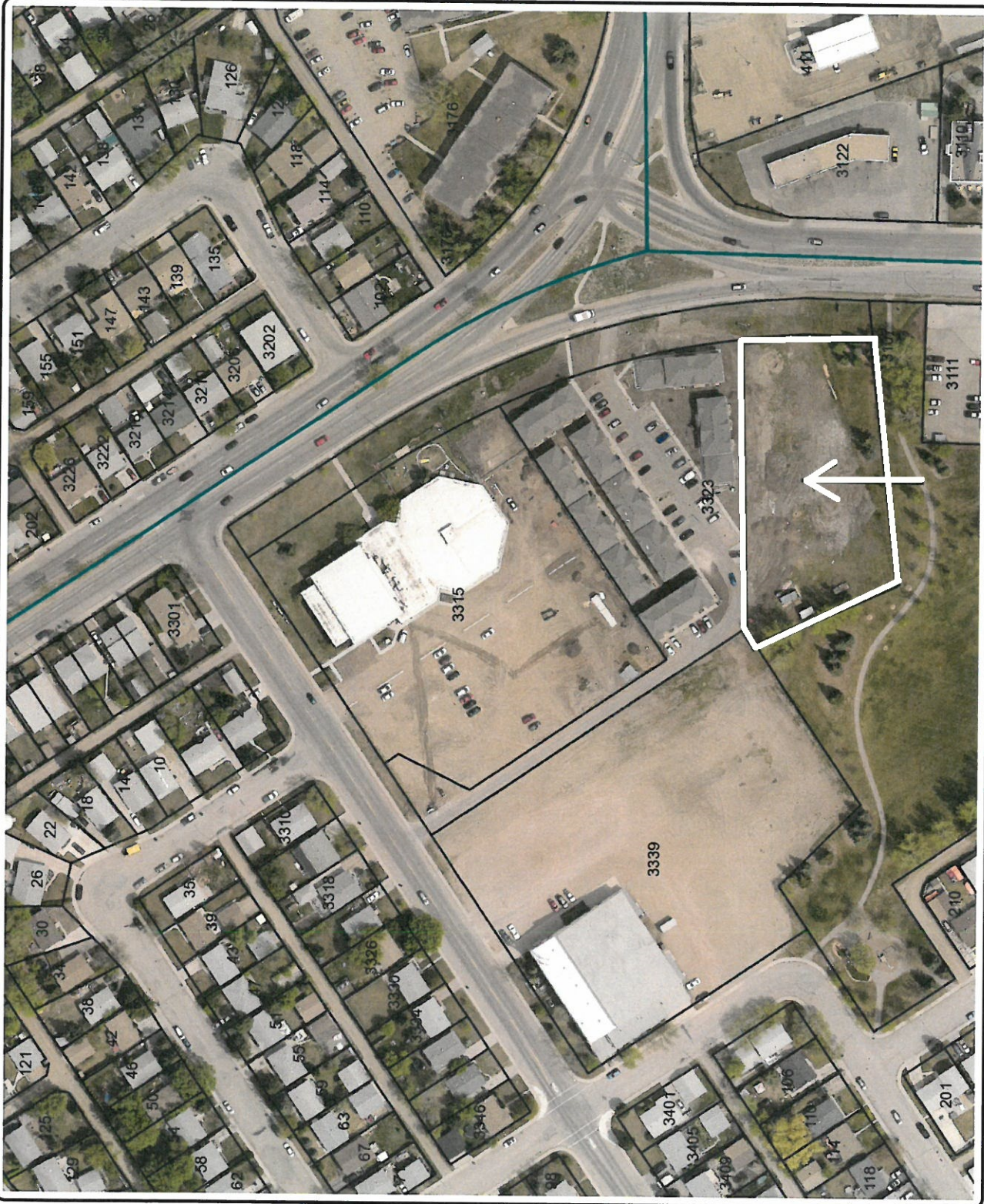
Attachment 2, Westgate Heights



LEGEND

- Railway - Main
- Railway - Spur
- Pond
- Sandbar
- River
- Neighbourhood
- Ownership
- Retired Ownership
- 2013 (CLR - 7.5cm/p)
- Red: Band_1
- Green: Band_2
- Blue: Band_3

Scale: 1:1,942
 Printed: January 13, 2015



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Point System, Project Evaluation
Innovative Housing Incentive Program – Capital Grant Project Evaluation Matrix

A points system has been developed to achieve various targets within the Housing Business Plan. The Innovative Housing Incentive Program is the City of Saskatoon's (City) main incentive program for affordable and special-needs housing. The program offers a capital grant of up to 10% of the total capital cost of affordable housing projects. Housing created under this incentive must be provided to households within incomes below the Saskatchewan Household Income Maximums (SHIMs) described in Appendix 2 of the Housing Business Plan.

The program offers a base level of municipal support equal to 3% of the total capital costs. The capital grant can be increased to a maximum of up to 10% of the total capital cost of affordable housing projects. Grants are calculated on a points system matrix, with extra points assigned for each housing priority addressed within the City's Housing Business Plan.

Below is the point evaluation score for the project located at 3323 Centennial Drive and the corresponding capital grant percent.

| Proponent | Project Location | Date Application Received | Date Application Evaluated |
|---|--|----------------------------------|-----------------------------------|
| Westgate Heights Attainable Housing Inc. | 3323 Centennial Drive (Phase 2) (40-unit apartment building) | January 9, 2015 | January 12, 2015 |
| Housing Business Plan Priority | Criteria | Possible Points % | Points Earned |
| Base Grant | Projects must serve households below provincial SHIMs. | 3 | 3 |
| Leveraging Funding from Senior Levels of Government | Secured funding from federal or provincial government under an eligible grant program. | 2 | 2 |
| Significant Private Partnership | There is a significant donation (at least 10% in-kind or donation) from a private donor, faith group, or service club. | 1 | 1 |
| Accessible Housing | At least 5% of units meet barrier-free standards. | 1 | 1 |
| Neighbourhood Revitalization | Project improves neighbourhood by: a) renovating or removing rundown buildings; and/or b) developing a vacant or brownfield site. | 1 | 0 |
| | | 1 | 0 |
| Mixed Tenure Development | Project has a mix of affordable/market units or a mix of rental/ownership. | 1 | 0 |
| Safe and Secure Housing | Landlord is committed to: a) obtaining Crime Free Multi-Housing certification for the project, and/or b) incorporating CPTED principles into design. | 1 | 1 |
| | | 1 | 0 |

| Housing Business Plan Priority | Criteria | Possible Points % | Points Earned |
|--|--|--------------------------|--|
| Supportive Housing | The proposal includes ongoing supports for residents for assistance in staying housed such as drug and alcohol free, cultural supports, elements of Housing First. | 1 | 1 |
| Meets Specific Identified Housing Need | Project meets an identified housing need from a recent study such as: a) homelessness; b) large family housing (three bedrooms or more); c) accommodation for students; and d) Aboriginal housing. | 2 | 2 |
| Innovative Housing | Project uses innovative design, construction technique, materials, or energy-saving features. | 1 | 0 |
| Innovative Tenure | Innovative Housing tenures such as Rent to Own, Life Lease, Land Trust, Sweat Equity, Co-op Housing, or Co-Housing. | 1 | 0 |
| Notes: | | | Total Points and Capital Grant Percent Earned |
| | | | 11 Points = 10% Capital Grant |



STANDING POLICY COMMITTEE ON FINANCE

Property Realized Reserve Withdrawal

Recommendation of the Committee

That \$885,992.32 be withdrawn from the Property Realized Reserve to fund miscellaneous land development and related sales costs incurred during the period December 1, 2013, to November 30, 2014.

History

At the February 9, 2015 Standing Policy Committee on Finance meeting, a report of the CFO/General Manager, Asset & Financial Management Department dated February 9, 2015 was considered.

Attachment

February 9, 2015 Report of the CFO/General Manager, Asset & Financial Management.

Property Realized Reserve Withdrawal

Recommendation

That the Standing Policy Committee on Finance recommend to City Council that \$885,992.32 be withdrawn from the Property Realized Reserve to fund miscellaneous land development and related sales costs incurred during the period December 1, 2013, to November 30, 2014, be approved.

Topic and Purpose

The purpose of this report is to obtain approval from City Council for the withdrawal of funds from the Property Realized Reserve (PRR), as required by Capital Bylaw 6774, to fund expenditures from land purchases by the City of Saskatoon (City) and other miscellaneous land development costs for preparing land for resale.

Report Highlights

1. Expenditures totalling \$885,992.32 requires City Council's approval to use funds from the PRR.

Strategic Goal

This report supports the Strategic Goal of Asset and Financial Sustainability by being open, accountable and transparent, particularly when it comes to the resource allocation and collection decisions the City makes.

Background

The Director of Saskatoon Land, Asset and Financial Management Department, is authorized to make certain expenditures pertaining to lands held by the City for resale. However, part of the authorization process requires that the Finance Division submit a summarized listing of expenditures incurred during the year from the PRR for City Council's approval. This period has been identified from December 1 of the previous year to the end of November of the current fiscal year.

Report

The expenditures for the period December 1, 2013 to November 30, 2014 requiring City Council's approval to withdraw from the PRR are as follows:

| Item | Amount |
|-------------------------------------|---------------------|
| Commissions | \$605,984.41 |
| New Police Headquarters' Land Costs | 74,350.20 |
| Land Title Costs | 61,151.36 |
| Survey Costs | 50,733.24 |
| Environmental Assessments | 44,469.08 |
| Appraisals | 18,250.00 |
| Miscellaneous | 16,635.24 |
| Subdivision Costs | 14,418.79 |
| Total | \$885,992.32 |

Options to the Recommendation

City Council could not approve the withdrawal of funds from the PRR which would result in determining another source of funding of the costs identified above.

Public and/or Stakeholder Involvement

Public and/or stakeholder involvement is not required.

Financial Implications

The financial implications are addressed in the body of this report.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

There is no follow-up required.

Public Notice

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

Report Approval

Written by: Lana Geib, Budget and Financial Analyst

Reviewed and

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



STANDING POLICY COMMITTEE ON FINANCE

Property Tax Liens 2014

Recommendation of the Committee

That the City Solicitor be instructed to take the necessary action under provisions of *The Tax Enforcement Act* with respect to properties with 2014 tax liens.

History

At the February 9, 2015 Standing Policy Committee on Finance meeting, a report of the CFO/General Manager, Asset & Financial Management Department dated February 9, 2015 was considered.

Attachment

February 9, 2015 Report of the CFO/General Manager, Asset & Financial Management.

Property Tax Liens 2014

Recommendation

That the Standing Policy Committee on Finance recommend that City Council instruct the City Solicitor to take the necessary action under provisions of *The Tax Enforcement Act* with respect to properties with 2014 tax liens.

Topic and Purpose

The purpose of this report is to obtain City Council's approval to proceed to the next stage under *The Tax Enforcement Act* for properties with 2014 liens.

Report Highlights

1. *The Tax Enforcement Act* is a provincial statute that guides the collection of tax arrears.
2. City Council provides approval to proceed to the next stage of the process for properties with 2014 tax liens.

Strategic Goal

This report supports the long-term strategy of ensuring that the City's approach to citizen communications is proactive and professional, under the Strategic Goal of Continuous Improvement.

This report also supports the Strategic Goal of Asset and Financial Sustainability by being open, accountable and transparent, particularly when it comes to the resource allocation and collection decisions we make.

Background

Collection of property tax arrears is guided by *The Tax Enforcement Act*, the purpose of which is to secure payment of tax arrears under the threat of loss of title to the property. The statute is not intended to act as a means for the acquisition of property by the City. Each property owner (taxpayer) has certain fundamental rights concerning his/her land. The taxpayer must be kept fully aware of the proceedings being taken, and be given a reasonable time frame during which arrangements can be made for payment of the outstanding amount.

Report

The Tax Enforcement Act

The Tax Enforcement Act (The Act) provides an effective collection process. As indicated in Attachment 1, a total of 4,302 liens were placed between 2009 and 2014. Tax arrears have been paid in full on 3,668 of these, and 634 liens remain where property owners have payment arrangements. The City of Saskatoon (City) has assumed title to only eight (8) of these properties.

The proceedings under *The Act* are scheduled as follows:

- Section 10: Allows the City to register a tax lien against a property where taxes have been due and unpaid after the 31st day of December of the year in which the taxes were originally levied.
- Section 22(1): Where the taxes remain unpaid and the lien has not been withdrawn, the City may apply to Council to commence proceedings to take title after the expiration of six months following the registration of the tax lien at Information Services Corporation of Saskatchewan (ISC) – Land Registry.
- Section 24: Final application for transfer of title to the City may commence six months after the first application. The City must, at this point in the proceedings, obtain consent of the Provincial Mediation Board to obtain the title. The Board may, subject to certain conditions being met by the taxpayer, put the proceedings on hold, even after this consent is granted.

2014 Tax Liens

With respect to the properties listed in Attachment 2, proceedings under *The Act* commenced on March 1, 2014. At that time, the City, in accordance with *The Act*, published in The StarPhoenix, the legal descriptions of all properties in arrears of property taxes subject to tax liens. The assessed owners were notified of the action being taken and were advised that if the taxes remained unpaid after 60 days following the date of the advertisement, a tax lien would be registered against the property on the official title held in ISC – Land Registry.

The City has made considerable effort to contact the assessed owners of the various properties to obtain payment or to negotiate reasonable payment schedules. However, as of the date of this report, the City has not received payment and the property tax arrears are still outstanding.

The properties are now subject to first proceedings pursuant to Section 22(1) of *The Act*. This action involves notification by registered mail to each registered owner, each assessed owner, and all others with an interest set out on the title to the property, that they have six months to contest the City's claim.

Pursuant to Section 24, the next stage of *The Act*, six months following service of notices, the City will be in a position to make final application for title of any properties for which the arrears have not been cleared.

As indicated above, *The Act* requires specific waiting periods to ensure that owners and interest holders are afforded a reasonable opportunity to redeem the property. In the typical case, the Administration expects that these proceedings will be carried out within the normal periods outlined in the legislation. However, where there is a credible and

realistic plan by the owner or interest holder to make payments to redeem the property during enforcement proceedings, the prosecution of the enforcement proceedings should be suspended to allow the redemption plan to proceed. If the plan fails, enforcement proceedings should then be recommenced.

Since tax enforcement proceedings pursuant to Section 22 are initiated at City Council's direction, it is City Council that can properly suspend and recommence the proceedings, or direct the Administration to do so. Accordingly, the Administration requests that in those cases where there is a credible plan, as determined by the Administration, City Council authorize the Administration to suspend enforcement proceedings, and to restore enforcement proceedings where a redemption plan fails.

The Administration now requests authorization to proceed regarding those properties which became subject to tax liens in 2014.

Public and/or Stakeholder Involvement

The Administration has made every effort to contact the assessed owners of the properties in arrears subject to tax collection, as per *The Act*.

Communication Plan

The City of Saskatoon follows the processes required in *The Act*. Revenue Collections has made considerable effort to communicate with property owners of the properties in tax arrears subject to tax collection through reminder notices and direct contact.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

The property tax lien report for 2015 will be tabled in February 2016.

Public Notice

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

Attachments

1. Tax Enforcement Statistics
2. Liens Outstanding 2014

Report Approval

Written by: Charmaine Campbell, Customer Service Analyst, Corporate Revenue
Joy Bunes, Revenue Collections Manager, Corporate Revenue

Reviewed by: Shelley Sutherland, Director of Corporate Revenue

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

Tax Enforcement Statistics

| <u>Lien Year</u> | <u>Reminder Notices</u> | | | <u>Number Advertised</u> | <u>Liens Placed</u> | <u>6-month Notices</u> | <u>Sent to Prov Mediation</u> | <u>Title Taken</u> | <u>Liens Remaining</u> |
|------------------|-------------------------|-----------------|-----------------|------------------------------|-------------------------|----------------------------|-----------------------------------|------------------------|----------------------------|
| | <u>Prev Sept</u> | <u>Prev Nov</u> | <u>February</u> | | | | | | |
| 2009 | 4,325 | | 1,808 | 1,363 | 597 | 269 | 24 | 4 | 2 |
| 2010 | 4,307 | | 1,973 | 1,407 | 612 | 272 | 39 | 1 | 5 |
| 2011 | 4,688 | | 2,109 | 1,608 | 712 | 329 | 46 | 3 | 19 |
| 2012 | 4,699 | | 2,176 | 1,614 | 601 | 285 | 49 | 0 | 37 |
| 2013 | 5,608 | 4,160 | 2,639 | 1,890 | 736 | 291 | n/a | 0 | 87 |
| 2014 | 6,038 | 4,323 | 2,922 | 2,062 | 1,044 | n/a | n/a | 0 | 484 |
| Total | 29,665 | 8,483 | 13,627 | 9,944 | 4,302 | 1,446 | 158 | 8 | 634 |

LIENS OUTSTANDING 2014

| Class | Predominant Use | Roll Number | Arrears |
|--------------|----------------------------------|--------------------|----------------|
| COMM | Auto, Repair Garage <5,000 | 514717950 | \$9,582.53 |
| COMM | Car Wash, Self Serve | 404919500 | \$20,436.21 |
| COMM | Clubhouse | 485518950 | \$7,552.30 |
| COMM | Condo, Commercial | 415307610 | \$7,642.19 |
| COMM | Industrial, Flex Bld, single sty | 435100100 | \$47,720.03 |
| COMM | Land, Undeveloped Commercial | 504615660 | \$3,884.91 |
| COMM | Land, Undeveloped Commercial | 565235050 | \$22,614.99 |
| COMM | Warehouse, Storage 10,000-79,999 | 414913110 | \$41,439.99 |
| COND | Condo, Bare Land | 464422350 | \$4,721.26 |
| COND | Condo, Bare Land | 464510685 | \$3,715.29 |
| COND | Condo, Bare Land | 464510750 | \$3,279.59 |
| COND | Condo, Bare Land | 465600285 | \$3,645.77 |
| COND | Condo, Bare Land | 465627245 | \$7,309.51 |
| COND | Condo, Bare Land | 475941635 | \$4,952.75 |
| COND | Condo, Bare Land | 475945970 | \$5,683.62 |
| COND | Condo, Bare Land | 475955160 | \$3,168.17 |
| COND | Condo, Bare Land | 475956110 | \$5,843.66 |
| COND | Condo, Bare Land | 475956140 | \$5,843.66 |
| COND | Condo, Bare Land | 475956170 | \$5,843.66 |
| COND | Condo, Bare Land | 475956185 | \$843.66 |
| COND | Condo, Bare Land | 475956190 | \$5,843.66 |
| COND | Condo, Bare Land | 475960630 | \$4,631.35 |
| COND | Condo, Bare Land | 475960680 | \$4,424.69 |
| COND | Condo, Bare Land | 475960685 | \$4,029.15 |
| COND | Condo, Bare Land | 475960690 | \$4,168.25 |
| COND | Condo, Bare Land | 475960700 | \$4,011.44 |
| COND | Condo, Bare Land | 475960715 | \$4,167.34 |
| COND | Condo, Bare Land | 484827645 | \$2,675.88 |
| COND | Condo, Bare Land | 504400765 | \$4,785.66 |
| COND | Condo, Bare Land | 504838780 | \$2,345.35 |
| COND | Condo, Bare Land | 535812261 | \$2,927.94 |
| COND | Condo, Bare Land | 555434160 | \$4,197.32 |
| COND | Condo, Bare Land | 555434175 | \$4,312.79 |
| COND | Condo, Bare Land | 555434305 | \$4,312.79 |
| COND | Condo, Bare Land | 555434320 | \$3,935.32 |
| COND | Condo, Bare Land | 555434330 | \$4,197.32 |
| COND | Condo, Bare Land | 565051110 | \$7,237.77 |
| COND | Condo, Bare Land | 565055025 | \$23,944.73 |
| COND | Condo, Bare Land | 565303852 | \$6,196.79 |
| COND | Condo, Bare Land | 565303880 | \$5,446.76 |
| COND | Condo, Bare Land | 565303884 | \$4,817.25 |
| COND | Condo, Bare Land | 565303932 | \$4,612.45 |
| COND | Condo, Bare Land | 565429485 | \$5,421.89 |
| COND | Condo, Highrise | 495104946 | \$3,560.46 |
| COND | Condo, Highrise | 495124740 | \$4,394.88 |
| COND | Condo, Highrise | 495140440 | \$3,112.90 |
| COND | Condo, Highrise | 504820118 | \$1,725.74 |

LIENS OUTSTANDING 2014

| Class | Predominant Use | Roll Number | Arrears |
|--------------|------------------------|--------------------|----------------|
| COND | Condo, Highrise | 515134065 | \$5,060.31 |
| COND | Condo, Lowrise | 464512680 | \$3,284.79 |
| COND | Condo, Lowrise | 464523209 | \$4,826.69 |
| COND | Condo, Lowrise | 475734575 | \$5,986.25 |
| COND | Condo, Lowrise | 475833370 | \$1,485.29 |
| COND | Condo, Lowrise | 475833505 | \$1,558.15 |
| COND | Condo, Lowrise | 484509903 | \$4,219.51 |
| COND | Condo, Lowrise | 485630875 | \$4,772.71 |
| COND | Condo, Lowrise | 485631585 | \$1,898.71 |
| COND | Condo, Lowrise | 485631640 | \$3,251.65 |
| COND | Condo, Lowrise | 486033713 | \$5,240.30 |
| COND | Condo, Lowrise | 486033728 | \$5,302.01 |
| COND | Condo, Lowrise | 495101270 | \$1,222.03 |
| COND | Condo, Lowrise | 495109665 | \$3,303.26 |
| COND | Condo, Lowrise | 504204801 | \$3,125.72 |
| COND | Condo, Lowrise | 504204820 | \$3,057.25 |
| COND | Condo, Lowrise | 504204845 | \$2,139.58 |
| COND | Condo, Lowrise | 504204875 | \$3,025.23 |
| COND | Condo, Lowrise | 504204970 | \$2,541.75 |
| COND | Condo, Lowrise | 504205015 | \$2,702.75 |
| COND | Condo, Lowrise | 504205040 | \$2,598.80 |
| COND | Condo, Lowrise | 504205060 | \$2,622.13 |
| COND | Condo, Lowrise | 504205070 | \$2,188.19 |
| COND | Condo, Lowrise | 505200934 | \$3,525.97 |
| COND | Condo, Lowrise | 505200941 | \$3,525.97 |
| COND | Condo, Lowrise | 505200942 | \$3,525.97 |
| COND | Condo, Lowrise | 505200948 | \$3,546.59 |
| COND | Condo, Lowrise | 505200954 | \$3,525.97 |
| COND | Condo, Lowrise | 505200956 | \$3,525.97 |
| COND | Condo, Lowrise | 505200958 | \$3,525.97 |
| COND | Condo, Lowrise | 505200960 | \$3,389.60 |
| COND | Condo, Lowrise | 505200970 | \$3,366.60 |
| COND | Condo, Lowrise | 505200984 | \$3,390.33 |
| COND | Condo, Lowrise | 505200986 | \$3,527.63 |
| COND | Condo, Lowrise | 505200988 | \$3,527.63 |
| COND | Condo, Lowrise | 505200992 | \$3,390.33 |
| COND | Condo, Lowrise | 505629453 | \$2,247.45 |
| COND | Condo, Lowrise | 514625620 | \$1,122.29 |
| COND | Condo, Lowrise | 515002253 | \$2,516.71 |
| COND | Condo, Lowrise | 515002575 | \$7,618.90 |
| COND | Condo, Lowrise | 515024320 | \$5,812.04 |
| COND | Condo, Lowrise | 515032899 | \$2,316.25 |
| COND | Condo, Lowrise | 515032923 | \$1,648.96 |
| COND | Condo, Lowrise | 515132890 | \$3,691.46 |
| COND | Condo, Lowrise | 515427786 | \$3,924.46 |
| COND | Condo, Lowrise | 515427814 | \$3,015.19 |
| COND | Condo, Lowrise | 515606497 | \$3,073.54 |

LIENS OUTSTANDING 2014

| Class | Predominant Use | Roll Number | Arrears |
|--------------|--------------------------------|--------------------|----------------|
| COND | Condo, Lowrise | 515611976 | \$2,669.07 |
| COND | Condo, Lowrise | 515730070 | \$1,870.75 |
| COND | Condo, Lowrise | 525706100 | \$2,596.78 |
| COND | Condo, Lowrise | 525709360 | \$3,347.40 |
| COND | Condo, Lowrise | 525725110 | \$3,682.87 |
| COND | Condo, Lowrise | 535808185 | \$5,543.19 |
| COND | Condo, Lowrise | 535813437 | \$6,082.08 |
| COND | Condo, Lowrise | 545415415 | \$1,951.80 |
| COND | Condo, Lowrise | 555401955 | \$2,710.99 |
| COND | Condo, Lowrise | 555608545 | \$2,549.84 |
| COND | Condo, Lowrise | 555608900 | \$3,000.94 |
| COND | Condo, Lowrise | 565201995 | \$3,900.95 |
| COND | Condo, Lowrise | 565385153 | \$3,782.05 |
| COND | Condo, Townhouse | 435302385 | \$2,324.85 |
| COND | Condo, Townhouse | 464612295 | \$3,430.06 |
| COND | Condo, Townhouse | 475800120 | \$3,859.82 |
| COND | Condo, Townhouse | 486029670 | \$4,033.15 |
| COND | Condo, Townhouse | 514508305 | \$2,650.60 |
| COND | Condo, Townhouse | 514508625 | \$3,446.95 |
| COND | Condo, Townhouse | 525909960 | \$4,394.67 |
| MRES | Land, Undeveloped Multi Family | 464513600 | \$8,233.30 |
| MRES | Land, Undeveloped Multi Family | 474303100 | \$23,147.32 |
| MRES | Land, Undeveloped Multi Family | 545824050 | \$19,316.11 |
| RES | Land, Undeveloped Res | 455820200 | \$3,467.57 |
| RES | Land, Undeveloped Res | 534926990 | \$2,149.69 |
| RES | Land, Undeveloped Res | 555825300 | \$2,142.02 |
| RES | Single Family, Detached | 385260000 | \$8,923.85 |
| RES | Single Family, Detached | 415327550 | \$5,510.05 |
| RES | Single Family, Detached | 425225500 | \$3,278.59 |
| RES | Single Family, Detached | 425333650 | \$5,109.55 |
| RES | Single Family, Detached | 425403950 | \$9,550.04 |
| RES | Single Family, Detached | 425433200 | \$8,627.10 |
| RES | Single Family, Detached | 435232100 | \$6,541.85 |
| RES | Single Family, Detached | 435308200 | \$6,749.30 |
| RES | Single Family, Detached | 435310250 | \$6,489.97 |
| RES | Single Family, Detached | 435329500 | \$9,527.04 |
| RES | Single Family, Detached | 445340150 | \$7,563.95 |
| RES | Single Family, Detached | 445442150 | \$8,101.70 |
| RES | Single Family, Detached | 445716550 | \$7,423.84 |
| RES | Single Family, Detached | 445820200 | \$6,241.78 |
| RES | Single Family, Detached | 455201550 | \$4,403.31 |
| RES | Single Family, Detached | 455226740 | \$4,241.21 |
| RES | Single Family, Detached | 455301550 | \$6,669.28 |
| RES | Single Family, Detached | 455308600 | \$7,821.78 |
| RES | Single Family, Detached | 455811300 | \$8,952.96 |
| RES | Single Family, Detached | 455812900 | \$7,747.84 |
| RES | Single Family, Detached | 455813150 | \$8,717.07 |

LIENS OUTSTANDING 2014

| Class | Predominant Use | Roll Number | Arrears |
|--------------|-------------------------|--------------------|----------------|
| RES | Single Family, Detached | 455814600 | \$8,087.27 |
| RES | Single Family, Detached | 455830800 | \$4,767.41 |
| RES | Single Family, Detached | 464427950 | \$6,154.91 |
| RES | Single Family, Detached | 464518250 | \$7,683.23 |
| RES | Single Family, Detached | 464519600 | \$5,333.26 |
| RES | Single Family, Detached | 464523350 | \$6,588.41 |
| RES | Single Family, Detached | 464528800 | \$5,106.08 |
| RES | Single Family, Detached | 464547050 | \$6,737.30 |
| RES | Single Family, Detached | 464549940 | \$4,616.86 |
| RES | Single Family, Detached | 464600800 | \$6,181.94 |
| RES | Single Family, Detached | 464615600 | \$3,752.05 |
| RES | Single Family, Detached | 464615950 | \$7,457.22 |
| RES | Single Family, Detached | 464619950 | \$3,858.56 |
| RES | Single Family, Detached | 464640150 | \$3,903.62 |
| RES | Single Family, Detached | 464650150 | \$5,728.68 |
| RES | Single Family, Detached | 464652650 | \$7,302.21 |
| RES | Single Family, Detached | 464661750 | \$5,832.06 |
| RES | Single Family, Detached | 464711050 | \$5,399.24 |
| RES | Single Family, Detached | 465106600 | \$3,588.72 |
| RES | Single Family, Detached | 465107700 | \$11,209.89 |
| RES | Single Family, Detached | 465224600 | \$4,341.27 |
| RES | Single Family, Detached | 465225920 | \$13,232.62 |
| RES | Single Family, Detached | 465612750 | \$5,661.12 |
| RES | Single Family, Detached | 465627860 | \$4,688.38 |
| RES | Single Family, Detached | 465631090 | \$8,914.07 |
| RES | Single Family, Detached | 465649550 | \$9,338.16 |
| RES | Single Family, Detached | 465901200 | \$9,514.40 |
| RES | Single Family, Detached | 465962150 | \$6,463.14 |
| RES | Single Family, Detached | 465964000 | \$7,390.48 |
| RES | Single Family, Detached | 465967550 | \$20,653.13 |
| RES | Single Family, Detached | 474415200 | \$3,928.03 |
| RES | Single Family, Detached | 474417650 | \$3,035.97 |
| RES | Single Family, Detached | 474422000 | \$4,207.68 |
| RES | Single Family, Detached | 474440100 | \$6,459.13 |
| RES | Single Family, Detached | 474505950 | \$6,333.14 |
| RES | Single Family, Detached | 474609140 | \$4,365.05 |
| RES | Single Family, Detached | 474628390 | \$5,094.95 |
| RES | Single Family, Detached | 474715880 | \$3,143.07 |
| RES | Single Family, Detached | 474724190 | \$5,009.15 |
| RES | Single Family, Detached | 474828050 | \$3,284.00 |
| RES | Single Family, Detached | 474910250 | \$2,512.65 |
| RES | Single Family, Detached | 474913450 | \$2,185.88 |
| RES | Single Family, Detached | 474930050 | \$2,796.66 |
| RES | Single Family, Detached | 474934500 | \$4,507.06 |
| RES | Single Family, Detached | 474936400 | \$2,808.18 |
| RES | Single Family, Detached | 474943000 | \$2,676.43 |
| RES | Single Family, Detached | 475003450 | \$2,399.25 |

LIENS OUTSTANDING 2014

| Class | Predominant Use | Roll Number | Arrears |
|--------------|-------------------------|--------------------|----------------|
| RES | Single Family, Detached | 475003640 | \$3,728.07 |
| RES | Single Family, Detached | 475003800 | \$4,661.70 |
| RES | Single Family, Detached | 475003950 | \$2,942.94 |
| RES | Single Family, Detached | 475004000 | \$2,663.24 |
| RES | Single Family, Detached | 475004050 | \$2,597.02 |
| RES | Single Family, Detached | 475004100 | \$3,014.87 |
| RES | Single Family, Detached | 475019850 | \$5,101.57 |
| RES | Single Family, Detached | 475020750 | \$1,905.54 |
| RES | Single Family, Detached | 475025550 | \$2,895.93 |
| RES | Single Family, Detached | 475027100 | \$4,275.36 |
| RES | Single Family, Detached | 475027350 | \$2,799.00 |
| RES | Single Family, Detached | 475103920 | \$4,375.20 |
| RES | Single Family, Detached | 475509350 | \$6,657.34 |
| RES | Single Family, Detached | 475511000 | \$5,897.14 |
| RES | Single Family, Detached | 475547050 | \$4,147.17 |
| RES | Single Family, Detached | 475547450 | \$6,564.66 |
| RES | Single Family, Detached | 475611940 | \$5,193.06 |
| RES | Single Family, Detached | 475727750 | \$5,416.40 |
| RES | Single Family, Detached | 475816500 | \$5,891.74 |
| RES | Single Family, Detached | 475916900 | \$4,598.85 |
| RES | Single Family, Detached | 484308800 | \$4,971.72 |
| RES | Single Family, Detached | 484310550 | \$3,693.72 |
| RES | Single Family, Detached | 484313650 | \$2,221.75 |
| RES | Single Family, Detached | 484313900 | \$4,989.05 |
| RES | Single Family, Detached | 484323790 | \$2,917.28 |
| RES | Single Family, Detached | 484324300 | \$2,801.76 |
| RES | Single Family, Detached | 484336660 | \$3,937.07 |
| RES | Single Family, Detached | 484339220 | \$3,055.86 |
| RES | Single Family, Detached | 484339780 | \$3,308.94 |
| RES | Single Family, Detached | 484341300 | \$4,798.26 |
| RES | Single Family, Detached | 484401450 | \$4,405.49 |
| RES | Single Family, Detached | 484430160 | \$4,727.48 |
| RES | Single Family, Detached | 484504070 | \$4,167.06 |
| RES | Single Family, Detached | 484514790 | \$4,204.65 |
| RES | Single Family, Detached | 484517240 | \$5,253.32 |
| RES | Single Family, Detached | 484521740 | \$2,973.62 |
| RES | Single Family, Detached | 484610600 | \$4,738.69 |
| RES | Single Family, Detached | 484620050 | \$3,986.45 |
| RES | Single Family, Detached | 484623890 | \$2,949.44 |
| RES | Single Family, Detached | 484624000 | \$4,581.93 |
| RES | Single Family, Detached | 484723500 | \$4,342.98 |
| RES | Single Family, Detached | 484725900 | \$3,700.74 |
| RES | Single Family, Detached | 484726400 | \$2,558.51 |
| RES | Single Family, Detached | 484800990 | \$4,454.72 |
| RES | Single Family, Detached | 484831300 | \$4,418.52 |
| RES | Single Family, Detached | 484840470 | \$3,964.05 |
| RES | Single Family, Detached | 484902050 | \$4,549.72 |

LIENS OUTSTANDING 2014

| Class | Predominant Use | Roll Number | Arrears |
|--------------|-------------------------|--------------------|----------------|
| RES | Single Family, Detached | 484908600 | \$2,291.95 |
| RES | Single Family, Detached | 484916250 | \$4,200.86 |
| RES | Single Family, Detached | 484918150 | \$4,379.26 |
| RES | Single Family, Detached | 484920250 | \$3,042.55 |
| RES | Single Family, Detached | 484922500 | \$3,260.24 |
| RES | Single Family, Detached | 484926550 | \$3,271.55 |
| RES | Single Family, Detached | 484929725 | \$6,343.48 |
| RES | Single Family, Detached | 484930950 | \$4,267.59 |
| RES | Single Family, Detached | 485112150 | \$8,305.98 |
| RES | Single Family, Detached | 485113100 | \$4,892.07 |
| RES | Single Family, Detached | 485124450 | \$2,876.19 |
| RES | Single Family, Detached | 485127000 | \$2,493.97 |
| RES | Single Family, Detached | 485132200 | \$9,892.07 |
| RES | Single Family, Detached | 485203350 | \$18,341.34 |
| RES | Single Family, Detached | 485538750 | \$4,603.26 |
| RES | Single Family, Detached | 485617590 | \$3,964.97 |
| RES | Single Family, Detached | 485916950 | \$6,014.42 |
| RES | Single Family, Detached | 486008450 | \$7,598.96 |
| RES | Single Family, Detached | 486008950 | \$8,345.45 |
| RES | Single Family, Detached | 486023700 | \$4,414.67 |
| RES | Single Family, Detached | 486026950 | \$4,939.89 |
| RES | Single Family, Detached | 494318400 | \$4,959.29 |
| RES | Single Family, Detached | 494330440 | \$4,155.29 |
| RES | Single Family, Detached | 494334440 | \$4,873.88 |
| RES | Single Family, Detached | 494336240 | \$4,813.59 |
| RES | Single Family, Detached | 494340450 | \$3,209.68 |
| RES | Single Family, Detached | 494341200 | \$4,612.01 |
| RES | Single Family, Detached | 494405800 | \$4,174.11 |
| RES | Single Family, Detached | 494414250 | \$4,961.91 |
| RES | Single Family, Detached | 494418850 | \$5,208.13 |
| RES | Single Family, Detached | 494422450 | \$4,326.57 |
| RES | Single Family, Detached | 494501500 | \$2,798.43 |
| RES | Single Family, Detached | 494510540 | \$4,829.58 |
| RES | Single Family, Detached | 494621300 | \$3,972.31 |
| RES | Single Family, Detached | 494632810 | \$1,908.23 |
| RES | Single Family, Detached | 494702300 | \$7,739.98 |
| RES | Single Family, Detached | 494706250 | \$3,657.42 |
| RES | Single Family, Detached | 494707750 | \$4,753.63 |
| RES | Single Family, Detached | 494807300 | \$2,716.41 |
| RES | Single Family, Detached | 494807700 | \$3,163.26 |
| RES | Single Family, Detached | 494811950 | \$4,094.91 |
| RES | Single Family, Detached | 494827650 | \$1,975.40 |
| RES | Single Family, Detached | 494828900 | \$4,566.44 |
| RES | Single Family, Detached | 494830750 | \$4,134.45 |
| RES | Single Family, Detached | 494832450 | \$1,928.84 |
| RES | Single Family, Detached | 494834300 | \$5,425.88 |
| RES | Single Family, Detached | 494904650 | \$5,412.07 |

LIENS OUTSTANDING 2014

| Class | Predominant Use | Roll Number | Arrears |
|--------------|-------------------------|--------------------|----------------|
| RES | Single Family, Detached | 494912000 | \$5,825.13 |
| RES | Single Family, Detached | 494913550 | \$2,211.55 |
| RES | Single Family, Detached | 495507940 | \$6,425.13 |
| RES | Single Family, Detached | 495515400 | \$5,050.45 |
| RES | Single Family, Detached | 495705400 | \$6,104.04 |
| RES | Single Family, Detached | 495733790 | \$4,992.50 |
| RES | Single Family, Detached | 495804450 | \$10,151.15 |
| RES | Single Family, Detached | 495806600 | \$28,508.42 |
| RES | Single Family, Detached | 495822680 | \$7,188.96 |
| RES | Single Family, Detached | 495847100 | \$7,709.72 |
| RES | Single Family, Detached | 495851750 | \$10,619.19 |
| RES | Single Family, Detached | 504302050 | \$3,424.88 |
| RES | Single Family, Detached | 504303550 | \$5,945.06 |
| RES | Single Family, Detached | 504307450 | \$3,586.12 |
| RES | Single Family, Detached | 504337150 | \$6,521.08 |
| RES | Single Family, Detached | 504405490 | \$5,718.85 |
| RES | Single Family, Detached | 504407490 | \$4,722.75 |
| RES | Single Family, Detached | 504425700 | \$3,581.08 |
| RES | Single Family, Detached | 504432550 | \$3,539.11 |
| RES | Single Family, Detached | 504518200 | \$4,434.50 |
| RES | Single Family, Detached | 504521440 | \$1,957.65 |
| RES | Single Family, Detached | 504630130 | \$2,455.66 |
| RES | Single Family, Detached | 504632460 | \$3,229.16 |
| RES | Single Family, Detached | 504637800 | \$4,325.06 |
| RES | Single Family, Detached | 504705050 | \$1,993.75 |
| RES | Single Family, Detached | 504712700 | \$1,608.63 |
| RES | Single Family, Detached | 504716450 | \$1,536.61 |
| RES | Single Family, Detached | 504716550 | \$3,410.41 |
| RES | Single Family, Detached | 504720750 | \$2,674.74 |
| RES | Single Family, Detached | 504721450 | \$2,303.08 |
| RES | Single Family, Detached | 504732740 | \$2,199.19 |
| RES | Single Family, Detached | 504734200 | \$1,275.03 |
| RES | Single Family, Detached | 504805300 | \$1,671.89 |
| RES | Single Family, Detached | 504826150 | \$2,980.31 |
| RES | Single Family, Detached | 504831550 | \$1,590.79 |
| RES | Single Family, Detached | 504832300 | \$1,093.69 |
| RES | Single Family, Detached | 504923400 | \$2,350.65 |
| RES | Single Family, Detached | 504925450 | \$4,084.62 |
| RES | Single Family, Detached | 504928900 | \$2,861.61 |
| RES | Single Family, Detached | 504935500 | \$2,801.37 |
| RES | Single Family, Detached | 505113100 | \$2,597.12 |
| RES | Single Family, Detached | 505222840 | \$14,586.96 |
| RES | Single Family, Detached | 505617390 | \$5,699.52 |
| RES | Single Family, Detached | 505720490 | \$2,990.43 |
| RES | Single Family, Detached | 505721910 | \$5,159.67 |
| RES | Single Family, Detached | 505722560 | \$5,334.29 |
| RES | Single Family, Detached | 505804600 | \$6,106.78 |

LIENS OUTSTANDING 2014

| Class | Predominant Use | Roll Number | Arrears |
|--------------|-------------------------|--------------------|----------------|
| RES | Single Family, Detached | 514200530 | \$5,526.86 |
| RES | Single Family, Detached | 514216420 | \$10,039.00 |
| RES | Single Family, Detached | 514435700 | \$5,569.49 |
| RES | Single Family, Detached | 514504300 | \$3,393.75 |
| RES | Single Family, Detached | 514612950 | \$2,878.58 |
| RES | Single Family, Detached | 514613450 | \$5,224.80 |
| RES | Single Family, Detached | 514623950 | \$2,987.15 |
| RES | Single Family, Detached | 514702900 | \$3,953.97 |
| RES | Single Family, Detached | 514801250 | \$4,561.12 |
| RES | Single Family, Detached | 514803650 | \$4,532.44 |
| RES | Single Family, Detached | 514808250 | \$1,389.48 |
| RES | Single Family, Detached | 514811400 | \$1,908.03 |
| RES | Single Family, Detached | 514811450 | \$3,484.81 |
| RES | Single Family, Detached | 514813000 | \$1,750.38 |
| RES | Single Family, Detached | 514815040 | \$2,449.24 |
| RES | Single Family, Detached | 514821600 | \$1,896.09 |
| RES | Single Family, Detached | 514822350 | \$1,707.05 |
| RES | Single Family, Detached | 514824000 | \$2,055.30 |
| RES | Single Family, Detached | 514830100 | \$2,346.71 |
| RES | Single Family, Detached | 514831950 | \$1,501.38 |
| RES | Single Family, Detached | 514834300 | \$6,139.76 |
| RES | Single Family, Detached | 514838900 | \$2,328.36 |
| RES | Single Family, Detached | 515001940 | \$9,510.31 |
| RES | Single Family, Detached | 515104350 | \$7,320.07 |
| RES | Single Family, Detached | 515214450 | \$11,577.15 |
| RES | Single Family, Detached | 515216800 | \$7,296.00 |
| RES | Single Family, Detached | 515314590 | \$11,597.84 |
| RES | Single Family, Detached | 515318500 | \$8,925.68 |
| RES | Single Family, Detached | 515415500 | \$5,543.33 |
| RES | Single Family, Detached | 515508350 | \$7,007.67 |
| RES | Single Family, Detached | 515517150 | \$9,564.54 |
| RES | Single Family, Detached | 515524200 | \$5,106.92 |
| RES | Single Family, Detached | 515528270 | \$2,551.98 |
| RES | Single Family, Detached | 515614920 | \$7,294.50 |
| RES | Single Family, Detached | 515616660 | \$3,333.14 |
| RES | Single Family, Detached | 515703950 | \$4,251.81 |
| RES | Single Family, Detached | 515706300 | \$6,852.49 |
| RES | Single Family, Detached | 515805000 | \$7,041.64 |
| RES | Single Family, Detached | 515830100 | \$3,350.45 |
| RES | Single Family, Detached | 524302600 | \$5,382.37 |
| RES | Single Family, Detached | 524404570 | \$6,425.13 |
| RES | Single Family, Detached | 524410040 | \$3,461.15 |
| RES | Single Family, Detached | 524412090 | \$3,975.49 |
| RES | Single Family, Detached | 524413520 | \$6,293.90 |
| RES | Single Family, Detached | 524505500 | \$10,659.34 |
| RES | Single Family, Detached | 524507840 | \$3,467.76 |
| RES | Single Family, Detached | 524508010 | \$9,186.48 |

LIENS OUTSTANDING 2014

| Class | Predominant Use | Roll Number | Arrears |
|--------------|-------------------------|--------------------|----------------|
| RES | Single Family, Detached | 524810950 | \$2,134.16 |
| RES | Single Family, Detached | 524911150 | \$2,584.50 |
| RES | Single Family, Detached | 525001200 | \$7,295.03 |
| RES | Single Family, Detached | 525002000 | \$8,235.30 |
| RES | Single Family, Detached | 525008300 | \$4,100.44 |
| RES | Single Family, Detached | 525010100 | \$6,736.04 |
| RES | Single Family, Detached | 525012350 | \$7,565.51 |
| RES | Single Family, Detached | 525026850 | \$6,483.61 |
| RES | Single Family, Detached | 525027700 | \$1,839.70 |
| RES | Single Family, Detached | 525034700 | \$7,474.09 |
| RES | Single Family, Detached | 525038400 | \$5,727.88 |
| RES | Single Family, Detached | 525046800 | \$4,110.61 |
| RES | Single Family, Detached | 525101250 | \$3,612.97 |
| RES | Single Family, Detached | 525120150 | \$6,311.67 |
| RES | Single Family, Detached | 525202100 | \$3,886.86 |
| RES | Single Family, Detached | 525326000 | \$13,547.94 |
| RES | Single Family, Detached | 525408840 | \$5,160.38 |
| RES | Single Family, Detached | 525434040 | \$5,357.18 |
| RES | Single Family, Detached | 525502240 | \$6,399.25 |
| RES | Single Family, Detached | 525621750 | \$3,624.49 |
| RES | Single Family, Detached | 525637750 | \$5,861.00 |
| RES | Single Family, Detached | 525924100 | \$5,575.55 |
| RES | Single Family, Detached | 534906400 | \$5,528.53 |
| RES | Single Family, Detached | 534911200 | \$4,651.52 |
| RES | Single Family, Detached | 534912650 | \$3,597.87 |
| RES | Single Family, Detached | 534913350 | \$5,690.83 |
| RES | Single Family, Detached | 534916140 | \$5,970.42 |
| RES | Single Family, Detached | 534916400 | \$3,987.65 |
| RES | Single Family, Detached | 534923240 | \$3,922.51 |
| RES | Single Family, Detached | 534926970 | \$5,093.47 |
| RES | Single Family, Detached | 534929300 | \$3,048.36 |
| RES | Single Family, Detached | 535011310 | \$3,174.85 |
| RES | Single Family, Detached | 535016200 | \$2,723.04 |
| RES | Single Family, Detached | 535017200 | \$2,912.07 |
| RES | Single Family, Detached | 535024300 | \$6,059.56 |
| RES | Single Family, Detached | 535106000 | \$6,310.13 |
| RES | Single Family, Detached | 535204900 | \$9,522.74 |
| RES | Single Family, Detached | 535210700 | \$6,821.40 |
| RES | Single Family, Detached | 535222000 | \$6,361.30 |
| RES | Single Family, Detached | 535222350 | \$6,683.28 |
| RES | Single Family, Detached | 535224300 | \$6,645.84 |
| RES | Single Family, Detached | 535302450 | \$4,754.99 |
| RES | Single Family, Detached | 535323940 | \$4,122.33 |
| RES | Single Family, Detached | 535330300 | \$3,005.26 |
| RES | Single Family, Detached | 535608450 | \$3,709.36 |
| RES | Single Family, Detached | 535613990 | \$6,469.81 |
| RES | Single Family, Detached | 535639050 | \$10,815.43 |

LIENS OUTSTANDING 2014

| Class | Predominant Use | Roll Number | Arrears |
|--------------|-------------------------|--------------------|----------------|
| RES | Single Family, Detached | 535844700 | \$10,010.92 |
| RES | Single Family, Detached | 535853350 | \$5,504.44 |
| RES | Single Family, Detached | 535865050 | \$11,977.41 |
| RES | Single Family, Detached | 535903990 | \$10,154.49 |
| RES | Single Family, Detached | 545000950 | \$4,334.16 |
| RES | Single Family, Detached | 545005100 | \$7,026.27 |
| RES | Single Family, Detached | 545005150 | \$5,065.60 |
| RES | Single Family, Detached | 545014650 | \$3,552.00 |
| RES | Single Family, Detached | 545101350 | \$6,187.42 |
| RES | Single Family, Detached | 545113600 | \$6,460.63 |
| RES | Single Family, Detached | 545123350 | \$4,411.49 |
| RES | Single Family, Detached | 545204700 | \$6,584.83 |
| RES | Single Family, Detached | 545229100 | \$3,622.82 |
| RES | Single Family, Detached | 545325300 | \$3,939.06 |
| RES | Single Family, Detached | 545326550 | \$4,805.22 |
| RES | Single Family, Detached | 545328850 | \$6,733.41 |
| RES | Single Family, Detached | 545409930 | \$4,794.48 |
| RES | Single Family, Detached | 545420740 | \$6,305.18 |
| RES | Single Family, Detached | 545429740 | \$3,874.90 |
| RES | Single Family, Detached | 545500980 | \$6,669.99 |
| RES | Single Family, Detached | 545514190 | \$3,370.05 |
| RES | Single Family, Detached | 545606850 | \$10,427.98 |
| RES | Single Family, Detached | 545630650 | \$11,029.80 |
| RES | Single Family, Detached | 545638500 | \$7,241.31 |
| RES | Single Family, Detached | 545704600 | \$10,315.15 |
| RES | Single Family, Detached | 545710690 | \$11,177.62 |
| RES | Single Family, Detached | 545713500 | \$2,991.25 |
| RES | Single Family, Detached | 545740900 | \$7,136.54 |
| RES | Single Family, Detached | 545803100 | \$6,528.25 |
| RES | Single Family, Detached | 545900450 | \$13,658.11 |
| RES | Single Family, Detached | 546001800 | \$6,350.93 |
| RES | Single Family, Detached | 555302390 | \$6,962.15 |
| RES | Single Family, Detached | 555424850 | \$8,016.45 |
| RES | Single Family, Detached | 555616900 | \$3,640.51 |
| RES | Single Family, Detached | 555723600 | \$7,792.27 |
| RES | Single Family, Detached | 555820050 | \$9,025.32 |
| RES | Single Family, Detached | 555824250 | \$6,741.55 |
| RES | Single Family, Detached | 555826600 | \$6,981.66 |
| RES | Single Family, Detached | 555913300 | \$7,410.73 |
| RES | Single Family, Detached | 565311250 | \$6,868.14 |
| RES | Single Family, Detached | 565313950 | \$9,216.34 |
| RES | Single Family, Detached | 565333800 | \$3,774.21 |
| RES | Single Family, Detached | 565375400 | \$7,853.81 |
| RES | Single Family, Detached | 565417350 | \$5,210.65 |
| RES | Single Family, Detached | 565423550 | \$4,690.69 |
| RES | Single Family, Detached | 565515500 | \$6,584.48 |
| RES | Single Family, Detached | 565516150 | \$4,054.83 |

LIENS OUTSTANDING 2014

| Class | Predominant Use | Roll Number | Arrears |
|--------------|------------------------------------|--------------------|----------------|
| RES | Single Family, Detached | 565520150 | \$5,353.53 |
| RES | Single Family, Detached | 565526800 | \$6,921.89 |
| RES | Single Family, Semi Detached | 524802670 | \$3,012.30 |
| RES | Townhouse, Res-2 unit (One Title) | 484838900 | \$7,026.77 |
| RES | Townhouse, Res-2 unit (One Title) | 485624310 | \$8,753.55 |
| RES | Townhouse, Res-2 unit (One Title) | 545428130 | \$4,170.35 |
| RES | Townhouse, Res-2 unit (Two Titles) | 475546850 | \$5,697.90 |
| RES | Townhouse, Res-2 unit (Two Titles) | 485525290 | \$5,282.32 |
| RES | Townhouse, Res-2 unit (Two Titles) | 485529910 | \$3,877.52 |
| RES | Townhouse, Res-2 unit (Two Titles) | 494806880 | \$3,196.86 |
| RES | Townhouse, Res-2 unit (Two Titles) | 505501020 | \$5,095.18 |
| RES | Townhouse, Res-2 unit (Two Titles) | 525014080 | \$5,457.74 |
| RES | Townhouse, Res-2 unit (Two Titles) | 535628100 | \$5,155.95 |
| RES | Townhouse, Res-2 unit (Two Titles) | 565318700 | \$5,912.99 |
| | | Total | \$2,594,603.60 |

LIENS OUTSTANDING SUMMARY 2014

| Predominant Use | Arrears |
|--------------------------------------|-----------------------------|
| 1 Auto, Repair Garage <5,000 | \$9,582.53 |
| 1 Car Wash, Self Serve | \$20,436.21 |
| 1 Clubhouse | \$7,552.30 |
| 1 Condo, Commercial | \$7,642.19 |
| 1 Industrial, Flex Bld, single sty | \$47,720.03 |
| 2 Land, Undeveloped Commercial | \$26,499.90 |
| 1 Warehouse, Storage 10,000-79,999 | \$41,439.99 |
| 35 Condo, Bare Land | \$177,494.49 |
| 5 Condo, Highrise | \$17,854.29 |
| 59 Condo, Lowrise | \$196,323.24 |
| 7 Condo, Townhouse | \$24,140.10 |
| 3 Land, Undeveloped Multi Family | \$50,696.73 |
| 3 Land, Undeveloped Res | \$7,759.28 |
| 352 Single Family, Detached | \$1,896,822.89 |
| 1 Single Family, Semi Detached | \$3,012.30 |
| 3 Townhouse, Res-2 unit (One Title) | \$19,950.67 |
| 8 Townhouse, Res-2 unit (Two Titles) | \$39,676.46 |
| 484 | Total \$2,594,603.60 |



STANDING POLICY COMMITTEE ON FINANCE

2015 Budget Approval – Business Improvement Districts

Recommendation of the Committee

1. That the 2015 budget submissions from the Partnership, Broadway Business Improvement District, Riversdale Business Improvement District, the Sutherland Business Improvement District, and the 33rd Street Business Improvement District be approved; and
2. That the City Solicitor be requested to prepare the 2015 Business Improvement District Levy Bylaws for submission to City Council for consideration at the same meeting that the Mill Rate Bylaws are presented.

History

At the February 9, 2015 Standing Policy Committee on Finance meeting, a report of the CFO/General Manager, Asset & Financial Management Department dated February 9, 2015 was considered.

Attachment

February 9, 2015 Report of the CFO/General Manager, Asset & Financial Management.

2015 Budget Approval - Business Improvement Districts

Recommendation

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

1. That the 2015 budget submissions from the Partnership, Broadway Business Improvement District, Riversdale Business Improvement District, the Sutherland Business Improvement District, and the 33rd Street Business Improvement District be approved; and
2. That the City Solicitor be requested to prepare the 2015 Business Improvement District Levy Bylaws for submission to City Council for consideration at the same meeting that the Mill Rate Bylaws are presented.

Topic and Purpose

To receive City Council's approval of the 2015 Budgets for Saskatoon's five Business Improvement Districts.

Report Highlights

1. In accordance with the Business Improvement District Bylaws, each BID has submitted its 2015 budget for City Council's approval.

Strategic Goal

The Business Improvement District Bylaws support the long-term strategy of creating a business-friendly environment under the Strategic Goal of Economic Diversity and Prosperity.

Background

There are five Business Improvement Districts (BIDs) located in Saskatoon. The Downtown BID and the Broadway BID were established in 1986. The bylaw for the Riversdale BID was finalized in 1990 and the Sutherland BID bylaw was passed in 1999. Bylaw No. 9235, The 33rd Street Business Improvement District Bylaw, 2014, was approved by City Council at its meeting on November 24, 2014.

Report

In accordance with the Business Improvement District (BID) Bylaws, each BID has submitted its 2015 budget (Attachments 1 – 5) for City Council's approval. The 2014 Financial statements will be submitted at a future date. The 2015 budgeted levy request for each BID was approved by each BID's Board of Management and is summarized as follows:

| BID | 2015 Levy Request | Increase from 2014 | | Reason for Adjustment |
|-------------------------|-------------------|--------------------|--------|---|
| | | \$ | % | |
| Downtown | \$595,752 | \$27,232 | (4.8%) | Adjustments for ongoing activities |
| Broadway | \$179,500 | \$9,400 | (5.5%) | Inflationary increases in operating costs |
| Riversdale | \$159,200 | \$10,478 | (7.0%) | Annual adjustments, program growth, and increased business activity |
| Sutherland | \$31,000 | \$2,500 | (8.8%) | Requesting incremental increase |
| 33 rd Street | \$20,000 | N/A | | Establishment of new BID |

Options to the Recommendation

City Council has the option to not approve any or all the BID budget submissions, which would require the BID(s) to resubmit their budget for approval.

Other Considerations/Implications

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

Public and/or stakeholder involvement and a communication plan are not required.

Due Date for Follow-up and/or Project Completion

The BID budgets need City Council approval by the end of March 2014 to ensure adequate time to draft the Bylaw for approval in April.

Public Notice

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

Attachments

1. January 15, 2015 letter and 2015 proposed budget, The Partnership.
2. December 22, 2014 letter and 2015 proposed budget, Broadway BID.
3. January 15, 2015 letter and 2015 proposed budget, Riversdale BID.
4. December 15, 2014 letter and 2015 proposed budget, Sutherland BID.
5. 2015 budget for 33rd Street BID.

Report Approval

Written by: Joanne Stevens, Manager, Assessment & Tax Administration
Reviewed by: Les Smith, Director of Assessment & Taxation
Approved by: Kerry Tarasoff, CFO/General Manager, Asset & Financial Management Department

BIDS2015.docx

**THE PARTNERSHIP**

Saskatoon Downtown Business Improvement District

January 15, 2015

His Worship Mayor Atchison & Members of City Council
c/o Ms. Joanne Stevens
Manager Assessment & Tax Administration
City of Saskatoon
325 3rd Avenue North,
Saskatoon, SK S7K 0J5

Your Worship & Councillors,

Please find enclosed the proposed 2015 Operating Budget for the Downtown Business Improvement District. This budget was approved by the Board of Management for submission to the City of Saskatoon. The budget reflects the necessary adjustments for the ongoing activities of the organization.

The Downtown BID looks forward to a continued close working relationship with the City of Saskatoon. We have plans to expand our work in the area of improving overall vibrancy downtown and enhancing our cleaning operations.

Submitted on behalf of the Board of Management,

Brent Penner
Executive Director

Attachment: 2015 DBID Operating Budget

The Partnership - Downtown BID 2015 Operating Budget

| | <u>2014 Budget</u> | <u>2014 Actual</u> | <u>2015 Budget</u> |
|---|--------------------------|--------------------------|--------------------------|
| REVENUES | | (Pre Audit) | |
| BID Levy | 568,520.00 | 573,131.65 | 595,752.00 |
| Parking | 35,900.00 | 35,900.00 | 35,900.00 |
| Interest | 6,000.00 | 7,314.85 | 6,300.00 |
| Street Maintenance-City of Saskatoon Planter Maintenance | 19,916.00 | 19,916.00 | 20,299.00 |
| CSO Expense Recovery | 8,000.00 | 8,000.00 | 8,000.00 |
| Other | 150.00 | 5,180.60 | 244.00 |
| TOTAL REVENUES | <u>638,486.00</u> | <u>649,443.10</u> | <u>666,495.00</u> |
| EXPENSES | | | |
| Administration - wages, rent, utilities, insurance, etc. | 408,160.00 | 372,902.23 | 380,945.00 |
| Total | <u>408,160.00</u> | <u>372,902.23</u> | <u>380,945.00</u> |
| Market/Research & Education | | | |
| Marketing and Advertising | 39,300.00 | 31,847.64 | 51,000.00 |
| Research, Education, Heritage, Graffiti Removal | 23,500.00 | 15,065.64 | 23,500.00 |
| Total | <u>62,800.00</u> | <u>46,913.28</u> | <u>74,500.00</u> |
| Board and Memberships | 8,200.00 | 5,653.47 | 8,500.00 |
| Total | <u>8,200.00</u> | <u>5,653.47</u> | <u>8,500.00</u> |
| Special Projects & New Event Opportunities | 34,100.00 | 28,389.38 | 31,800.00 |
| Total | <u>34,100.00</u> | <u>28,389.38</u> | <u>31,800.00</u> |
| Street Maintenance Program | | | |
| Summer/Winter Program-Street Maintenance Program | 130,000.00 | 107,810.17 | 136,750.00 |
| Equipment/Uniforms, Street Maintenance Supplies, Tree Lights | 30,000.00 | 24,044.53 | 34,000.00 |
| Total | <u>160,000.00</u> | <u>131,854.70</u> | <u>170,750.00</u> |
| TOTAL EXPENSES | <u>673,260.00</u> | <u>585,713.06</u> | <u>666,495.00</u> |
| Revenues Less Expenses | <u>-34,774.00</u> | <u>63,730.04</u> | <u>0.00</u> |
| Transfer: Partnership Reserves | -34,774.00 | 63,730.04 | 0.00 |



December 22, 2014

His Worship Mayor Atchison & Members of City Council | City of Saskatoon
 c/o Joanne Stevens | Manager of Accounting & Support Services
 Revenue Branch | 222 3rd Avenue North | Saskatoon SK S7K 0J5

Re: Broadway Business Improvement District 2015 Budget Submission

Your Worship and Councillors,

Please find enclosed the 2015 proposed budget for the Broadway Business Improvement District (Broadway BID), which has been approved by the Board of Directors for submission to the City of Saskatoon.

2014 afforded Broadway BID to reengage with committed board members, arriving at a more full capacity. Their work resulted in strong initiative and growth of events and streetscaping projects for the Broadway BID; we look forward to continuing these projects in 2015, which will include:

- Broadway Street Fair, with the success of requiring a definition of a maximum capacity,
- Addition of bike racks with Urban Design,
- Addition of street lighting with Urban Design, and
- A strategic and marketing re-visioning of the District.

In order to fulfill our mandate of supporting efforts to promote, serve, and represent the businesses and organizations of the Broadway area, the Broadway BID is seeking a 5.5% increase in its levy for the 2015 fiscal year. Despite the decreased total revenue, especially due to the revision of events, this requested levy increase reflects inflationary increases in operating costs, and an emphasis on the Broadway atmosphere and animation for the best experience through revenue-neutral programming and marketing campaigns.

We look forward to another successful year for the district, and thank you kindly for your ongoing support.

Respectfully submitted on behalf of the Board of Directors,

Sarah Marchildon
 Executive Director
 Broadway Business Improvement District

Enclosures: 2015 BBID Budget & 2015 BBID Board Members

Get the Goods... on Broadway.

BROADWAY Broadway Business Improvement District
2015 Operating Budget
for Council Approval

| | 2014 Budget | 2014 Actuals (Estimated) | 2015 Budget (for Approval) |
|--|-------------------|--------------------------|----------------------------|
| REVENUES | | | |
| BBID Levy | 170,100.00 | 174,968.00 | 179,500.00 |
| COS Parking Meters | 35,900.00 | 35,900.00 | 35,900.00 |
| COS Flower Pot Maintenance | 6,032.00 | 6,032.00 | 6,148.00 |
| Advertising | 11,000.00 | 3,000.00 | 3,000.00 |
| New Marketing Initiatives | 0.00 | 2,633.50 | 0.00 |
| Grants | 5,750.00 | 5,999.00 | 6,000.00 |
| Special Event Revenue | 60,595.00 | 62,451.13 | 43,000.00 |
| Interest Earned | 750.00 | 1,329.38 | 750.00 |
| Total Revenues | 290,127.00 | 292,313.01 | 274,298.00 |
| EXPENDITURES | | | |
| Administration | | | |
| Salaries & Benefits | 175,542.00 | 174,303.34 | 179,093.00 |
| Accounting & Legal | 6,700.00 | 7,727.26 | 7,300.00 |
| Advertising & Promotions | 11,000.00 | 9,161.21 | 4,590.00 |
| Rent, including Utilities | 12,000.00 | 10,922.41 | 14,000.00 |
| Office Expenses | 14,775.00 | 15,488.26 | 14,100.00 |
| Total Administration | 220,017.00 | 217,602.48 | 219,083.00 |
| Programing | | | |
| Business Development Expenses | 250.00 | 40.00 | 250.00 |
| Employee Professional Development | 250.00 | 25.00 | 250.00 |
| Member Professional Development | 250.00 | 298.58 | 250.00 |
| Conferences | 4,000.00 | 2,198.34 | 4,000.00 |
| Memberships & Committees | 900.00 | 682.09 | 600.00 |
| Graffiti Maintenance Program | 1,000.00 | 430.56 | 1,000.00 |
| New Marketing Initiatives | 1,900.00 | 8,639.20 | 0.00 |
| Total Programing | 8,550.00 | 12,313.77 | 6,350.00 |
| Special Projects and Events | | | |
| Snow Day on Broadway | 7,000.00 | 4,402.00 | 7,000.00 |
| Annual General Meeting of the Members | 895.00 | 1,516.62 | 1,500.00 |
| Art Fest | 11,000.00 | 5,774.65 | 7,000.00 |
| Live@Lunch | 0.00 | 890.30 | 1,000.00 |
| Walk of Stars | 1,500.00 | 1,672.75 | 1,500.00 |
| Heritage QR Code & Maps | 7,000.00 | 7,937.45 | 0.00 |
| Street Fair | 22,000.00 | 26,330.61 | 17,000.00 |
| Jingle Bucks | 7,000.00 | 4,685.58 | 7,000.00 |
| Spirit of Christmas | 0.00 | 1,336.38 | 0.00 |
| Third Thursday | | 37.16 | 1,000.00 |
| Broadway 360 | 365.00 | 365.00 | 365.00 |
| Non-BBID Event Sponsorship | 0.00 | 570.00 | 1,000.00 |
| Total Special Projects | 56,760.00 | 55,518.50 | 44,365.00 |
| Board Expenses | | | |
| Board Expenses | 800.00 | 254.67 | 500.00 |
| Board Development | 1,000.00 | 0.00 | 1,000.00 |
| Total Board Expenses | 1,800.00 | 254.67 | 1,500.00 |
| RESERVES | | | |
| Transfer to Reserves | 3,000.00 | 3,000.00 | 3,000.00 |
| Total Expenditures & Reserves | 290,127.00 | 288,689.42 | 274,298.00 |
| Surplus/(Deficit) | 0.00 | 3,623.59 | 0.00 |



2014 Broadway BID Board of Directors

as at December 19, 2014

| Year of Appointment | | |
|----------------------|---|--|
| 2012 | Executive Chair | Darci Ash Enigma Salon Studio |
| 2013 | Executive Member | Troy Smith Group2 |
| 2014 | Executive Member & Nutana Community Association Liaison | Alison Whelan Broadway Theatre |
| Reappointed Dec 2013 | | Councillor Charlie Clark City Councillor - Ward 6 |
| 2011 | | Jeff Wickstrom Broadway Shoe Repair |
| 2013 | | Jaimie Grist Merino El Mercado |
| 2014 | | Kyle Jabs McDougall Gauley |
| 2014 | | Reid Challis the Bike Doctor |



Thursday, January 15th, 2015

City Clerk's Office
City of Saskatoon
222 3rd Avenue North
Saskatoon, SK. S7K 0J5

To His Worship and Members of City Council:
Re: Riversdale Business Improvement District 2015 Budget

The Riversdale Business Improvement District (RBID) Board of Management has approved the 2015 operating budget reflecting annual adjustments, program growth and expansion, and increased business activity within the District.

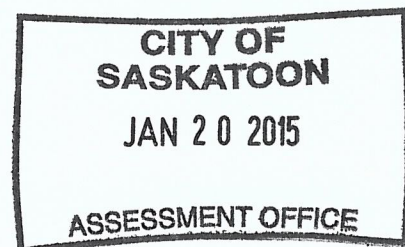
The budgeted reserve funds will be strategically invested into new events and business attraction as we celebrate the RBID 25th year of operation.

If there are any questions please contact the office at 306-242-2711

Kind Regards,

A handwritten signature in blue ink that reads 'Randy Pshebylo'.

Randy Pshebylo; BDM
RBID Executive Director



Riversdale Business Improvement District

2015 Operating Budget
For Council Approval

| | 2014 Budget | 2014 Actuals (unaudited) | 2015 Budget (For Approval) |
|---|----------------------------|-----------------------------|-------------------------------|
| REVENUES | | | |
| BID Levy | \$148,722.00 | \$150,653.00 | \$159,200.00 |
| Parking Grant | \$35,900.00 | \$35,900.00 | \$35,900.00 |
| Interest Income | \$500.00 | \$1,573.83 | \$500.00 |
| Other Income | \$5,600.00 | \$1,500.00 | \$6,100.00 |
| Street Maintenance | \$7,072.00 | \$7,072.00 | \$7,950.00 |
| Total Revenue | <u>\$197,794.00</u> | <u>\$196,698.83</u> | <u>\$209,650.00</u> |
| EXPENSES | | | |
| Administration | | | |
| Rent/Utilities | \$6,000.00 | \$8,538.71 | \$8,700.00 |
| Wages and Benefits | \$149,622.00 | \$132,932.45 | \$155,444.76 |
| Office Expense | \$11,000.00 | \$12,141.87 | \$11,000.00 |
| Accounting and Legal | <u>\$4,400.00</u> | \$7,590.53 | <u>\$10,000.00</u> |
| Total Administration | <u>\$171,022.00</u> | <u>\$161,203.56</u> | <u>\$185,144.76</u> |
| MARKETING AND RESEARCH | | | |
| Newsletter/Community Relations | <u>\$9,500.00</u> | <u>\$7,147.18</u> | <u>\$12,000.00</u> |
| Total Marketing and Research | <u>\$9,500.00</u> | <u>\$7,147.18</u> | <u>\$12,000.00</u> |
| Programming | | | |
| Clean and Safe/Vehicle and Fuel Expense | \$4,000.00 | \$3,910.77 | \$4,500.00 |
| Heritage Projects/Special Events&Projects | <u>\$39,000.00</u> | \$0.00 | <u>\$38,300.00</u> |
| Total Programming | <u>\$43,000.00</u> | <u>\$3,910.77</u> | <u>\$42,800.00</u> |
| BOARD EXPENSE | | | |
| Travel and Conference | \$5,000.00 | \$4,420.45 | \$5,000.00 |
| Meeting/Board and Staff Education | <u>\$5,500.00</u> | \$1,364.91 | <u>\$5,500.00</u> |
| Total Board Expenses | <u>\$10,500.00</u> | <u>\$5,785.36</u> | <u>\$10,500.00</u> |
| *Reserves | (\$15,365.00) | \$30,533.17 | (\$40,863.00) |
| Total Expenditures and Reserves | <u>\$218,657.00</u> | <u>\$178,046.87</u> | <u>\$250,444.76</u> |
| Total Surplus/Deficit | <u>\$0.00</u> | <u>\$0.00</u> | <u>\$0.00</u> |

* Accumulated reserves were planned for strategically funding new events and marketing during the upcoming 25th Anniversary for the RBID this year and have been budgeted for.



SUTHERLAND

BUSINESS IMPROVEMENT DISTRICT

1000 Central Avenue, Saskatoon, SK S7N2G9
 Telephone: (306) 477-1277 Facsimile: (306) 374-7198
 www.sutherlandbid.ca

December 15, 2014

His Worship Mayor Atchison & Members of City Council
 City of Saskatoon
 c/o Joanne Stevens, CMA, Accounting & Support Services Manager
 City Hall
 222-3rd Avenue North
 Saskatoon, SK S7K 0J5

Your Worship and Councillors:

Re: Sutherland Business Improvement District 2015 Budget Submission

Enclosed herein is a copy of the 2015 budget for the Sutherland Business Improvement District (SBID) which has been approved by the Board of Management for submission to the City of Saskatoon.

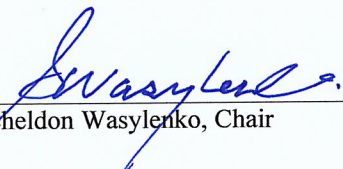
2014 was a challenging year for the Sutherland Business Improvement District. We saw the near completion of Phase 2 of the Streetscape Project from 110th street to 112th street. Major disruptions due to the rehabilitation project caused some businesses to experience a substantial decrease in business with detours playing a significant role in this reduced traffic.

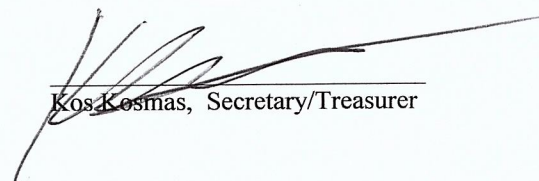
In 2015, our Board of Management will look to working with our business community and rebuilding our business base to levels seen before the major street projects started.

As realized in 2014, we were approved for an increase to our revenue through our tax levy. We would like to thank the City of Saskatoon for this consideration. In our budget for 2015, we are asking for an incremental increase.

The administrative and project staff of the City of Saskatoon continue to support our BID with their expertise and time. We look forward to their continued support and involvement as we plan for Phase 3 of our Streetscape program.

Respectfully submitted on behalf of the Board of Management,


 Sheldon Wasylenko, Chair


 Kos Kosmas, Secretary/Treasurer

Enclosure

Sutherland Business Improvement District
2015 Operating Budget for Council Approval

| | 2014 Budget | 2014 Forecast YTD | 2015 Budget (Proposed) |
|----------------------------------|---------------------|----------------------|---------------------------|
| REVENUE | | | |
| Business Levy | \$ 28,500.00 | \$ 29,207.00 | \$ 31,000.00 |
| Sponsorship/Programs | \$ 1,500.00 | \$ 1,248.00 | \$ 1,500.00 |
| Surplus Revenue | \$ <u>7,000.00</u> | \$ <u>-</u> | \$ <u>9,000.00</u> |
| Total Revenue | \$ 37,000.00 | \$ 30,455.00 | \$ 41,500.00 |
| EXPENDITURES | | | |
| Administration | | | |
| Executive Director (Contract) | \$ 20,120.00 | \$ 22,416.00 | \$ 23,000.00 |
| Administrative Support | \$ - | \$ - | \$ 200.00 |
| Audit Fees | \$ <u>1,450.00</u> | \$ <u>1,390.00</u> | \$ <u>1,500.00</u> |
| Total Administration | \$ 21,570.00 | \$ 23,806.00 | \$ 24,700.00 |
| Programming | | | |
| Welcome Train Sign | \$ - | \$ 500.00 | \$ 650.00 |
| Website maintenance | \$ 2,000.00 | \$ 1,500.00 | \$ 1,500.00 |
| Member development | \$ <u>2,000.00</u> | \$ <u>-</u> | \$ <u>2,000.00</u> |
| Total Programming | \$ 4,000.00 | \$ 2,000.00 | \$ 4,150.00 |
| Special Projects | | | |
| Urban Camp Project | \$ - | \$ 750.00 | \$ 750.00 |
| Street signs | \$ - | \$ - | \$ - |
| Flower project | \$ 3,500.00 | \$ 1,700.00 | \$ 3,500.00 |
| Graffiti project | \$ <u>-</u> | \$ <u>-</u> | \$ <u>500.00</u> |
| Total Special Projects | \$ 3,500.00 | \$ 2,450.00 | \$ 4,750.00 |
| Board Expense | | | |
| Board Meetings | \$ 1,250.00 | \$ 600.00 | \$ 1,250.00 |
| Strategic Planning | \$ - | \$ - | \$ - |
| Training, Conferences, Events | \$ 6,000.00 | \$ 1,000.00 | \$ 6,000.00 |
| Memberships | \$ <u>500.00</u> | \$ <u>500.00</u> | \$ <u>500.00</u> |
| Total Board Expense | \$ 7,750.00 | \$ 2,100.00 | \$ 7,750.00 |
| Total Expenditures | \$ 36,820.00 | \$ 30,356.00 | \$ 41,350.00 |
| Annual Operating Surplus/Deficit | \$ 180.00 | \$ 99.00 | \$ 150.00 |
| RESERVES | | | |
| Start of year | \$ 89,900.00 | \$ 89,900.00 | \$ 82,900.00 |
| Contribution to reserve | \$ - | \$ - | \$ - |
| Reserves used | \$ <u>-7,000.00</u> | \$ <u>7,000.00</u> | \$ <u>9,000.00</u> |
| Year End Surplus/Deficit | \$ 82,900.00 | \$ 82,900.00 | \$ 73,900.00 |

Signed and dated

Lloyd Moker, Executive Director, SBID

Kos Koemas, Secretary/Treasurer, SBID

33RD BUSINESS IMPROVEMENT DISTRICT

Saskatoon Business Improvement Districts 2015 Operating Budget For Council Approval

| | 2014 Budget | 2014 Actuals | 2015 Budget (For Approval) |
|--|-------------|--------------|-------------------------------|
| REVENUES | | | |
| Bid Levy <i>(should be listed first)</i> | \$ - | \$ - | \$ 20,000 |
| Total Revenues | \$ - | \$ - | \$ 20,000 |
| EXPENDITURES | | | |
| Administration | | | |
| Insurance | \$ - | \$ - | \$ 750 |
| Miscellaneous Office Expenses | \$ - | \$ - | \$ 500 |
| Total Administration | \$ - | \$ - | \$ 1,250 |
| Recurring Expenses | | | |
| Flower Pot Maintenance | \$ - | \$ - | \$ 2,000 |
| Total Programing | \$ - | \$ - | \$ 2,000 |
| One Time Purchases & Events | | | |
| Flower Pot Purchases | \$ - | \$ - | \$ 2,000 |
| Banner Fabrication & Installation | \$ - | \$ - | \$ 8,000 |
| Garbage Can & Ashtray Purchases | \$ - | \$ - | \$ 3,000 |
| Bench Purchases | \$ - | \$ - | \$ 3,000 |
| Total Special Projects | \$ - | \$ - | \$ 16,000 |
| Board Expenses | | | |
| Total Board Expenses | \$ - | \$ - | \$ - |
| RESERVES | | | |
| Street Furnishings Fund | \$ - | \$ - | \$ 750 |
| Total Expenditures & Reserves | \$ - | \$ - | \$ 20,000 |
| Surplus/Deficit | \$ - | \$ - | \$ - |

 26 Jan/201
 Tyler Gould, Treasurer



STANDING POLICY COMMITTEE ON FINANCE

Contract Award Report – August 1 to December 31, 2014 Contracts between \$50,000 and &75,000

Recommendation of the Committee

That the report of the CFO/General Manager, Asset and Financial Management Department, dated February 9, 2015, be received as information.

History

At the February 9, 2015 Standing Policy Committee on Finance meeting, a report of the CFO/General Manager, Asset & Financial Management Department dated February 9, 2015 was considered.

Attachment

February 9, 2015 Report of the CFO/General Manager, Asset & Financial Management.

Contract Award Report – August 1 to December 31, 2014 Contracts between \$50,000 and \$75,000

Recommendation

That the report of the CFO/General Manager, Asset and Financial Management Department, dated February 9, 2015, be forwarded to City Council for information.

Strategic Goal

This report supports the Strategic Goal of Asset and Financial Sustainability through the open, accountable, and transparent disclosure of the award of contracts.

Report

In accordance with Council Policy No. C02-030, Purchase of Goods, Services and Work, the Administration is required to report three times a year on the award of contracts and requests for proposals between \$50,000 and \$75,000. Attachment 1 is a detailed list of the contract awards for the period August 1, 2014 to December 31, 2014.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

The next contract award report will be presented to City Council in June 2015, outlining the award of contracts and request for proposals for the period January 1, 2015 to April 30, 2015.

Public Notice

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

Attachment

1. Contract Award Report – August 1, 2014 to December 31, 2014.

Report Approval

Written by: Linda Rauckman, Manager, Materials Management

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

Contract Award Report Aug to Dec 2014.docx

CONTRACT AWARD REPORT
Contracts \$50,000 - \$75,000
For the Period August 1, 2014 to December 31, 2014

| <u>Date</u> | <u>Project Title</u> | <u>Department</u> | <u>Contractor/Supplier</u> | <u>Contract Amt</u> | <u>Purch Method</u> |
|-------------|---|----------------------------|--|---------------------|---------------------|
| 14/11/17 | 2014 - 2015 River Landing Snow Maintenance | Transportation & Utilities | ULS Maintenance & Landscaping Inc. | \$ 50,000.00 | Competitive |
| 14/11/17 | Courier Services Blanket Order - Incidentals | Asset & Financial Mgmt. | Dynamex Canada Ltd. | \$ 50,000.00 | Competitive |
| 14/12/29 | RWI Pump 3 Inspection & Repair | Transportation & Utilities | Precision Electro-Mechanical Ltd. | \$ 50,000.00 | Competitive |
| 14/09/17 | Sidewalk Trip Ledge Cutting | Transportation & Utilities | Sidewalk Plus Ltd. | \$ 50,400.00 | Competitive |
| 14/09/03 | Side Scan Sonar System | Fire | Marine Sonic Technology Inc. | \$ 51,432.00 | Competitive |
| 14/09/10 | Chip Bodies | Asset & Financial Mgmt. | Fort Garry Industries Ltd. | \$ 51,480.00 | Competitive |
| 14/11/21 | Emergency Watermain Repair - 3rd Ave/21st St. | Transportation & Utilities | Brunners Construction Ltd. | \$ 51,870.00 | Competitive |
| 14/09/12 | Panasonic Rugged Toughbook | Transportation & Utilities | ZerrComm Communications | \$ 51,870.54 | Competitive |
| 14/08/22 | North 40 Groundwater Monitoring Wells | Transportation & Utilities | P. Machibroda Engineering Ltd. | \$ 51,914.50 | Competitive |
| 14/09/19 | Video Detection System | Transportation & Utilities | Econolite Canada Inc. | \$ 52,003.60 | Competitive |
| 14/08/15 | Cobrahead LED Fixture | Transportation & Utilities | Eecol Electric (Sask) Inc. | \$ 53,212.50 | Competitive |
| 14/08/19 | Central Ave. Streetscape Furniture - Ph 2 | Transportation & Utilities | Metalshapes | \$ 53,756.14 | Competitive |
| 14/10/08 | Heavy Truck Tires | Asset & Financial Mgmt. | Market Tire (1976) Ltd. | \$ 55,000.00 | Competitive |
| 14/08/21 | Front Mower Less Deck w/Broom Attachment | Asset & Financial Mgmt. | Cervus Equipment | \$ 56,386.24 | Competitive |
| 14/08/19 | 20th St. Streetscape Furniture - Ph 2 | Community Services | Metalshapes | \$ 56,790.14 | Competitive |
| 14/08/19 | Aluminum Cube Body | Asset & Financial Mgmt. | Falcon Equipment | \$ 56,980.00 | Competitive |
| 14/08/21 | Asbestos Assessments and Surveys | Asset & Financial Mgmt. | Bersch & Associates Ltd. | \$ 57,225.00 | Sole Source |
| 14/09/03 | Arbitrator In-Car Camera Kit | Police | Panasonic Canada Inc. | \$ 57,706.00 | Sole Source |
| 14/08/21 | Cold Mix Asphalt | Transportation & Utilities | Mainroad Maintenance Products | \$ 57,750.00 | Competitive |
| 14/08/08 | Steel Street Light Poles & Arms | Transportation & Utilities | Metalpol S.A. de C.V. | \$ 58,122.19 | Competitive |
| 14/12/18 | Blanket Order Couplers | Transportation & Utilities | Emco Corporation | \$ 58,500.00 | Competitive |
| 14/11/06 | Maint & Repair for Sewer Inspection Unit | Transportation & Utilities | Donison & Associates Ltd. | \$ 60,000.00 | Sole Source |
| 14/08/08 | Door Access Control and Data Storage | Transportation & Utilities | Brigadier Security Systems (2000) Ltd. | \$ 60,763.50 | Competitive |
| 14/09/24 | Trackless MT6 | Asset & Financial Mgmt. | Joe Johnson Equipment Inc. | \$ 61,380.00 | Sole Source |
| 14/08/19 | Fuel System Upgrade | Transportation & Utilities | V-Tec Petroleum Services | \$ 61,539.98 | Competitive |
| 14/11/13 | Fareboxes | Transportation & Utilities | BEA Transit Services Inc. | \$ 62,150.00 | Sole Source |
| 14/09/11 | Security Services for Public Works Yards | Transportation & Utilities | SSG Safe Security Services Canada | \$ 63,000.00 | Competitive |
| 14/09/04 | Used Buses | Transportation & Utilities | The City of Calgary | \$ 63,000.00 | Sole Source |
| 14/10/06 | Broadway Bike Racks | Community Services | Metalshapes Manufacturing | \$ 63,605.33 | Competitive |
| 14/08/13 | Guard Rail at Civic Square East | Transportation & Utilities | Kim Constructors Ltd. | \$ 64,214.25 | Competitive |
| 14/08/11 | Solar Powered Message Boards | Transportation & Utilities | Guardian Traffic Services Ltd. | \$ 64,310.40 | Competitive |

| <u>Date</u> | <u>Project Title</u> | <u>Department</u> | <u>Contractor/Supplier</u> | <u>Contract Amt</u> | <u>Purch Method</u> |
|-------------|---|----------------------------|--------------------------------|---------------------|---------------------|
| 14/09/22 | Trucking Assistance for Snow Removal | Transportation & Utilities | McKnight Enterprises Inc. | \$ 65,000.00 | Competitive |
| 14/12/24 | Single Camera Detection System | Transportation & Utilities | Electromega Ltd. | \$ 65,010.00 | Sole Source |
| 14/09/17 | Wood Shredding | Transportation & Utilities | Big Bite Crushing Inc. | \$ 65,165.96 | Competitive |
| 14/09/16 | Fitness Equipment for Shaw Centre | Community Services | Western Fitness Equipment | \$ 65,890.00 | Sole Source |
| 14/11/03 | Emergency Sewer Main Repair - Gray Ave | Transportation & Utilities | Garnett Industries Ltd. | \$ 66,000.00 | Competitive |
| 14/09/02 | RHF Filter Press Feed Pump Replacement | Transportation & Utilities | ellison | \$ 67,017.70 | Competitive |
| 14/08/22 | Window Units for 4th Floor - Civic Square East | Transportation & Utilities | Clearlite Glass Ltd. | \$ 67,436.25 | Competitive |
| 14/08/05 | Steam Boilers | Asset & Financial Mgmt. | Saskatoon Boiler Mfg. Co. Ltd. | \$ 69,005.20 | Competitive |
| 14/11/05 | Radios | Transportation & Utilities | Motorola Solutions Canada Inc. | \$ 71,636.40 | Sole Source |
| 14/09/17 | Fitness Equipment for Various Leisure Centres | Community Services | Western Fitness Equipment | \$ 71,940.00 | Competitive |
| 14/12/11 | Electricity Meters | Transportation & Utilities | Elster Metering | \$ 72,416.91 | Sole Source |
| 14/09/30 | Digital Radios | Asset & Financial Mgmt. | Motorola Solutions Canada Inc. | \$ 72,625.30 | Sole Source |
| 14/11/13 | Reloadable Cards & U-Pass Stickers | Transportation & Utilities | BEA Transit Services Inc. | \$ 72,950.00 | Sole Source |
| 14/08/12 | IBM Storwize V700 Storage | Corporate Performance | Anisoft Group Inc. | \$ 73,814.40 | Competitive |
| 14/09/03 | Consulting Services for Play Structure Appraisals | Asset & Financial Mgmt. | Suncorp Valuations Ltd. | \$ 74,413.50 | Sole Source |
| 14/08/12 | Electric Meters | Transportation & Utilities | Elster Solutions Canada Inc. | \$ 74,910.72 | Sole Source |
| 14/09/16 | Emergency Bus Parts Blanket Order | Transportation & Utilities | Wajax Power Systems | \$ 75,000.00 | Sole Source |
| 14/10/15 | Plumbing & HVAC Blanket Order | Asset & Financial Mgmt. | Black & McDonald Ltd. | \$ 75,000.00 | Competitive |
| 14/08/20 | Street Sweeping In Evergreen & Rosewood | Transportation & Utilities | Virtay Street Sweepers Ltd. | \$ 75,000.00 | Sole Source |
| 14/09/16 | Emergency Engine Repairs & Replacements | Transportation & Utilities | Cummins Western Canada LP | \$ 75,000.00 | Sole Source |



STANDING POLICY COMMITTEE ON FINANCE

Annual Status Report – Non-Policy Tax Incentive Agreements

Recommendation of the Committee

That the report of the CFO/General Manager, Asset and Financial Management Department, dated February 9, 2015, be received as information.

History

At the February 9, 2015 Standing Policy Committee on Finance meeting, a report of the CFO/General Manager, Asset & Financial Management Department dated February 9, 2015 was considered.

Attachment

February 9, 2015 Report of the CFO/General Manager, Asset & Financial Management.

Annual Status Report - Non-Policy Tax Incentive Agreements

Recommendation

That the report of the CFO/General Manager, Asset and Financial Management Department, dated February 9, 2015, be forwarded to City Council for information.

Topic and Purpose

The purpose of this report is to present City Council with the annual status of the non-policy tax incentives.

Report Highlights

1. Five organizations have received a total of \$1,040,535 in non-policy tax abatements in 2014.

Strategic Goal

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

Background

City Council approves non-policy tax incentives as part of an overall agreement to facilitate specific development projects. The Administration attempts to provide City Council with an indication of the value associated with each non-policy incentive agreement at the time of approval, however, these estimates are often based on preliminary information. This report summarizes the actual value of these non-policy incentives for 2014.

Report

Each non-policy incentive agreement is unique in its objective and is site-specific. The following table lists the properties that have received non-policy tax incentives for 2014 and the total taxes abated (includes City, library, and education taxes).

| Recipient | Term | End Date | 2014 Incentive |
|---|---------|---------------|--------------------|
| Jubilee Housing & Residences | 4 years | Dec. 31, 2014 | \$42,027 |
| Persephone Theatre* | 5 years | Dec. 31, 2014 | \$81,752 |
| Saskatoon Ideas Inc. | 5 years | Dec. 31, 2016 | \$13,675 |
| Saskatoon Soccer Centre Inc. | 5 years | Dec. 31, 2015 | \$577,876 |
| Saskatoon Airport Authority | 5 years | Dec. 31, 2018 | \$325,205 |
| Total 2014 Non-Policy Incentives | | | \$1,040,535 |

* Note: City Council has approved a new 5-year agreement with Persephone Theatre that will begin in 2015.

- The Jubilee Housing and Jubilee Residences were abated taxes over four years in order to phase in the tax impact due to a change in legislation. This legislative change resulted in five seniors' housing complexes becoming taxable which had previously been tax exempt.

- The incentives to Persephone Theatre and Saskatoon Ideas Inc. are related to development in the south downtown and River Landing.
- Saskatoon Soccer Centre Inc. received the abatement on the condition that it contributes funds toward the Dedicated Capital Reinvestment Fund in order to ensure the timely repair or replacement of major capital components of the two soccer facilities.
- The Saskatoon Airport Authority (SAA) agreement allows taxes to be paid based on a per-passenger rate (rather than assessment based taxes), and in 2014 the SAA paid taxes of \$976,183.

Financial Implications

Property tax abatements approved result in the deferral of taxes based on the increase in the taxable assessment of the property. As a result, there is no immediate financial implication, other than deferral.

Other Considerations/Implications

There are no environmental, privacy, policy, or CPTED implications or considerations. Public and/or stakeholder involvement and a communication plan are not required.

Due Date for Follow-up and/or Project Completion

A report for the 2015 non-policy tax incentive agreements will be presented to the Standing Policy Committee on Finance and City Council in February 2016.

Public Notice

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

Report Approval

Written by: Joanne Stevens, Manager, Assessment & Tax Administration

Reviewed by: Les Smith, Director of Assessment & Taxation

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

NonPolicyTaxIncentReport2014.docx



STANDING POLICY COMMITTEE ON FINANCE

2015 Annexation (Boundary Alteration) – Tax Implications and Options

Recommendation of the Committee

1. That no new mitigation or transitional tax measures be taken except for those used in past practice; and
2. That the Administration be requested to provide a report regarding the provision of services when properties are annexed into the City.

History

At the February 9, 2015 Standing Policy Committee on Finance meeting, a report of the CFO/General Manager, Asset & Financial Management Department dated February 9, 2015 was considered. The Committee is also recommending further reporting on the provision of services when properties are annexed into the City.

Attachment

February 9, 2015 Report of the CFO/General Manager, Asset & Financial Management.

2015 Annexation (Boundary Alteration) – Tax Implications and Options

Recommendation

That the Standing Policy Committee on Finance recommend to City Council that no new mitigation or transitional tax measures be taken except for those used in past practice.

Topic and Purpose

The purpose of this report is to provide information on the reasons for the taxation changes, the estimated scope of change, and possible options to ease the transition to City of Saskatoon (City) property taxes.

Report Highlights

1. 85 properties of various types will be annexed from the Rural Municipality of Corman Park (RM) to the City of Saskatoon.
2. The estimated assessments for commercial properties are expected to increase by about 39%, while residential assessments could decrease by 4%.
3. The municipally controlled tax rates will change, and the education tax rates will remain unchanged.
4. Most properties will experience a median tax increase, ranging from 20% to 45%.
5. Three properties will continue to receive partial tax abatements.
6. Tax mitigation used in past annexations was consistent and limited.

Strategic Goal

The report supports the long-term strategy of planning for development collaboratively with regional partners and stakeholders under the Strategic Goal of Sustainable Growth.

Background

At City Council's meeting of September 29, 2014, a public hearing for a boundary alternation proposal took place. City Council resolved, in part:

- "2) that the Administration provide a report to the Standing Policy Committee on Finance outlining the tax implications and options for easing the impact for tax changes as a result of annexation."

Report

85 Properties to be Annexed

For 2015, there is a proposed boundary alteration that will result in 85 properties changing from the jurisdiction of the RM to the City. These properties are of various types and uses as follows:

- 22 commercial
- 42 agricultural
- 5 mixed residential/agricultural use
- 2 residential
- 14 commercial utility (non-developable narrow strips of land adjacent to roadways and existing development)

Of the 85 properties, 66 are owned by the City, the Crown, utilities, or the RM, leaving 19 under individual or typical corporate ownership.

Assessment Value Changes

The assessment values will change for the properties when they become part of the city limits. The City prepares assessment values for properties that are located in the city limits, whereas the Saskatchewan Assessment Management Agency (SAMA) prepares the assessment values for the properties located in the RM.

Most non-agricultural properties are valued to meet the statutory “market valuation standard” that is defined in legislation. These are valued using local market information and have a relationship with local marketplace values at a given point in time.

Agricultural property assessments can be described as being valued on a productive capacity basis. As a result of these differences, agricultural assessments are less affected by their “jurisdiction” location than are other properties. Agricultural assessments will only experience minor changes, if any, while the other property types can have significant changes. Assessments must be equitable with others within that jurisdiction, not necessarily between jurisdictions.

Estimated property assessments in this report are based on property information supplied by SAMA. The only properties that have had an actual inspection are those where an invitation to inspect came from the property owner to the Assessment & Taxation Division regarding an estimate of tax impact. The City has no legal authority to inspect properties or prepare assessments until the properties are located within the city limits. The following tax implications are estimates only:

- commercial assessments are expected to increase by 39% (median);
- residential assessments are expected to decrease by 4% (median); and
- agricultural assessments are not expected to change.

Tax Rate Differences

The taxes levied against most properties in Saskatoon are the sum of three parts, each established by their own taxing authority, as follows:

- the City and the RM each set the municipal portion;
- education rates are set at a provincial level and are applied on a province-wide basis; and
- the Library rate is set at the local level by City Council.

The Effective Tax Rate (ETR) is the end rate that is determined by dividing the total taxes payable by the assessment value. This is the net result of mill rates, factors, and percentages of value. It provides a simplified approach to calculating and comparing taxes. ETRs will be used to compare tax rates in the City and the RM. An ETR multiplied by the assessment value will equal the total taxes payable as shown in the table below (2014 rates)

| Property Type | City ETR | RM ETR | City as % of RM |
|---------------|----------|----------|-----------------|
| Commercial | 1.76177% | 1.67900% | 104.9% |
| Residential | 0.88065% | 0.70490% | 124.9% |
| Agricultural | 0.66042% | 0.54558% | 121.0% |

Property Tax Differences

The net effect of assessment and tax rate differences is summarized with the following medians:

- commercial property will experience a tax change (increase) of 45%;
- residential property will experience a tax change (increase) of 20%; and
- agricultural property will experience a tax change (increase) of 21%.

Properties Currently Receiving Abatements in the RM

The following three properties, as approved by City Council, will continue with the temporary taxation abatements that were afforded by the RM in the affected area:

| Property | % Abatement | Category | Taxation Years Applicable |
|-----------------------------|-------------|--------------------|---------------------------|
| Saskatoon Co-Op Association | 20 | Municipal & School | 2015 |
| Quattro Properties Ltd. | 40 | Municipal & School | 2015 |
| | 20 | | 2016 |
| German Canadian Club | 75 | Municipal | 2015 & 2016 |

Precedent - Past Mitigation Practice with Annexations

The Municipalities Act and *The Cities Act* differ with respect to property tax exemptions that will affect the mixed residential/agricultural properties.

The Municipalities Act exempts the assessment for non-residential improvements that are used exclusively in connection with the agricultural operation of the owner or occupant of the land. The dwelling associated with that land* is exempt up to the extent of the land assessment. In other words, only that portion of the residential assessment that exceeds the assessment of the ‘land’ is taxable.

**The land assessment is the sum assessment value of all of the land in that RM and any adjoining RM of that owner/occupant.*

The past two annexations (2010 and 2006) established precedent for possible tax mitigation arising from an annexation. If changes in practice are made, they would be expected to be implemented in any other future annexations.

In each of the past two major annexations, the City has used abatement agreements to provide for the equivalent tax relief that would have occurred if those noted exemption provisions in *The Municipalities Act* had existed in *The Cities Act*.

It is recommended that this practice continue and be applied to any mixed residential/agricultural properties in this annexation.

There were no mitigation or transitional measures in either the 2006 or 2010 annexations for properties other than for the above-noted mixed agricultural/residential types.

In the 2010 annexation there was a partial “effective” mitigation that resulted from the timing of the annexation. In 2010 the annexation date occurred after the RM had issued their 2010 assessment and property tax notices. The RM collected the taxes at their rates and then remitted to the City an apportioned amount based on the number of months that the properties were in the City. The effect of this was that the annexed properties had the full benefit of lower tax rates for the entire year, even though they were located in the City for part of that year. It has been recommended that the timing of this annexation be the same, creating a similar benefit to the affected properties in this annexation.

To retain consistency with past practice, it is recommended that no transitional or mitigation measures be implemented for any properties other than those noted.

Option to the Recommendation

There are no broad based tax tools that can be used to transition taxes in this situation. Unique mill rate factors can be used to create unique civic tax rates, but only for classes or subclasses of properties. These properties are varied in nature, not unique in location with the only common element between them being history. History is not a property characteristic that can be used to create a sub-class.

The City could transition taxes from the RM amounts to City amounts over a period of years only where there are increases. These properties have not paid taxes in Saskatoon in the past, so this is not a phase-in as there is no previous City amount to phase from. Any decrease from levied taxes is simply a reduction. Any premium adjustment for a property that may experience an actual decrease would be an unsupported surcharge. (Based on estimates, there are three commercial properties that may experience a tax decrease.)

Individual property tax abatements could be used to mitigate taxation increases. If abatements are used, it is recommended that any abatement be completed prior to the next reassessment in 2017. It is expected that any tax changes due to the next reassessment would be phased-in over a period of years similar to the past reassessments. Completing the abatements prior to the reassessment would alleviate a property having both annexation tax mitigation abatements and tax phase-ins at the same time.

Public and/or Stakeholder Involvement

Public and/or stakeholder involvement is not required.

Financial Implications

The financial implications are limited to amounts abated through any agreements. Honouring the three existing abatements foregoes approximately \$109,000 (RM rates and assessments). Any additional amounts are unknown until the final assessments have been completed and decisions are made on mitigation measures.

Other Considerations/Implications

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

Public Notice

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

Report Approval

Written by: Les Smith, Director of Assessment & Taxation

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

2015 Annexation_Tax Implications & Options.docx



STANDING POLICY COMMITTEE ON FINANCE

Baydo Development Corporation – 412 Willowgrove Square Boulevard Streetscaping

Recommendation of the Committee

1. That the Administration be authorized to proceed with payment of \$123,247.18 plus GST to Baydo Development Corporation for the City of Saskatoon's share of expenses incurred to construct the sidewalk and other landscaping amenities in the boulevard adjacent to 412 Willowgrove Square; and
2. That the City Solicitor be directed to prepare a Maintenance Service Agreement delineating maintenance responsibilities for this development between Baydo Development Corporation, City of Saskatoon and the 412 Willowgrove Square Condominium Association.

History

At the February 9, 2015 Standing Policy Committee on Finance meeting, a report of the CFO/General Manager, Asset & Financial Management Department dated February 9, 2015 was considered.

Attachment

February 9, 2015 Report of the CFO/General Manager, Asset & Financial Management.

Baydo Development Corporation - 412 Willowgrove Square Boulevard Streetscaping

Recommendation:

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

- 1) That the Administration be authorized to proceed with payment of \$123,247.18 plus GST to Baydo Development Corporation for the City of Saskatoon's share of expenses incurred to construct the sidewalk and other landscaping amenities in the boulevard adjacent to 412 Willowgrove Square.
- 2) That the City Solicitor be directed to prepare a Maintenance Service Agreement delineating maintenance responsibilities for this development between Baydo Development Corporation, City of Saskatoon and the 412 Willowgrove Square Condominium Association.

Topic and Purpose

The purpose of this report is to advise the Standing Policy Committee on Finance and City Council of the co-development approach used to facilitate construction of boulevard streetscaping improvements adjacent to 412 Willowgrove Square. Saskatoon Land is also requesting authorization to provide payment to Baydo Development Corporation (Baydo) for the City of Saskatoon's (City) share of the construction expenditures.

Report Highlights

1. A co-development arrangement between Baydo and the City was used for the installation of boulevard improvements adjacent to 412 Willowgrove Square to ensure continuity between public and private property.
2. The cooperative approach resulted in an attractive, barrier free access to the project building, while also achieving cost efficiencies to construct amenities on the City boulevard.
3. Baydo, Saskatoon Land and the 412 Willowgrove Square Condominium Association have a general agreement regarding responsibilities for maintaining the landscape amenities.
4. Saskatoon Land is requesting approval to proceed with payment, as the cost is in excess of \$75,000, as required in Council Policy No. C02-030 - Purchase of Goods, Services and Work.

Strategic Goals

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

Background

The Request for Proposals (RFP) for the sale and development of 412 Willowgrove Square was released on July 15, 2011, and closed on January 16, 2012. The proposal

received from Baydo met the qualifications required by the City, and the land was sold for construction of the project in June 2012.

Due to the City's requirement to have the buildings located adjacent to the front property line, the site was sold without a sidewalk to avoid damage during construction. At the time of sale, the City made a commitment to Baydo to coordinate installation of streetscaping amenities in the boulevard, including the sidewalk, when the building was sufficiently completed.

In May 2013, Baydo approached Saskatoon Land with a proposal for the construction of the hard and soft landscaping in front of their building, both on their property and in the adjacent City right-of-way (Attachments 1 and 2). Throughout 2013, Saskatoon Land coordinated meetings with the relevant civic divisions and sections (Parks, Public Works, Facilities, Transportation, and Urban Design) to ensure Baydo's proposal met City standards and was appropriate for the site.

Report

Reasons for Co-development Approach

Under normal circumstances, procurement of the design and construction services for streetscaping amenities on City property would be done through a public tender process. The reasons for deviating from this process are as follows:

1. A key goal of the development was to link the building, which fronts the property line, to the streetscape and square which would create seamless transition between the sidewalk and the building. Collaboration between the builder (Baydo) and the developer (Saskatoon Land) was required to ensure the project as a whole (building, sidewalk and square) succeeds in achieving the vision referenced in the Willowgrove Neighbourhood Concept Plan and approved RFP document.
2. Due to the desired link between the building access points and the adjacent right-of-way, developing both in a cooperative manner would result in obvious efficiencies. It was agreed by both parties that it would be best to have one contractor construct the landscaping improvements on private property and the City boulevard at the same time. The Administration was amenable to proceeding in this manner as long as the landscaping improvements installed on City property were approved and done to City standards.
3. Timing of the installation of landscaping improvements in front of the building was critical to Baydo as they had commercial tenants opening businesses that required safe public access through the City boulevard. It was agreed that Baydo control the timing and project management of the construction to ensure that their commitments to tenants could be met.

Development and Maintenance Responsibilities

Baydo's responsibilities for the construction of these improvements are as follows:

- timing of the installation and project management;
- constructing all landscaping along the boulevard, including all City-owned portions; and
- planting all vegetation.

The responsibilities for maintenance of these improvements are as follows:

- The Condo Association for 412 Willowgrove Square will maintain all:
 - shrubs in the planters along the street side of the property; and
 - trees on City land adjacent to the building for the first three years to ensure their establishment.
- Baydo will:
 - remove snow from all sidewalks, ramps and stairs; and
 - maintain the upper level sidewalk and railing.
- The City will maintain the lower level curb and sidewalk.

Project Cost

The total cost for Saskatoon Land's portion of the improvements (Attachment 3) is \$123,247.18 plus GST. The Administration has reviewed the invoicing and confirmed the costs are consistent with similar streetscaping projects. Adequate funding for the City's share of the costs is available in Capital Project 1396-17, and were expected and estimated at \$250,000 in the most recent Willowgrove pro-forma.

Options to the Recommendation

There are no options to the recommendation.

Public and/or Stakeholder Involvement

Saskatoon Land and Baydo worked together to come up with an agreed landscaping plan. Urban Design, Building Standards, Public Works, Facilities, Parks, and Urban Forestry were consulted throughout the project. Urban Design, Building Standards, and Urban Forestry have reviewed and approved the work that has been completed.

Financial Implications

Approved funding for payment of these costs exists in Capital Project 1396-17.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

There is no follow-up required at this time.

Public Notice

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

Attachments

1. 412 Willowgrove Square – Landscape Development Proposal and Map
2. Map - City of Saskatoon Right-of-Way and Boulevard
3. Breakdown of Saskatoon Land's Costs

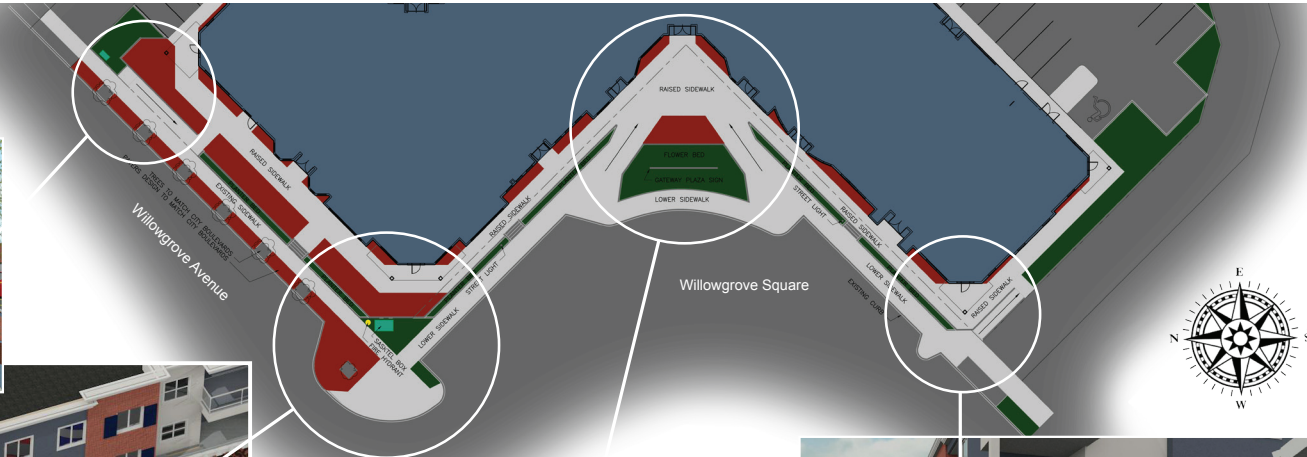
Report Approval

Written by: Tyson McShane, Senior Planner, Saskatoon Land

Reviewed by: Frank Long, Director of Saskatoon Land

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

Baydo_412 Willowgrove Square.docx



412 Willowgrove Square

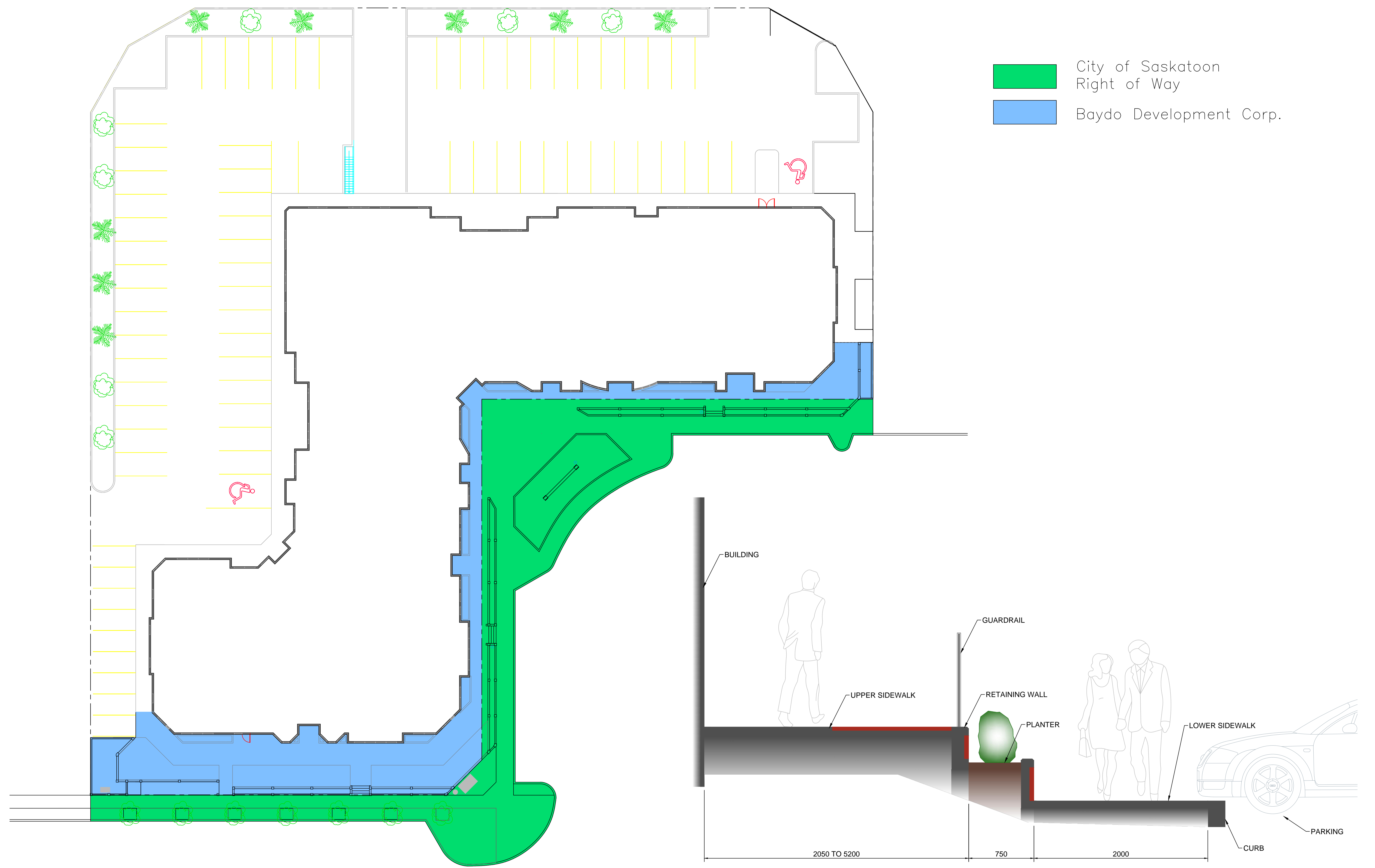


Gateway Plaza



Baydo
Development Corporation





| Drawing No. | Title | No. | Date | Description | By | No. | Date | Description | By |
|-------------|-------|-----|------|-------------|----|-----|------|-------------|----|
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |

Baydo
Development Corporation
204 - 502 Cope Way, Saskatoon, SK. S7T 0G3

| | |
|---|---------------------|
| Proj. Address: 412 WILLOWGROVE SQUARE SASKATOON | |
| Scale | AS NOTED |
| Designed | - |
| Drawn | K. KATSIRIS 23JUL12 |
| Checked | S. JONES 23JUL12 |

| | |
|----------|-----------------------------------|
| Project: | GATEWAY PLAZA |
| Title: | ARCHITECTURAL LANDSCAPING PLAN |

Drawing Number:
A1.2
Rev:

Breakdown of Saskatoon Land's Costs

| Items | Quantity | Unit Price | Amount |
|---|-----------------|-------------------|---------------|
| Supply and Installation of Trees and Shrubs | 1 | \$29,434.24 | \$29,434.24 |
| Concrete Work (m2) | 407.25 | \$128.44 | \$52,306.25 |
| Stone Paving Materials (sq ft) | 856.27 | \$7.00 | \$5,993.89 |
| Stone Paving Install (sq ft) | 856.27 | \$9.00 | \$7,706.43 |
| Curb and Gutter (m2) | 7 | \$150.00 | \$1,050.00 |
| Additional Curbing (m2) | 34.04 | \$102.00 | \$3,472.08 |
| Sidewalk Excavation | 1 | \$10,000.00 | \$10,000.00 |
| Dirt Removal and Hauling | 1 | \$2,080.00 | \$2,080.00 |
| Project Management (10% of project costs) | 1 | \$11,204.29 | \$11,204.29 |
| | | Sub Total | \$123,247.18 |
| | | GST | \$6,162.36 |
| | | Total | \$129,409.54 |



STANDING POLICY COMMITTEE ON FINANCE

Standard & Poor's Canadian Ratings – City of Saskatoon

Recommendation of the Committee

That the report of the CFO/General Manager, Asset & Financial Management Department, dated February 9, 2015, be received as information.

History

At the February 9, 2015 Standing Policy Committee on Finance meeting, a report of the CFO/General Manager, Asset & Financial Management Department dated February 9, 2015 was considered.

Attachment

February 9, 2015 Report of the CFO/General Manager, Asset & Financial Management.

Standard & Poor's Canadian Ratings – City of Saskatoon

Recommendation

That the report of the CFO/General Manager, Asset and Financial Management Department, dated February 9, 2015, be forwarded to City Council for information.

Topic and Purpose

This report is to inform City Council and the general public of the 2013 long-term issuer credit rating report recently prepared and released by Standard & Poor's reaffirming the City of Saskatoon's AAA/Stable Outlook credit rating, as well as some of the key rating factors.

Report Highlights

1. Standard & Poor's (S&P) has reaffirmed the City of Saskatoon's AAA/Stable Outlook credit rating based on the 2013 Consolidated Financial Statements and current economic outlook.
2. The City of Saskatoon (City) compares favourably to the key factors used by S&P to evaluate the City's credit rating. These include:
 - strong relationships with other levels of government;
 - a diverse economy;
 - strong and prudent financial policies and management;
 - favourable budget flexibility;
 - strong budgetary performance;
 - exceptional liquidity;
 - the ability to service debt, maintain a manageable debt level and healthy reserves; and
 - no significant future financial risks.

Strategic Goal

Strong financial performance is the foundation of the Strategic Goal of Asset and Financial Sustainability and leads to the City's "AAA" Credit Rating.

Background

An annual process to review the City's financial and economic performance and outlook, as well as the institutional framework in which the City operates is undertaken by S&P to determine the City's credit rating. The factors that contribute to this rating are summarized in this report.

Credit ratings are one of several tools that investors and lenders use when making decisions regarding an organization's future financial strengths and weaknesses. For the City, this rating serves as an indication of the credit risk and the ability of the City to meet its financial obligations in full and on time. This also identifies the credit quality of

the City's debt issue and can translate into lower interest rates for favourable credit ratings since there is minimal or low risk associated with the debt.

Report

AAA/Stable Outlook Credit Rating

The City received an "AAA/Stable" credit rating from S&P based on the City's 2013 financial statements, as well as current market conditions, financial forecasts and the economic outlook for Saskatoon and area.

The rating factors and the City's performance in relation to these factors are presented as follows:

Key Factors and Rating

- Institutional Framework – VERY PREDICTABLE AND WELL-BALANCED
Strong relationships with other levels of government provides stability for municipal finances.

S&P views the City as benefiting from "a very predictable and well-balanced local and regional government framework that has demonstrated a high degree of institutional stability."

- Economy – VERY STRONG
Saskatoon's diverse economy helps the City withstand economic fluctuations which provides stability for businesses and residents.

S&P indicated that Saskatoon's economic fundamentals are very strong. "Saskatoon's GDP would be in line with the province's, given its stature as Saskatchewan's largest Census metropolitan area and the subsequent greater economic diversity than other areas of the province."

- Financial Management – STRONG
The City of Saskatoon demonstrates strong financial management.

S&P references the City's thorough and prudent policies and procedures, as well as the City's transparent disclosures through a robust set of financial policies, annual operating budgets and five-year capital forecasts. "Audited statements are transparent and unqualified. Saskatoon's long-term debt plan clearly breaks down each current and planned debenture's associated capital and amortization schedule."

- Budgetary Flexibility – VERY STRONG

The City of Saskatoon's favourable budget performance, as well as its self-generated revenues places the City in a strong financial position.

The operating and capital performance for the City on a cash basis is considered by S&P as very favourable. More than 70% of the City's operating revenue came from modifiable revenue sources, and capital expenditures were about 41% of total expenditures. "We expect modifiable revenues to remain above 70% and capital expenditures over 30% during our rating horizon." S&P did note that some risk to self-generated revenues could be affected by economic fluctuations.

- Budgetary Performance – STRONG

Strong operating balances boost budgetary performance.

The operating surpluses have been consistently strong in the past five years averaging about 28% of adjustment operating revenue. After-capital balances have fluctuated but the high-capital spending will result in "modest after-capital deficits not exceeding 5% of total adjusted revenue."

- Liquidity – EXCEPTIONAL

The City of Saskatoon benefits from exceptional liquidity which bolsters its financial risk profile and remains a key credit strength.

S&P considers Saskatoon's strongest performance in the area of liquidity. The total of cash and investments were about \$286 million at year-end 2013, and 828% of forecasted debt service for 2014. While a ratio of cash to debt of 1 is considered strong, Saskatoon's ratio is 8.3 times that due to the City's healthy financial reserves. "The City will maintain exceptional levels of liquidity to meet debt service requirements."

- Debt Burden – VERY LOW

High operating margins mitigate a low but rising debt.

Tax supported debt compared to consolidated operating revenues is an indicator of debt burden. A score under 30% is considered strong and under 60% would be considered reasonable. The City's tax supported debt ratio is at 30.7% at year-end 2013. In regard to the ratio of interest costs to adjusted operating revenues, Saskatoon has a ratio of 0.8%, which is considered low.

S&P states that with the City's "low debt levels and interest burden, we believe the City has a very manageable debt level consistent with the ratings."

- **Contingent Liabilities – VERY LOW**

There are no significant financial risks from future liabilities that might impact the City's financial health.

S&P noted that the City's P3 projects will have no impact on the contingent liabilities. "The fixed price nature and risk transference of the proposed contracts are deemed sufficiently robust that impact on the City's credit profile is not material."

Due Date for Follow-up and/or Project Completion

There is no follow-up required.

Public Notice

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

Attachment

1. Standard & Poor's – Ratings Direct – Supplementary Analysis: City of Saskatoon – January 27, 2015.

Report Approval

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

Approved by: Murray Totland, City Manager

SP Credit Rating 2015.docx

RatingsDirect®

Research Update:

City of Saskatoon 'AAA' Ratings Affirmed On Very Strong Economy And Budgetary Flexibility

Primary Credit Analyst:

Adam J Gillespie, Toronto 416-507-2565; adam.gillespie@standardandpoors.com

Secondary Contact:

Bhavini Patel, CFA, Toronto (1) 416-507-2558; bhavini.patel@standardandpoors.com

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Research Update:

City of Saskatoon 'AAA' Ratings Affirmed On Very Strong Economy And Budgetary Flexibility

Overview

- We are affirming our 'AAA' long-term issuer credit and senior unsecured debt ratings on the City of Saskatoon.
- The ratings reflect our opinion of the city's very strong economy and budgetary flexibility, strong budgetary performance, and exceptional liquidity levels.
- The stable outlook reflects our expectations that, throughout the two-year outlook horizon, Saskatoon will continue benefiting from a very strong economy and maintain exceptional liquidity and strong budgetary performance.

Rating Action

On Jan. 27, 2015, Standard & Poor's Ratings Services affirmed its 'AAA' long-term issuer credit and senior unsecured debt ratings on the City of Saskatoon, in the Province of Saskatchewan. The outlook is stable.

Rationale

The ratings on Saskatoon reflect Standard & Poor's opinion of the city's very strong economy and budgetary flexibility, strong budgetary performance, and exceptional liquidity levels. The ratings also reflect our assessment of the "very predictable and well-balanced" institutional framework for Canadian municipalities, strong financial management, and very low contingent liabilities. In our opinion, offsetting these strengths are an increasing debt burden owing to the city's very large capital program, and potential economic risks related to its land development operations.

Saskatoon's economic fundamentals are very strong, in our view. Saskatchewan's GDP per capita averaged US\$70,494 in 2011-2013, and we estimate that the city's GDP per capita would be in line with the province's given its stature as Saskatchewan's largest Census metropolitan area and the subsequent greater economic diversity than other areas of the province. Agriculture, the public sector, and in particular the resource sector (mining and potash) are all important employers for Saskatoon, although we expect a downturn in the resource sector would affect the city's economy through higher unemployment, lower population growth, and lower revenue.

In our opinion, Saskatoon demonstrates strong financial management. Disclosure and transparency are what we believe to be good, annual financial statements

are audited and unqualified, and the city prepares good annual operating and capital budget documents. It also prepares long-term capital and borrowing plans.

We believe Saskatoon also has very strong budgetary flexibility, which is consistent with that of its peers. More than 70% of the city's operating revenue came from modifiable revenue sources in fiscal 2013 (year ended Dec. 31), and capital expenditures were about 41% of total expenditures. We expect modifiable revenues to remain above 70% and capital expenditures over 30% during our rating horizon.

Saskatoon has consistently achieved strong operating budgetary balances relative to those of peers. In our base-case scenario, we expect that this trend will continue with operating balances averaging 29% of operating revenues in 2012-2016 (all figures Standard & Poor's-adjusted). However, we believe that very high levels of capital expenditures will result in modest after-capital deficits not exceeding 5% of total adjusted revenue over the next two years.

We believe Canadian municipalities benefit from a very predictable and well-balanced local and regional government framework that has demonstrated a high degree of institutional stability. Although provincial governments mandate a significant proportion of municipal spending, they also provide operating fund transfers and impose fiscal restraint through legislative requirements to pass balanced operating budgets. Municipalities generally have the ability to match expenditures well with revenues, except for capital spending, which can be intensive. Any operating surpluses typically fund capital expenditures and future liabilities (such as postemployment obligations and landfill closure costs) through reserve contributions.

In our view, offsetting these strengths somewhat is Saskatoon's increasing debt burden which is driven by its large capital program. The city's debt burden was about 31% of consolidated operating revenues in 2013 and we forecast it will remain above 30% on average through 2016. However, in our view, mitigating this increased debt burden are the large operating margins Saskatoon generates, which totaled C\$665 million in 2011-2013 and 1.9x the estimated debt outstanding at the end of 2016. Interest expenses are what we view as low, and we expect that they will continue to represent about 1% of operating revenues.

In our opinion, the city has very low contingent liabilities. In our view, Saskatoon will remain contingently liable for the financing costs through the construction phase of the two public-private partnership projects currently in the capital plan. However, we deem the proposed contracts' fixed-price nature and risk transference sufficiently robust that the impact on the city's credit profile is not material. Liabilities stemming from standard future employee benefits and landfill postclosure liabilities equaled about 5% of consolidated operating revenues in 2013.

We believe Saskatoon's land development activities expose it to some

development risk. The city's land development business line invests in infrastructure ahead of development and sells land at competitive market values to developers. Saskatoon has developed and follows a plan for growth and its land development activities help ensure it grows according to its plan. Although the city builds out infrastructure in consultation with developers, there is a risk that planned growth will not materialize, likely as a result of an economic slowdown, and the recovery of its land development costs from developers could be delayed.

Liquidity

In our opinion, Saskatoon's credit profile benefits from its exceptional liquidity. At year-end 2013, the city's cash and investments (net of deferred revenues and as calculated in accordance with our liquidity criteria) were about C\$286 million, and 828% of forecast debt service for 2014. In our view, Saskatoon has satisfactory access to external liquidity, given its proven ability to issue into public debt markets and the presence of a secondary market for Canadian municipal debt instruments. We believe that the city will maintain exceptional levels of liquidity to meet debt service requirements.

Outlook

The stable outlook reflects our base-case expectations that, throughout the two-year outlook horizon, Saskatoon will continue to benefit from a very strong economy and maintain exceptional liquidity and strong budgetary performance, with after-capital deficits not exceeding 5% of total revenues, on average. We further expect the city's debt burden to remain below 60% of operating revenue and for high operating margins to continue mitigating them. Although we view it as unlikely in the medium term, we could lower the ratings if we saw sustained material erosion in Saskatoon's economy that led to a declining population, a significant fall in per capita GDP and weaker municipal finances. We could also lower the rating if the city's capital program were to increase significantly and remain high, putting pressure on budgetary performance, debt, and liquidity.

Key Statistics

Table 1

| City of Saskatoon -- Economic Statistics | | | | | |
|--|---------|---------|---------|---------|---------|
| --Fiscal year end Dec. 31-- | | | | | |
| (%) | 2009 | 2010 | 2011 | 2012 | 2013 |
| Population (total) | 218,900 | 224,300 | 234,200 | 239,000 | 248,700 |
| Population growth | 4.5 | 2.5 | 4.4 | 2.0 | 4.1 |
| Unemployment rate | 7.0 | 8.3 | 8.6 | 5.6 | 4.1 |

Note: The data and ratios above result in part from Standard & Poor's own calculations, drawing on national as well as international sources, reflecting Standard & Poor's independent view on the timeliness, coverage, accuracy, credibility, and usability of available information. Sources typically include Statistics Canada.

Table 2

| City of Saskatoon -- Financial Statistics | | | | | | |
|--|-------------------------------|-------|-------|--------|--------|--------|
| | --Fiscal year ended Dec. 31-- | | | | | |
| (Mil. C\$) | 2011 | 2012 | 2013 | 2014bc | 2015bc | 2016bc |
| Operating revenues | 662 | 760 | 765 | 850 | 952 | 1,069 |
| Operating expenditures | 481 | 495 | 545 | 615 | 695 | 784 |
| Operating balance | 181 | 264 | 220 | 234 | 257 | 285 |
| Operating balance (% of operating revenues) | 27.3 | 34.8 | 28.7 | 27.6 | 27.0 | 26.6 |
| Capital revenues | 152 | 135 | 102 | 107 | 104 | 119 |
| Capital expenditures | 329 | 380 | 380 | 381 | 373 | 426 |
| Balance after capital accounts | 3 | 20 | (58) | (40) | (12) | (22) |
| Balance after capital accounts (% of total revenues) | 0.4 | 2.2 | (6.7) | (4.2) | (1.1) | (1.9) |
| Debt repaid | 18 | 20 | 23 | 22 | 26 | 30 |
| Balance after debt repayment and onlending | (15) | (1) | (81) | (63) | (37) | (52) |
| Balance after debt repayment and onlending (% of total revenues) | (1.8) | (0.1) | (9.3) | (6.6) | (3.5) | (4.4) |
| Gross borrowings | 0 | 90 | 60 | 25 | 69 | 99 |
| Balance after borrowings | (15) | 89 | (21) | (38) | 32 | 47 |
| Operating revenue growth (%) | 22.4 | 14.8 | 0.7 | 11.1 | 12.0 | 12.3 |
| Operating expenditure growth (%) | 25.3 | 3.1 | 10.1 | 12.9 | 12.9 | 12.9 |
| Modifiable revenues (% of operating revenues) | 75.4 | 69.7 | 74.4 | 91.6 | 91.7 | 91.8 |
| Capital expenditures (% of total expenditures) | 40.7 | 43.4 | 41.0 | 38.2 | 35.0 | 35.2 |
| Direct debt (outstanding at year-end) | 127 | 197 | 235 | 237 | 281 | 350 |
| Direct debt (% of operating revenues) | 19.3 | 25.9 | 30.7 | 27.9 | 29.5 | 32.7 |
| Tax-supported debt (% of consolidated operating revenues) | 19.3 | 25.9 | 30.7 | 27.9 | 29.5 | 32.7 |
| Interest (% of operating revenues) | 0.6 | 0.8 | 0.8 | 0.9 | 0.9 | 1.0 |
| Debt service (% of operating revenues) | 3.3 | 3.5 | 3.7 | 3.5 | 3.6 | 3.7 |

Note: The data and ratios above result in part from Standard & Poor's own calculations, drawing on national as well as international sources, reflecting Standard & Poor's independent view on the timeliness, coverage, accuracy, credibility, and usability of available information. The main sources are the financial statements and budgets, as provided by the issuer. Base case reflects Standard & Poor's expectations of the most likely scenario. Downside case represents some but not all aspects of Standard & Poor's scenarios that could be consistent with a downgrade. Upside case represents some but not all aspects of Standard & Poor's scenarios that could be consistent with an upgrade. bc--Base case.

Ratings Score Snapshot

Table 3

| City of Saskatoon -- Ratings Score Snapshot | |
|---|------------------------------------|
| Key rating factors | Assessment |
| Institutional Framework | Very predictable and well-balanced |
| Economy | Very strong |
| Financial Management | Strong |
| Budgetary Flexibility | Very strong |
| Budgetary Performance | Strong |
| Liquidity | Exceptional |

Table 3

| City of Saskatoon -- Ratings Score Snapshot (cont.) | |
|---|----------|
| Debt Burden | Very Low |
| Contingent Liabilities | Very Low |

Note: Standard & Poor's ratings on local and regional governments are based on eight main rating factors listed in the table above. Section A of Standard & Poor's "Methodology For Rating Non-U.S. Local And Regional Governments," published on June 30, 2014, summarizes how the eight factors are combined to derive the foreign currency rating on the government.

Key Sovereign Statistics

Sovereign Risk Indicators, Dec. 15, 2014. Interactive version available at <http://www.spratings.com/sri>

Related Criteria And Research

Related Criteria

- Methodology For Rating Non-U.S. Local And Regional Governments, June 30, 2014

Related Research

- Institutional Framework Assessments For Non-U.S. Local And Regional Governments, June 30, 2014
- International Local And Regional Governments Default And Transition Study: 2012 Saw Defaults Spike, March 28, 2013

In accordance with our relevant policies and procedures, the Rating Committee was composed of analysts that are qualified to vote in the committee, with sufficient experience to convey the appropriate level of knowledge and understanding of the methodology applicable (see 'Related Criteria And Research'). At the onset of the committee, the chair confirmed that the information provided to the Rating Committee by the primary analyst had been distributed in a timely manner and was sufficient for Committee members to make an informed decision.

After the primary analyst gave opening remarks and explained the recommendation, the Committee discussed key rating factors and critical issues in accordance with the relevant criteria. Qualitative and quantitative risk factors were considered and discussed, looking at track-record and forecasts.

The committee's assessment of the key rating factors is reflected in the Ratings Score Snapshot above.

The chair ensured every voting member was given the opportunity to articulate his/her opinion. The chair or designee reviewed the draft report to ensure consistency with the Committee decision. The views and the decision of the rating committee are summarized in the above rationale and outlook. The weighting of all rating factors is described in the methodology used in this rating action (see 'Related Criteria And Research').

Ratings List

Ratings Affirmed

Saskatoon (City of)

Issuer credit rating

AAA/Stable/--

Senior unsecured debt

AAA

Complete ratings information is available to subscribers of RatingsDirect at www.globalcreditportal.com and at www.spcapitaliq.com. All ratings affected by this rating action can be found on Standard & Poor's public Web site at www.standardandpoors.com. Use the Ratings search box located in the left column.

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STANDING POLICY COMMITTEE ON TRANSPORTATION

Award of Contract – Urban Systems Ltd. for the Development of the Active Transportation Plan

Recommendation of the Committee

1. That the award of contract for the development of the Active Transportation Plan to Urban Systems Ltd. for a total of \$209,987.98 (including GST) be approved; and
2. That the City Solicitor be requested to prepare the appropriate contract documents, and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

History

At the February 10, 2015 Standing Policy Committee on Transportation meeting, a report of the General Manager, Community Services Department dated February 10, 2015 was considered.

Attachment

February 10, 2015 Report of the General Manager, Community Services

Award of Contract – Urban Systems Ltd. for the Development of the Active Transportation Plan

Recommendation

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

1. That the award of contract for the development of the Active Transportation Plan to Urban Systems Ltd. for a total of \$209,987.98 (including GST) be approved; and
2. That the City Solicitor be requested to prepare the appropriate contract documents, 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 award the contract and prepare the agreement with Urban Systems Ltd. for the consultant work required to carry out the development of the Active Transportation Plan (ATP).

Report Highlights

1. Submission/Evaluation Process Overview – The consultant selection for the ATP followed a Request for Proposals (RFP). Submissions were reviewed and scored based on a range of criteria.
2. Consultant Selection – Urban Systems Ltd. is recommended, in part, because of their exceptional understanding of the project and the local context, their innovative and comprehensive approach to the project methodology, and their past work on projects of a similar nature.

Strategic Goal

This report supports the City of Saskatoon's (City) Strategic Goal of Moving Around. The recommendations support the long-term strategy to develop an integrated transportation network that is practical and useful for vehicles, buses, bikes, and pedestrians.

Background

During its February 6, 2012 meeting, City Council adopted the Strategic Plan 2012 to 2022. One of the seven strategic goals presented in the plan (Moving Around) is being addressed through the ATP.

At its December 4, 2012 meeting, City Council approved the Active Transportation Reserve, which provides mill rate supported base funding to be phased-in and supplemented with one-time capital funding until the base reaches \$500,000 annually. The development of the ATP is to be funded from this reserve.

This approved capital project had funds in the amount of \$100,000 added to the reserve in 2014 in order to fulfill the active transportation goals of the Corporate Strategic Plan, and an additional \$150,000 was added in 2015 to hire a consultant to work with the Administration and community in the development of an ATP.

During its October 27, 2014 meeting, City Council received an information report which presented the ATP terms of reference, including project purpose and objectives and a preliminary timeline and process for 2014 to 2016. These terms of reference formed the basis for the ATP RFP.

Report

Submission/Evaluation Process Overview

The Long Range Planning Section of the Planning and Development Division led the preparation of an RFP for the purpose of engaging the services of a consultant to develop an ATP for the City. A 14 member Active Transportation Steering Committee (ATSC) was assembled for the purposes of drafting the RFP and steering the project through its entirety. Planning and Development will be responsible for Project Management on behalf of the City.

The ATSC developed a comprehensive RFP which was issued on October 28, 2014, and closed on December 5, 2014. Ten teams submitted proposals, with the following proponents listed as leads:

- | | |
|---------------------------------|---|
| 1) Allnorth Consultants Limited | 6) Mobycon |
| 2) Alta Planning + Design | 7) Morr Transportation Consulting Ltd. |
| 3) Dialog Consultants | 8) Opus International Consultants Limited |
| 4) Dillon Consulting Ltd. | 9) Urban Systems Ltd. |
| 5) IBI Group Inc. | 10) WSP Canada Inc. |

The ATSC reviewed and scored the proposals out of a possible 100 points, using the criteria listed in Attachment 1.

Consultant Selection

Several proposals demonstrated sound understanding of the project, suitable experience, and compelling approaches to communications and engagement. Urban Systems Ltd. was identified as the highest-scoring proponent due to their exceptional understanding of the project and the local context, their strong project management team and structure, and their innovative and comprehensive approach to the project methodology. Their past work on projects of a similar nature demonstrates their capacity to successfully deliver on this project.

Public and/or Stakeholder Involvement

The ATSC represents the internal and external stakeholders that are considered to be active partners in developing and, in the future, implementing an ATP. The ATSC is composed of 11 representatives from various civic departments and sections, as well as representatives from the Saskatoon Health Region, Meewasin Valley Authority, and a

member of the public affiliated with the University of Saskatchewan School of Public Health.

Public involvement has not yet been required for this project. Throughout the development of the ATP, engaging a broad stakeholder group and the general public will be a key factor in a successful process. The consultant is expected to design and deliver comprehensive communication and meaningful engagement processes that actively engage stakeholders and the broad community.

Communication Plan

An innovative and comprehensive Communications Strategy (Strategy) is a key component of the ATP. The Administration, in conjunction with the consultant, will strive to reach a broad audience and ensure that efficient and effective methods of reporting back are utilized to keep residents engaged and informed throughout the process. A detailed Strategy will be developed with the consultant once they are under contract with the City.

The consultant will oversee all aspects of the Strategy, and will play an active role in developing and implementing the Strategy, including:

- 1) incorporating the current Growing Forward brand;
- 2) developing key messages;
- 3) creating a media plan;
- 4) creating an external and internal communications plan;
- 5) creating a website and social media plan that utilizes the existing City mediums;
- 6) developing and implementing Community Engagement and Communication Plans;
- 7) advertising and promoting the various community engagement events; and
- 8) playing an active role in the planning and coordinating of all logistics for various events and activities, including stakeholder, City Council, and media events.

Financial Implications

This report recommends awarding a contract in the amount of \$209,978.98 (including GST). Funding for this contract award is available within approved ATP Capital Project No. P2551. The project balance is sufficient to cover this contract and allow for a 9% contingency.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

The project is expected to be ongoing until March 2016, with communications to Committee(s) and City Council occurring at key milestones throughout the duration of

the project. A more detailed timeline will be developed pending development of the detailed public and stakeholder consultation plan.

Public Notice

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

Attachment

1. Active Transportation Plan Evaluation Criteria

Report Approval

Written by: Danae Balogun, Senior Planner, Long Range Planning
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department
Approved by: Murray Totland, City Manager

S/Reports/CP/2015 – TRANSPORTATION - Award of Contract - Urban Systems Ltd. for the Development of the Active Transportation Plan/ks

Active Transportation Plan Evaluation Criteria

| Criteria | Maximum Points |
|---|-----------------------|
| Project Understanding The proponent demonstrates a clear understanding of the project and of Saskatoon. | 5 |
| Quality of Proposal The proposal is clear and concise, visually stimulating, and addresses all relevant points of the RFP. | 5 |
| Innovation and Vision The proposal demonstrates a commitment from the proponent to go above and beyond in their approach to the project in ways that add value. | 10 |
| Team Strength (Qualifications, Experience, Skills) The proponent has assembled a team of professionals that demonstrate exceptional expertise in their respective fields, and adequate time has been allocated to each individual relative to the importance of their tasks. | 15 |
| Project Management The proposal clearly identifies a framework for managing the project that addresses all components of the RFP, identifies a clear reporting system, and allows for flexibility. | 5 |
| Approach and Methodology The proposal identifies a logical, timely, and adaptive approach to achieving the project purpose and objectives that includes ample opportunity for public input and internal feedback, and that delivers a comprehensive plan for implementing active transportation in Saskatoon and measureable goals for evaluating success. | 25 |
| Communication and Engagement The proposal identifies a robust and transparent approach to community engagement, providing opportunities for all residents and stakeholders of Saskatoon, including those who are typically under-represented, to increase their understanding of active transportation, gather input, and build excitement and support for the proposed strategies. | 30 |
| Cost | 5 |
| TOTAL | 100 points |



STANDING POLICY COMMITTEE ON TRANSPORTATION

Capital Project #2407 – IS North Commuter Parkway and Traffic Bridge – Operation and Maintenance Update

Recommendation of the Committee

That the information be received.

History

At the February 10, 2015 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation & Utilities Department dated February 10, 2015 was considered.

Attachment

February 10, 2015 Report of the General Manager, Transportation & Utilities

Capital Project #2407 – IS North Commuter Parkway and Traffic Bridge – Operation and Maintenance Update

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated February 10, 2015, be forwarded to City Council for information.

Topic and Purpose

The purpose of this report is to provide the Standing Policy Committee on Transportation an update regarding the assignment of long term operations and maintenance activities for the North Commuter Parkway and Traffic Bridge Project.

Report Highlights

1. Following review of the draft Request for Proposals (RFP) and Project Agreement package in December 2014, PPP Canada is requiring that the boundaries of Project Co's responsibility for operation and maintenance be extended along Central Avenue.
2. The revised boundaries of Project Co's responsibilities would add 1.9 kms of Central Avenue from the north side of the Attridge Drive intersection to Fedoruk Drive.

Strategic Goal

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

Background

At its meeting on August 19, 2014, the Standing Policy Committee on Transportation received a report from Administration outlining the lines of responsibility for operation and maintenance of various components of the project by Project Co and City forces.

The Request for Qualifications was issued on July 21, 2014 and closed on September 10, 2014. Three proponents were shortlisted for the Request for Proposal (RFP) stage on October 3, 2014. The RFP was issued to the shortlisted proponents on December 23, 2014.

Report

Further to the August 19, 2014 report by the Administration to the Standing Policy Committee on Transportation regarding the division of responsibility for operation and maintenance of various components of the project by Project Co and City forces, this report is to advise City Council of a minor revision to the boundaries of Project Co's responsibilities required by PPP Canada.

Operations and Maintenance Boundaries

Following review of the draft RFP and Project Agreement package in December 2014, PPP Canada is requiring that the boundaries of Project Co's responsibility for operation and maintenance be extended along Central Avenue to be more in line with their interpretation of the grant funding application and business case, as approved by the PPP Canada Board of Directors. As such, the boundaries of Project Co's responsibilities would include all of Central Avenue from the north side of the Attridge Drive intersection to the intersection of Central Avenue and the extension of McOrmond Drive, as opposed to the previously identified boundary proposed at the intersection of Central Avenue and Fedoruk Drive.

The revised boundaries of responsibility are shown in Attachment 1.

Financial Implications

The overall project limits are the same, the capital cost is the same, only the maintenance and rehabilitation costs for this portion of the project will switch to Project Co instead of the City.

Public and/or Stakeholder Involvement

Stakeholder involvement will be required at various stages of the project. Community events will be planned in order to engage and educate the citizens. The Administration will coordinate with applicable stakeholders as necessary.

Communication Plan

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

Safety/Crime Prevention Through Environmental Design (CPTED)

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

Due Date for Follow-up and/or Project Completion

The Administration is currently operating on a realistic target completion date for the North Commuter Parkway project of October 2018.

Public Notice

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

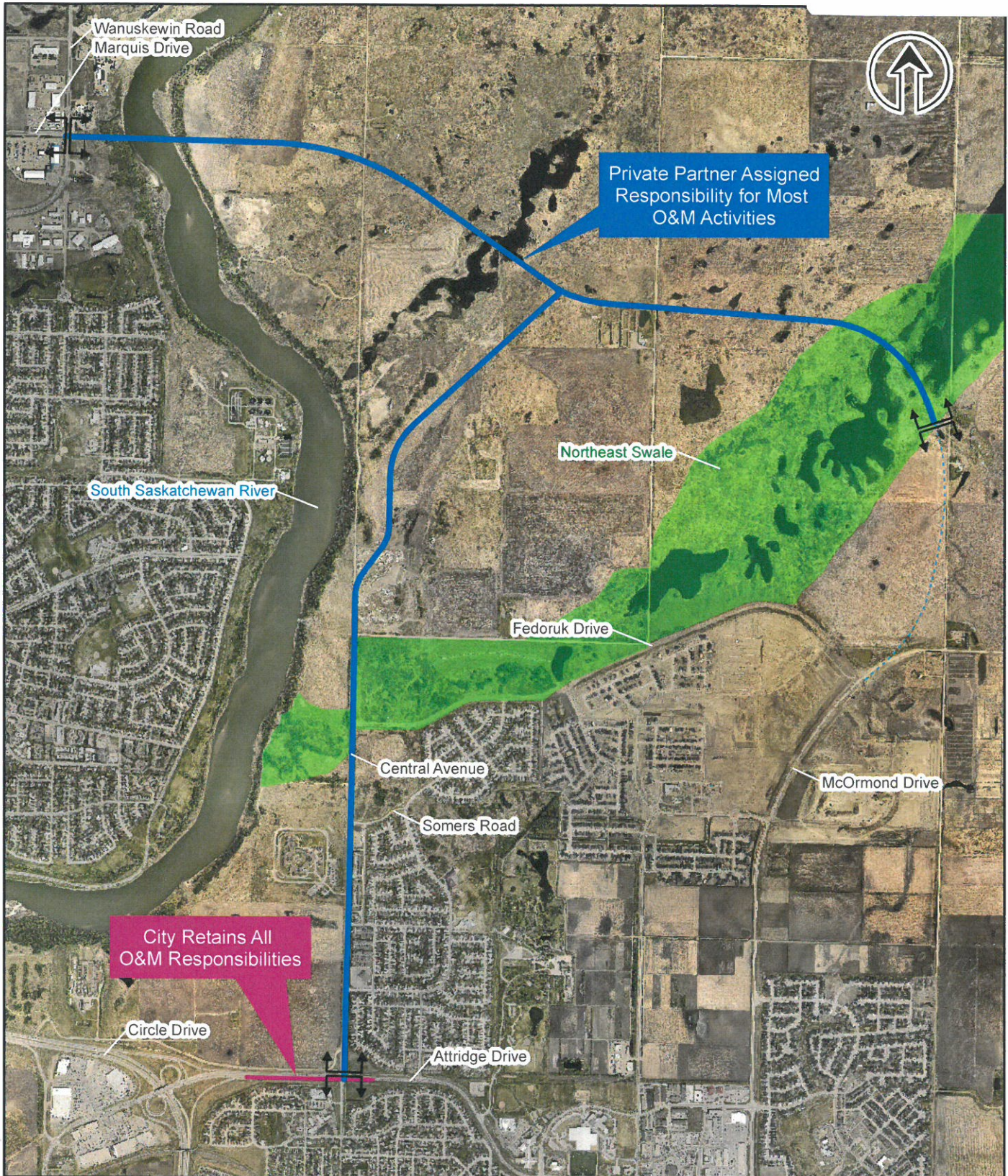
Attachment

1. North Commuter Parkway - Revised Division of Operations and Maintenance Responsibilities

Report Approval

Written by: Dan Willems, Special Projects Manager, Major Projects
Reviewed by: Mike Gutek, Director of Major Projects
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities Department

TRANS DW – IS NCP and Traffic Bridge – Operations and Maintenance Update-Feb 2015



W:\Office\Corporate Projects\6005-58 North Commuter Bridge\09 - Surveys and Designs\figs\responsibility_divisions_20150105.pdf
2015-01-05 By:dwillems

January 2015
6050-104-44



Scale: 1:30,000

Project:

**NORTH COMMUTER
PARKWAY**

Figure No.:

1

Title/Subject:

Revised Division of
Operations and Maintenance
Responsibilities



STANDING POLICY COMMITTEE ON TRANSPORTATION

Neighbourhood Traffic Management Program Reviews – Selection Process

Recommendation of the Committee

1. That the Administration be directed to draft a policy pertaining to selection of neighbourhoods to receive Neighbourhood Traffic Reviews based on the modified selection process outlined in this report;
2. That the Administration be directed to draft a report pertaining to selection of major roadway corridors to receive a Corridor Review based on a similar selection process; and
3. That the Administration continue to work on an interim process for developing neighborhoods, which includes an opportunity for residents to participate.

History

At the February 10, 2015 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation & Utilities Department dated February 10, 2015 was considered.

Attachment

February 10, 2015 Report of the General Manager, Transportation & Utilities

Neighbourhood Traffic Management Program Reviews – Selection Process

Recommendation

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

1. That the Administration be directed to draft a policy pertaining to selection of neighbourhoods to receive Neighbourhood Traffic Reviews based on the modified selection process outlined in this report; and
2. That the Administration be directed to draft a report pertaining to selection of major roadway corridors to receive a Corridor Review based on a similar selection process.

Topic and Purpose

This report identifies the criteria used to select the eight neighbourhoods for traffic reviews each year. The traffic reviews are intended to address local traffic concerns such as speeding, shortcutting, pedestrian accommodation, and parking.

The purpose of this report is to present the existing process, and a proposed adjustment based on feedback the Administration has heard from Councillors when the 2015 list was considered at the Standing Policy Committee on Transportation and by City Council. Administration is seeking feedback from the Committee and further insights. The Administration will then draft a policy pertaining to this issue.

Report Highlights

A formalized process was developed to prioritize and select neighbourhoods for traffic reviews each year that includes three steps: 1) evaluate existing traffic concerns, 2) coordinate with other projects, and 3) area/Ward distribution.

Strategic Goal

This report supports the Strategic Goal of Moving Around by improving the safety of all road users (pedestrians, cyclists, and drivers), and helps to provide a great place to live, work, and raise a family.

Background

City Council, at its meeting held on August 14, 2013, approved a new process within the Neighbourhood Traffic Management Program. This process includes a strategy to review concerns on a neighbourhood-wide basis by engaging the community and stakeholders in first identifying specific traffic issues, and secondly, jointly developing recommendations that address the issues. Based on the existing level of resources, eight neighbourhood reviews are completed annually.

Eight neighbourhood reviews were completed in 2014 (Varsity View, Westmount, Brevoort Park, Holliston, Haultain, Hudson Bay Park, Caswell Hill, and City Park) and eight neighbourhood reviews are planned for 2015 (Mount Royal, Adelaide-Churchill, Lakeview, Montgomery Place, Confederation, Meadowgreen, Avalon, and Greystone Heights).

Report

Criteria for Prioritization

A formalized process was developed to prioritize and select neighbourhoods for traffic reviews each year by the following criteria:

Step 1 – Evaluate existing traffic concerns:

1. Number of outstanding concerns – includes all phone calls, emails, letters and additional correspondence documented since the beginning of the program in August 2013 (1 point per concern is added to the total score).
2. Number of temporary traffic calming devices currently installed – there is currently a number of existing temporary traffic calming locations that must be maintained and assessed (1 point per device is added to the total score).
3. Number of collisions – collision data provided by SGI will be reviewed each year. The criteria for collisions is as follows:
 - Low – the number of collisions appears to be lower relative to other neighbourhoods (0 points are added to the total score).
 - Medium – the number of collisions appears to be average relative to other neighbourhoods (1 point is added to the total score).
 - High – the number of collisions appears to be higher relative to other neighbourhoods (2 points are added to the total score).

Step 2 – Coordinate with other projects/consider areas under development:

After reviewing the above criteria, coordination with other projects, such as Local Area Plans (LAP) is required to achieve efficiencies such as combining public consultation efforts. Similarly, neighbourhoods under development where roads and infrastructure are not yet constructed may be delayed as traffic patterns will evolve. Both of these factors may result in an adjustment to the timing of reviews in certain neighbourhoods.

Step 3 – Area/Ward Distribution:

The final step of the neighbourhood selection process is to ensure reasonable distribution among the city. Since only eight neighbourhoods are selected for reviews each year, not all wards will be selected on an annual basis. The intent would be to consider those neighbourhoods the following year.

An example using the prioritization of neighbourhoods for 2015 is illustrated in Attachment 1.

In addition to the formal neighbourhood-wide traffic reviews, Transportation is working with the Saskatoon Police Service to address speeding concerns in residential neighborhoods by increasing, driver and community, awareness of the speed conditions

on their local streets. In neighbourhoods where a review has not yet been completed or a roadway where traffic calming is not feasible, speeding concerns will be addressed through use of speed radar signs, dedicated enforcement and educational/awareness campaigns.

Although the process has worked reasonably well, the Number of Outstanding Concerns criteria is potentially problematic. It is defined as how many concerns have been brought to the Administration's attention. This causes some inherent issues, as sometimes it is difficult to discern what constitutes a formal concern. One specific location within a neighbourhood may drive many complaints, which might not warrant a full neighbourhood review. Further, concerns brought to Councillor's attention are not included, unless they are forwarded to the Administration.

Therefore, in place of the Number of Outstanding Concerns criteria, the Administration proposes that they work with each Councillor to select the highest priority neighbourhood in the Ward, considering all information available. Once this is done, that neighbourhood will be assigned 3 points. The list will be re-sorted and the remainder of the existing process would be followed.

High volume roadways, such as Arterials, are not considered during the Neighbourhood Traffic Review process. An appropriate policy will be required for these roadways as well, in order to ensure that the roadways causing the most problems for residents are prioritized. The Administration will prepare a report for these roadways as well and present to the Standing Policy Committee on Transportation by the second quarter of 2015.

Public and/or Stakeholder Involvement

Public meetings will be held for each of the eight neighbourhoods, including an initial meeting with residents and stakeholders to identify specific traffic concerns and potential improvements, and a second meeting to present a neighbourhood draft traffic plan for discussion. A third meeting may be required if significant changes of the traffic plan are required.

Residents and business owners who cannot attend the meetings will be able to provide feedback via the City's on-line neighbourhood traffic concerns form, Shaping Saskatoon.ca website, or by phone, email, or mail.

The City's internal departments will review the traffic plan and provide feedback.

Communication Plan

Residents and stakeholders in each neighbourhood will be invited to attend both meetings. The meeting invitations will be provided as follows:

- A flyer delivered to each residence in the neighbourhood;
- By using the on-line tool Shaping Saskatoon.ca website;
- By requesting the neighbourhood community associations to post the information on their website or Facebook page; and

- By notifying the appropriate Councillor.

The collection of issues and potential improvements will be completed through the following:

- The Shaping Saskatoon.ca website;
- Written submissions at the meetings;
- Written notes taken by the Administration at the meetings; and
- Written, verbal, and e-mail submission to the Administration.

The final Neighbourhood Traffic Plan is shared with the community through the following:

- City of Saskatoon website;
- Community Association communication forums (i.e. website, newsletter); and
- Direct mail-out to residents in the review area.

Financial Implications

There is sufficient funding within Capital Project #1512 – Neighbourhood Traffic Management to undertake eight neighbourhood reviews in 2015.

Environmental Implications

Neighbourhood traffic reviews are expected to have positive greenhouse gas emissions implications. The tendency is to reduce total vehicle mileage in an area by reducing speeds and improving conditions for walking, cycling and transit use.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

An annual report of the strategies and programs completed for each year will be provided to City Council.

Public Notice

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

Attachment

1. Neighbourhood Prioritization List

Report Approval

Written by: Jay Magus, Engineering Manager, Transportation
Justine Nyen, Traffic Safety Engineer, Transportation
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

Neighbourhood Prioritization List

| Neighbourhood | # of Concerns | Temporary | Collisions | TOTAL SCORE | Ward | Councillor |
|--------------------|--|-----------|------------|-------------|------|------------|
| Stonebridge | 19 | 1 | 1 | 21 | 7 | Loewen |
| Hampton Village | 11 | 4 | 1 | 16 | 4 | Davies |
| Adelaide-Churchill | 12 | | | 12 | 7 | Loewen |
| Mount Royal | 9 | 2 | 1 | 12 | 4 | Davies |
| Willowgrove | 8 | 2 | 1 | 11 | 10 | Jeffries |
| Riversdale | 1 | 5 | 2 | 8 | 2 | Lorje |
| Avalon | 6 | | 1 | 7 | 7 | Loewen |
| Confederation Park | 7 | | | 7 | 3 | Iwanchuk |
| Lakeview | 5 | 1 | 1 | 7 | 9 | Paulsen |
| Sutherland | 5 | 1 | 1 | 7 | 1 | Hill |
| Buena Vista | 6 | | | 6 | 6 | Clark |
| Dundonald | 5 | 1 | | 6 | 4 | Davies |
| Greystone Heights | 3 | 3 | | 6 | 8 | Olauson |
| Grosvenor Park | 6 | | | 6 | 6 | Clark |
| Montgomery Place | 6 | | | 6 | 2 | Lorje |
| Queen Elizabeth | 5 | | 1 | 6 | 7 | Loewen |
| Wildwood | 4 | | 2 | 6 | 9 | Paulsen |
| Briarwood | 4 | | 1 | 5 | 8 | Olauson |
| College Park | 3 | | 1 | 4 | 8 | Olauson |
| Lakeridge | 2 | 2 | | 4 | 9 | Paulsen |
| Meadowgreen | 2 | 1 | 1 | 4 | 2 | Lorje |
| Pleasant Hill | 2 | | 2 | 4 | 2 | Lorje |
| Eastview | 2 | 1 | | 3 | 7 | Loewen |
| Fairhaven | 2 | | 1 | 3 | 3 | Iwanchuk |
| Massey Place | 2 | 1 | | 3 | 4 | Davies |
| Silverspring | 2 | 1 | | 3 | 10 | Jeffries |
| Arbor Creek | 2 | | | 2 | 10 | Jeffries |
| Erindale | | 2 | | 2 | 10 | Jeffries |
| Evergreen | 1 | | 1 | 2 | 10 | Jeffries |
| Exhibition | 1 | | 1 | 2 | 7 | Loewen |
| Nutana SC | | | 2 | 2 | 7 | Loewen |
| Parkridge | 1 | 1 | | 2 | 3 | Iwanchuk |
| Richmond Heights | 2 | | | 2 | 1 | Hill |
| Silverwood Heights | | 1 | 1 | 2 | 5 | Donauer |
| Westview | 1 | 1 | | 2 | 4 | Davies |
| King George | | 1 | | 1 | 2 | Lorje |
| Lawson Heights | 1 | | | 1 | 5 | Donauer |
| North Park | | 1 | | 1 | 1 | Hill |
| Pacific Heights | 1 | | | 1 | 3 | Iwanchuk |
| River Heights | | | 1 | 1 | 5 | Donauer |
| College Park East | | | | 0 | 8 | Olauson |
| Forest Grove | | | | 0 | 1 | Hill |
| Holiday Park | | | | 0 | 2 | Lorje |
| Nutana Park | | | | 0 | 7 | Loewen |
| Rosewood | | | | 0 | 9 | Paulsen |
| The Willows | | | | 0 | 7 | Loewen |
| Varsity View | Neighbourhoods Reviewed in 2014 | | | | 6 | Clark |
| Brevoort Park | | | | | 8 | Olauson |
| City Park | | | | | 1 | Hill |
| Caswell Hill | | | | | 2 | Lorje |
| Hudson Bay Park | | | | | 1 | Hill |
| Kelsey-Woodlawn | | | | | 1 | Hill |
| Mayfair | | | | | 1 | Hill |
| Westmount | | | | | 4 | Davies |
| Haultain | | | | | 6 | Clark |
| Holliston | | | | | 6 | Clark |
| Nutana | | | | | 6 | Clark |

Review Distribution among Wards

| Ward | Councillor | 2014 | 2015 | 2016 | TOTAL |
|------|------------|------|------|------|-------|
| 1 | Hill | 4 | 0 | | 4 |
| 2 | Lorje | 1 | 2 | | 3 |
| 3 | Iwanchuk | 0 | 1 | | 1 |
| 4 | Davies | 1 | 1 | 1 | 3 |
| 5 | Donauer | 0 | 0 | | 0 |
| 6 | Clark | 4 | 0 | | 4 |
| 7 | Loewen | 0 | 2 | 1 | 3 |
| 8 | Olauson | 1 | 1 | | 2 |
| 9 | Paulsen | 0 | 1 | | 1 |
| 10 | Jeffries | 0 | 0 | 1 | 1 |



STANDING POLICY COMMITTEE ON TRANSPORTATION

Brevoort Park Neighbourhood Traffic Review

Recommendation of the Committee

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

History

At the February 10, 2015 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation & Utilities Department dated February 10, 2015 was considered.

Attachment

February 10, 2015 Report of the General Manager, Transportation & Utilities

Brevoort Park Neighbourhood Traffic Review

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:
That the Neighbourhood Traffic Review for the Brevoort Park neighbourhood be adopted as the framework for future traffic improvements in the area, to be undertaken as funding is made available through the annual budget process.

Topic and Purpose

The purpose of this report is to provide information on the Neighbourhood Traffic Review for the Brevoort Park neighbourhood.

Report Highlights

A traffic plan for the Brevoort Park neighbourhood was developed, in consultation with the community, in response to concerns such as speeding, traffic shortcutting, and pedestrian safety. The plan will be implemented over time as funding for the improvements is available.

Strategic Goal

This report supports the Strategic Goal of Moving Around by providing a plan to guide the installation of traffic calming devices and pedestrian safety enhancements to improve the level of safety for pedestrians, cyclists, and motorists.

Background

A public meeting was held in January 2014 to identify traffic concerns and potential solutions within the Brevoort Park neighbourhood. Representatives from the Saskatoon Police Service were in attendance to address traffic enforcement issues. Based on the residents' input provided at the initial public meeting and the analysis of the traffic data collected, a Traffic Management Plan was developed and presented to the community at a second public meeting held in September 2014.

Report

The development and implementation of the Traffic Management Plan includes four stages:

1. Identify existing problems, concerns and possible solutions through the initial neighbourhood consultation and the Shaping Saskatoon.ca website;
2. Develop a draft traffic plan based on residents' input and traffic assessments;
3. Present the draft traffic plan to the neighbourhood at a follow-up meeting; circulate the plan to other civic divisions for feedback; make adjustments as needed and present the plan to City Council for adoption; and
4. Implement the proposed measures in a specific time frame, short-term (1 to 2 years), medium-term (3 to 5 years), or long-term (more than 5 years).

Brevoort Park Neighbourhood Traffic Review

The majority of concerns identified through the January 2014 consultation included shortcutting, speeding, pedestrian safety (specifically near the Brevoort Park School and the St. Matthew Catholic School), and parking.

The Administration is recommending the following improvements to increase traffic safety in the Brevoort Park neighbourhood:

- Four traffic calming locations
- Two stop sign locations
- Three pedestrian crosswalks
- One parking removal
- Two advanced warning sign locations
- Back lanes – one-way restrictions; 20kph speed signs
- Pick-up/drop-off zone at St. Matthew School
- One major intersection review

Installation of each proposed improvement will be implemented in three specific time frames as follows:

| | |
|----------------------------|---|
| Short-term (1 to 2 years) | Temporary traffic calming measures, signage, pavement markings, accessible pedestrian ramps |
| Medium-term (3 to 5 years) | Permanent traffic calming devices, roadway realignment, sidewalks (in some cases), major intersection reviews |
| Long-term (5 years plus) | Permanent traffic calming devices, roadway realignment, sidewalks |

The Brevoort Park Neighbourhood Traffic Review is included in Attachment 1.

Public and/or Stakeholder Involvement

In January 2014, a public meeting was held to discuss traffic concerns and identify potential solutions. The feedback received was used to develop the neighbourhood traffic plan which was presented at a follow-up public meeting in September 2014. Additional feedback received at the follow-up public meeting was also incorporated into the recommended Traffic Management Plan.

Feedback was provided by internal civic stakeholders of various divisions and departments: Public Works, Saskatoon Transit, Saskatoon Police Service, and the Saskatoon Fire Department on the proposed improvements, which was incorporated into the proposed Traffic Management Plan.

Communication Plan

The final neighbourhood traffic plan will be shared with the residents of the impacted neighbourhood using several methods: City website, Community Association communication forums (i.e. website, newsletter), and by a direct mail-out.

Environmental Implications

The overall impact of the recommendations on traffic characteristics including the impacts on greenhouse gas emissions is not known at this time.

Financial Implications

The implementation of the neighbourhood traffic calming plan will have significant financial implications. The costs are summarized in the following table:

| Item | 2015 | Beyond 2015 |
|------------------------------|----------------|-----------------|
| Traffic Calming | \$1,500 | \$30,000 |
| Marked Pedestrian Crosswalks | 2,400 | - |
| Stop and Yield Signs | 1,000 | - |
| Miscellaneous Signs | 2,750 | - |
| Major Intersection Reviews | - | 30,000 |
| TOTAL | \$7,650 | \$60,000 |

There is sufficient funding within Capital Project #1512 – Neighbourhood Traffic Management to undertake the work in 2015.

The remainder of the work, beyond 2015, will be considered alongside all other improvements identified through the Neighbourhood Traffic Management Program. The Administration’s annual budget submission package will include the list of projects recommended to be funded, and the rationale used to prioritize the projects.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

If adopted by City Council, temporary traffic calming devices and signage will be implemented during the 2015 construction season.

Public Notice

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

Attachment

1. Brevoort Park Neighbourhood Traffic Review, December 2, 2014

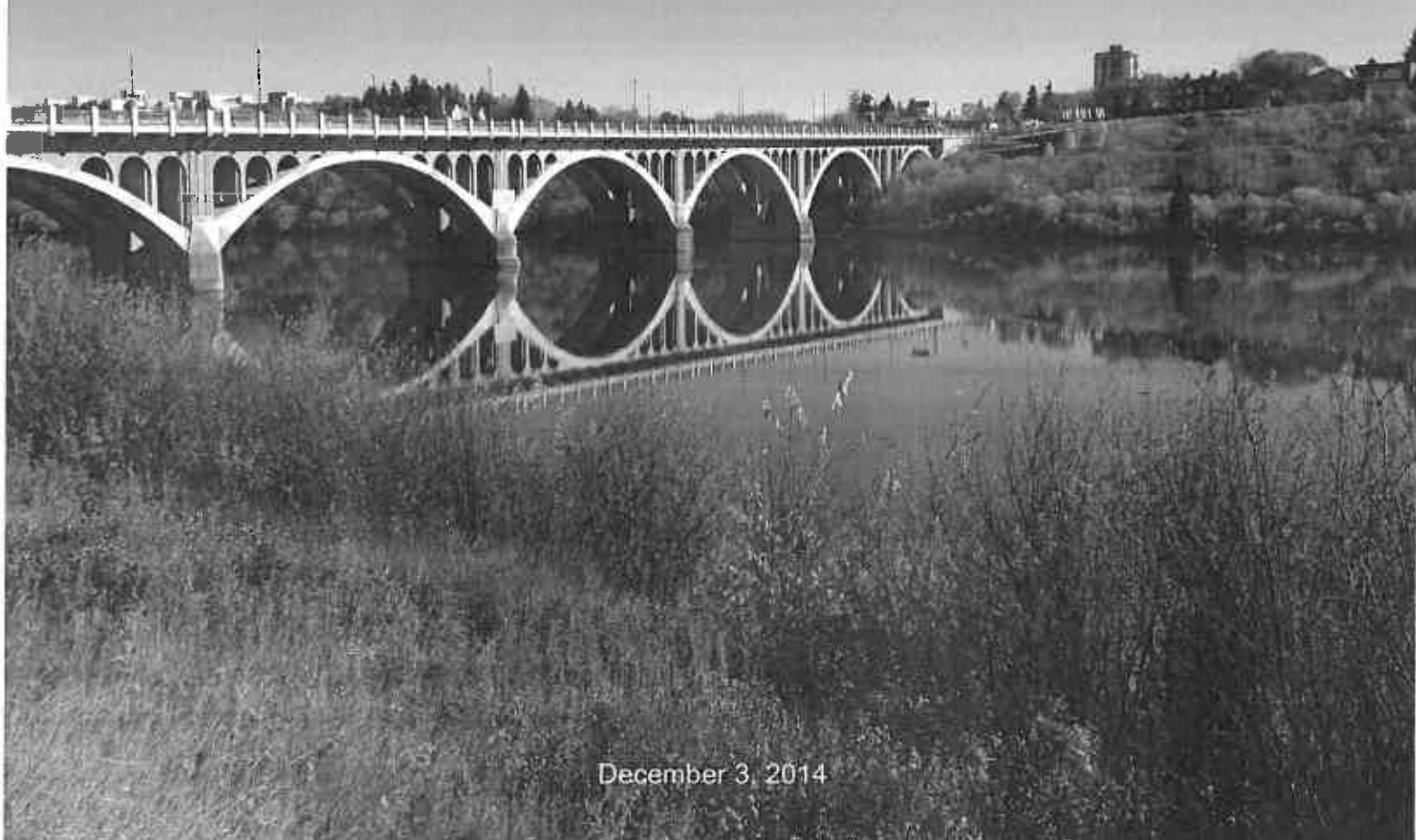
Report Approval

Written by: Justine Nyen, Traffic Safety Engineer, Transportation
Reviewed by: Jay Magus, Engineering Manager, Transportation
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities Department

TRANS JN – Brevoort Park Neighbourhood Traffic Review

City of Saskatoon

Brevoort Park Neighbourhood Traffic Review



December 3, 2014

Acknowledgements

The completion of this review would not be possible without the contribution of the following organizations and individuals:

- Brevoort Park residents
- Brevoort Park Community Association
- Saskatoon Police Service
- Saskatoon Light & Power
- City of Saskatoon Fire Department
- City of Saskatoon Environmental Services
- City of Saskatoon Transit
- City of Saskatoon Transportation
- Great Works Consulting
- Councillor Eric Olason

Executive Summary

The objective of the Neighbourhood Traffic Management Program is to address traffic concerns within neighbourhoods such as speeding, shortcutting, and pedestrian safety. The program was revised in August 2013 to address traffic concerns on a neighbourhood-wide basis. The revised program involves additional community and stakeholder consultation that provides the environment for neighbourhood residents and City staff to work together in developing solutions that address traffic concerns. The process is outlined in the *Traffic Calming Guidelines and Tools*, City of Saskatoon, 2013.

A public meeting was held in January of 2014 to identify traffic concerns and potential solutions within the Brevoort Park neighbourhood. As a result of the meeting a number of traffic assessments were completed to confirm and quantify the concerns raised by the residents. Based on the residents input and the completed traffic assessments, a Traffic Management Plan was developed and presented to the community at a follow-up meeting held in September 2014.

A summary of recommended improvements for the Brevoort Park neighbourhood are included in **Table ES-1**. The summary identifies the locations, the recommended improvement, and a schedule for implementation. The schedule to implement the Traffic Management Plan can vary depending on the complexity of the proposed improvement. According to the *Traffic Calming Guidelines and Tools* document, the time frame may range from short-term (1 to 2 year); medium-term (3 to 5 years) and long-term (5 years plus). Accordingly, the specific time frame to implement the improvements for these neighbourhoods ranges from 1 to 5 years.

The resulting proposed Brevoort Park Traffic Management Plan is illustrated in **Exhibit ES-1**.

Table ES-1: Brevoort Park Neighbourhood Recommended Improvements

| Location | Proposed Measure | Time Frame |
|---|--|--------------|
| Arlington Ave (south of Baldwin Cres) | "No parking" signs on southeast corner of Arlington Ave (approximately 7m) | 1 to 2 years |
| Arlington Ave & Early Dr | Standard pedestrian crosswalk | |
| Early Dr & Salisbury Dr | Remove temporary traffic calming; alter direction of stop signs | |
| Early Dr & curve west of Salisbury Dr | "Curve ahead" signs & chevrons | |
| Salisbury Dr at curve west of Conn Ave | Permanent median islands | |
| Salisbury Dr & lane leading to park | Standard pedestrian crosswalk | |
| 3rd St & Argyle Ave | Two-way stop | |
| 3rd St & Tucker Cres | Two-way stop | |
| Back lanes – west of Argyle Ave | 20kph speed signs | |
| Back lanes - north of Taylor St | 20kph speed signs | |
| Back lane - west of Arlington Ave | One-way signs | |
| Brevoort Park School & St. Matthew School | Drop-off / Pick-up zone | |
| In front of Brevoort Park School & St. Matthew School | Parking enforcement (i.e. parking over crosswalks, blocking driveways) | |
| Early Dr & Webb Cres | Raised median island | |
| Early Dr & Phillips Cres (west) | Raised median island | |
| Arlington Ave & Early Dr | Raised median island | |
| Taylor St & Arlington Ave | Major intersection review | 5 years plus |



LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- ⊞ EXISTING TRAFFIC SIGNAL
- ⚓ PEDESTRIAN ACTUATED SIGNAL LOCATION
- EXISTING TRAFFIC CALMING LOCATION

| LOCATION | MEASURE PROPOSED |
|----------|--|
| 1 | "No Parking" signs on southeast corner of Arlington Ave (approximately 7m) |
| 2 | Median island & standard pedestrian crosswalk |
| 3 | Remove temporary traffic calming, alter direction of stop signs |
| 4 | "Curve Ahead" signs & chevrons |
| 5 | Permanent median islands |
| 6 | Standard pedestrian crosswalk |
| 7 | 2-way stop |
| 8 | 2-way stop |
| 9 | 20kph speed signs |
| 10 | 20kph speed signs |
| 11 | One-way sign |
| 12 | Drop off/Pick-up zone |
| 13 | Parking enforcement (i.e. parking over crosswalks, blocking driveways, etc.) |
| 14 | Major interaction review |
| 15 | Install median island |
| 16 | Install median island |



BREVOORT PARK TRAFFIC PLAN

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- B. Pedestrian Device Assessments
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1. Introduction

The purpose of this review was to develop a Traffic Management Plan for the Brevoort Park neighbourhood following the implementation procedure outlined in the *City of Saskatoon Traffic Calming Guidelines and Tools* adopted by City Council in August 2013.

The Brevoort Park neighbourhood is located on the east side of the South Saskatchewan River and is bound by Circle Drive to the east, 8th Street East to the north, Taylor Street to the south, and Preston Avenue to the west. The area use is mostly residential, with elementary schools (Brevoort Park School on Early Drive, and Arlington Avenue St. Matthew School), and some commercial land use adjacent to 8th Street.

The development and implementation of the traffic management plan includes four stages:

- **Stage 1** - Identify existing problems, concerns and possible solutions through the initial neighbourhood consultation and the Shaping Saskatoon Website.
- **Stage 2** - Develop a draft traffic plan based on resident's input and traffic assessments.
- **Stage 3** - Present the draft traffic plan to the neighbourhood at a follow-up meeting; circulate the plan to other civic divisions for feedback; make adjustments as needed; and present the plan to City Council for approval.
- **Stage 4** - Implement the proposed measures in specific time frame, short-term (1 to 2 years), medium-term (3 to 5 years) or long-term (5 years plus).

2. Identifying Issues, Concerns, & Possible Solutions

A public meeting was held in January of 2014 to identify traffic concerns within the neighbourhood. At the meeting, residents were given the opportunity to express their concerns and suggest possible solutions.

The following pages summarize the concerns and suggested solutions identified during the initial consultation with the neighbourhood residents.

CONCERN 1 – SPEEDING AND SHORTCUTTING

Shortcutting occurs when non-local traffic passes through the neighbourhood on local streets which are designed and intended for low volumes of traffic. In the case of Brevoort Park, the bordering arterial streets (8th Street, Taylor Street, and Preston Avenue) are designated to accommodate larger volumes of traffic.

As speeding often accompanies shortcutting, these concerns have been grouped into one category.

Neighbourhood concerns for speeding and shortcutting were at the following locations:

- 7th Street
- Arlington Avenue
- Salisbury Drive
- Early Drive: south of 7th Street, around curves
- Sparling Crescent: parents dropping off / picking up students
- Phillips Crescent
- Back lanes north of Taylor Street
- Back lanes near parks
- Back lane north of Taylor Street & Arlington Avenue intersection (avoiding traffic signals)
- Back lanes off of Argyle Avenue
- Truck traffic on Preston Avenue

Proposed solutions identified by residents:

- Install speed humps
- Install median on Early Drive at curve
- Install 20kph speed sign in back lanes

CONCERN 2 - PEDESTRIAN SAFETY

A majority of the residents were concerned about pedestrian safety surrounding the school sites within Brevoort Park (St. Matthew School, Brevoort Park School).

Pedestrian crosswalks need to adhere to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, November 15, 2004 which states the following:

“The installation of appropriate traffic controls at pedestrian crossings shall be based on warrants listed in the document entitled “Traffic Control at Pedestrian Crossings – 2004” approved by City Council in 2004.”

Neighbourhood concerns regarding pedestrian safety were at the following locations:

- Arlington Avenue at Early Drive and Salisbury Drive
- Salisbury Drive near the alley that leads to the park
- Early Drive near Brevoort Park School
- U-turns in school zones (Taylor Street & Early Drive)

Proposed solutions identified by residents:

- Arlington Avenue and Early Drive: install a median and activated pedestrian device
- Extend the school zone on Arlington Avenue to Early Drive
- Implement crossing guards for the schools
- Install midblock crossing on Salisbury Drive at the alley that leads to the park
- Install four-way stops or activated pedestrian devices on Early Drive
- More time needed for pedestrians to cross traffic signal locations on 8th Street
- Extend school zone on west end of Early Drive to west end of Madden Avenue

CONCERN 3 - TRAFFIC CONTROL

Traffic control signs are used in order to assign the right-of-way and must meet guidelines in City of Saskatoon Council Policy C07-007 *Traffic Control – Use of Stop and Yield Signs*, January 26, 2009 which states that stop and yield signs are not to be used as speed control devices, to stop priority traffic over minor traffic, on the same approach to an intersection where traffic signals are operational, or as a pedestrian crossing device.

An all-way stop must meet the conditions for traffic volume, collision history, and must have a balanced volume from each leg to operate sufficiently.

Neighbourhood concerns regarding traffic control improvements were are at the following intersections:

- Taylor Street / Arlington Avenue: westbound traffic is using a dedicated right turn lane for through movements; left turn signal is not activated and causes further congestion; need longer left turn bay; issues with lane designation & signage; more green time required on Arlington Avenue
- Arlington Avenue: southbound drivers are using parking lane as driving lane
- 7th Street / Arlington Avenue: difficult to turn left
- 8th Street: (particularly at Arlington Avenue) difficult to turn left at traffic signal locations; lane designation is confusing

Proposed solutions identified by residents:

- Install curb on Arlington Avenue (similar to the Preston Avenue / 14th Street intersection) to restrict drivers from using right lane as driving lane
- Install stop or yield signs on 3rd Street between Preston Avenue / Early Drive
- 8th Street: include left turn arrows for both directions at traffic signals; lane designation signs needed

CONCERN 4 – PARKING

Parking is allowed on all city streets unless signage is posted. According to City of Saskatoon Bylaw 7200, *The Traffic Bylaw*, December 16, 2013, vehicles are restricted from parking within 10 metres of an intersection and one metre of a driveway crossing.

Neighbourhood concerns regarding parking were at the following locations:

- Taylor Street: congested due to parking near schools
- Arlington Avenue: congested (especially during morning peak hours) near Sparling Crescent & Clark Crescent due to parking in front of schools; parents dropping off/picking up students
- Baldwin Crescent: difficult to see northbound drivers from Taylor Street due to parked cars
- Students parking on Madden Avenue and Phillips Crescent
- Parking near intersection of 7th Street / Arlington Avenue is obstructing driver's view
- Parking too close to alleys on Taylor Street & Cameron Avenue
- Parking over crosswalks in school zones
- Students parking on Phillips Crescent are disrespectful to residents. They park on Phillips Crescent and use the walkway on the south end to get to Taylor Street. They block resident's driveway, leave their garbage, vandalize property, and speed down the crescent.

Proposed solutions identified by residents:

- Parking enforcement
- Remove parking on Taylor Street or no parking during peak times
- Change drop off zone locations near schools on Taylor Street
- Move drop off zones onto school property
- Remove parking on east side of Arlington Avenue near St. Matthews School
- School patrol parking
- Remove parking around median islands on Salisbury Drive
- Install drop off loop for schools
- Inform residents directly affected by parking restrictions

CONCERN 5 – MAINTENANCE

A majority of the residents were concerned about the condition of the streets in Brevoort Park (i.e. snow clearing, potholes, tree trimming, and temporary traffic calming devices).

Neighbourhood concerns regarding maintenance were at the following locations:

- Snow clearing needed on: 7th Street; and Taylor Street between Arlington Avenue and Circle Drive interchange
- Motorists are driving over sidewalk on Early Drive when there's snow
- Snow is pushed onto sidewalk forcing pedestrians to walk on the street
- Temporary medians islands on Salisbury Drive need to be fixed
- Potholes in back lanes
- Raised median islands are difficult to see in winter; should be higher

Proposed solutions identified by residents:

- Trim trees on Baldwin Crescent to improve sightlines
- Pave back lanes

3. Assessment

Stage 2 of the plan development included developing a draft traffic management plan. This was completed through the following actions:

- Create a detailed list of all the issues provided by the residents.
- Collect historical traffic data and information the City has on file for the neighbourhood.
- Prepare a data collection program that will provide the appropriate information needed to undertake the assessments.
- Complete the data collection, which may include:
 - Intersection turning moving counts
 - Pedestrian counts
 - Daily and weekly traffic counts
 - Average speed measurements
- Assess the issues by using the information in reference with City policies, bylaws, and guidelines, transportation engineering design guidelines and technical documents, and professional engineering judgement.

The following sections provide details on the data collected for traffic volumes (peak hours, daily, and weekly), travel speed, and pedestrian movements.

1. Traffic Volumes and Travel Speeds

Traffic volumes and travel speeds were measured to assist in determining the need for traffic calming devices. In Saskatoon the neighbourhood streets are classified typically as either local or collector streets. Traffic volumes (referred to as Average Daily Traffic) on these streets should meet the City of Saskatoon guidelines shown in **Table 3-1**.

Table 3-1: City of Saskatoon Street Classifications and Characteristics

| Characteristics | Classifications | | | | | |
|--|---|------------|--|-----------------------------------|--|-----------------------------------|
| | Back Lanes | | Locals | | Collectors | |
| | Residential | Commercial | Residential | Commercial | Residential | Commercial |
| Traffic function | Access function only (traffic movement not a consideration) | | Access primary function (traffic movement secondary consideration) | | Traffic movement and land access of equal importance | |
| Average Daily Traffic (vehicles per day) | <500 | <1,000 | <1,000 | <5,000 | <5,000 | 8,000-10,000 |
| Typical Speed Limits (kph) | 20 | | 50 | | 50 | |
| Transit Service | Not permitted | | Generally avoided | | Permitted | |
| Cyclist | No restrictions or special facilities | | No restrictions or special facilities | | No restrictions or special facilities | |
| Pedestrians | Permitted, no special facilities | | Sidewalks on one or both sides | Sidewalks provided where required | Typically sidewalks provided both sides | Sidewalks provided where required |
| Parking | Some restrictions | | No restrictions or restriction on one side only | | Few restrictions other than peak hour | |

Travel speeds were measured to determine the 85th percentile speed, which is the speed at which 85 percent of vehicles are travelling at or below. The speed limit in the Brevoort Park area is 50kph, except for school zones where the speed limit is 30kph from September and June, 8:00am to 5:00pm, excluding weekends.

The speed studies and Average Daily Traffic (ADT) on streets where speeding was identified as an issue are summarized in **Table 3-2**.

Table 3-2: Speed Studies and Average Daily Traffic Counts (2014)

| Street | Between | Classification | Average Daily Traffic (vpd) | Speed (kph) |
|-----------------------------------|---|-----------------|-----------------------------|--|
| Back Lane north of Taylor Street | Cameron Avenue & Arlington Avenue | Lane | 368 | not assessed |
| Back Lane east of Salisbury Drive | Taylor Street & Early Drive | | 48 | not assessed |
| Back Lane north of Taylor Street | Madden Avenue & Cameron Avenue | | 42 | not assessed |
| Early Drive | Phillips Crescent & Phillips Crescent (school zone) | Local | 1,127 | 30.7 (school hours) & 44.7 (regular hours) |
| Early Drive | Tucker Crescent & 3rd Street | | 1,228 | 45.5 |
| Phillips Crescent | Midblock | | 205 | 33.4 |
| Salisbury Drive | Early Drive & McLellan Avenue | | 576 | 44.3 |
| 7th Street | Conn Avenue & Harris Avenue | Collector | 3,200 | not assessed |
| Arlington Avenue | Sparling Crescent & Baldwin Crescent | Major Collector | 4,501 | 51.8 |

2. Turning Movement Counts

Turning movement counts were completed to determine the need for an all-way (i.e. three-way or four-way) stop control. All-way stop controls need to meet City of Saskatoon Council Policy C07-007 Traffic Control – Use of Stop and Yield Signs, January 26, 2009. Criteria outlined in the policy that may warrant an all-way stop include a peak hour count greater than 600 vehicles or an ADT greater than 6,000 vehicles per day. Results of the studies are shown in Table 3-3.

Table 3-3: All-Way Stop Assessments

| Location | Peak Hour Traffic Count | Average Daily Traffic (vpd) | Results |
|---|-------------------------|-----------------------------|----------------------------|
| Arlington Avenue (north leg) & 7th Street | 641 | 6,540 | All-way Stop Not Warranted |
| Early Drive & Salisbury Drive | 247 | 2,730 | |

As a result of the assessment there are no all-way stop controls recommended. Details of the all-way stop assessments are provided in Appendix A.

3. Pedestrian Assessments

Pedestrian assessments are conducted to determine the need for pedestrian actuated signalized crosswalks which, in adherence to the City of Saskatoon Council Policy C07-018 Traffic Control at Pedestrian Crossings, November 15, 2004, are typically active pedestrian corridor (flashing yellow lights) or pedestrian-actuated signals. A warrant system assigns points for a variety of conditions that exist at the crossing location, including:

- The number of traffic lanes to be crossed;
- the presence of a physical median;
- the posted speed limit of the street;
- the distance the crossing point is to the nearest protected crosswalk point; and
- the number of pedestrian and vehicles at the location.

Pedestrian and traffic data is collected during the five peak hours of: 8:00am-9:00am, 11:30am-1:30pm, and 3:00pm-5:00pm.

In addition, if a pedestrian actuated crosswalk is not warranted, a standard marked pedestrian crosswalk, or a zebra crosswalk (i.e. striped) may be considered. A summary of the pedestrian studies are provided in **Table 3-4**.

Table 3-4: Pedestrian Assessment

| Location | Number of pedestrians crossing | Results |
|---|--------------------------------|----------------------------------|
| Salisbury Drive & back lane to park (East of Conn Avenue) | 26 | Pedestrian Devices Not Warranted |
| Early Drive & Salisbury Drive | 59 | |

As a result of the assessment, no pedestrian devices are recommended. Details of the pedestrian device assessments are provided in **Appendix B**.

4. Plan Development

Stage 3 of the review included finalizing the recommended plan. This was achieved by completing the following steps:

- Based on the assessments, prepare a plan that illustrates the appropriate recommended improvement
- Present the draft plan to the residents at a follow-up public meeting
- Circulate the draft plan to the Civic Divisions for comment
- Revise the draft plan based on feedback from the stakeholders
- Prepare a technical document summarizing the recommended plan and project process

The tables in the following sections provide the details of the recommended traffic management plan, including the location, recommended improvement, and the justification of the recommended improvement.

1. Shortcutting and Speeding

The traffic volume and the 85th percentile speed were higher than expected on Early Drive near the Brevoort Park School and on Arlington Avenue near St. Matthew School. Back lanes north of Taylor Street were also a concern for shortcutting due to the nearby schools on Taylor Street. The recommended improvements and justification to address speeding and shortcutting are detailed in **Table 4-1**.

Table 4-1: Recommended Improvements to Reduce Speeding and Shortcutting

| Location | Recommended Improvement ¹ | Justification |
|---|--------------------------------------|--|
| Arlington Avenue & Early Drive | Raised median island | Reduce speed near schools (school route, transit route) |
| Early Drive & Webb Crescent | Raised median island | Reduce speed near Brevoort Park School |
| Early Drive & Phillips Crescent (west) | Raised median island | Reduce speed near Brevoort Park School |
| Early Drive at curve west of Salisbury Drive | "Curve ahead" signs & chevrons | Reduce speed around curve |
| Salisbury Drive at curve west of Conn Avenue | Permanent raised median islands | Reduce speed around curve |
| Back lanes – north of Taylor Street | 20kph speed sign | Reduce speed |
| Back lane – west of Arlington Avenue | One-way sign | Restrict shortcutting (i.e. restrict westbound movement from Arlington Avenue north of Taylor Street intersection) |
| Back lane - west of Argyle Avenue (7 th Street & Taylor Street accesses) | 20kph speed sign | Reduce speed; passively reduce shortcutting |

¹ For details on these devices refer to the *City of Saskatoon Traffic Calming Guidelines and Tools*

2. Pedestrian Safety

Brevoort Park residents identified pedestrian safety near Brevoort Park School and St. Matthew School as a priority. The safety of the pedestrian environment near schools is important to encourage people to walk to school, as opposed to being dropped off. Accordingly, the recommended improvements to increase pedestrian safety are detailed in **Table 4-2**.

Table 4-2: Recommended Pedestrian Safety Improvements – School Sites

| Location | Recommended Improvement | Purpose |
|---|--|--|
| Arlington Avenue & Early Drive | Raised median island & standard pedestrian crosswalk | Improve pedestrian safety near schools (school route, transit route) |
| Early Drive & Webb Crescent | Raised median island | Improve pedestrian safety near Brevoort Park School |
| Early Drive & Phillips Crescent (west) | Raised median island | Improve pedestrian safety near Brevoort Park School |
| Salisbury Drive & back lane east of Conn Avenue | Standard pedestrian crosswalk | Improve pedestrian safety (connects to Brevoort Park North & Brevoort Park School) |
| St. Matthew School | Implement Drop-off & Pick-Up Zone | Improve pedestrian safety |

It should be noted, implementation of the Drop-off & Pick-up Zone is based on the discretion of the schools (more information provided at saskatoon.ca click on “S” for School Zones).

3. Traffic Control

The recommended improvements to intersections that will improve the level of safety by clearly identifying the right-of-way through traffic controls are provided in Table 4-3.

Table 4-3: Recommended Traffic Control Improvements

| Location | Recommended Improvement | Purpose |
|--|--|--|
| Early Drive & Salisbury Drive | Remove temporary traffic calming; Alter direction of 2-way stop (facing Salisbury Drive) | Traffic volumes are higher on Early Drive (66% of total intersection volume); according to Policy C07-007 – Traffic Control – Use of Stop & Yield Signs, stop signs are not to be used to stop priority traffic over minor traffic |
| 3 rd Street & Argyle Avenue | 2-way stop | Enhance compliance |
| 3 rd Street & Tucker Crescent | 2-way stop | Enhance compliance |

4. Parking Improvements

The recommended improvements to parking that will improve parking control, lower the impact on residents, and improve the level of safety at specific intersections is detailed in **Table 4-4**.

Table 4-4: Recommended Parking Improvements

| Location | Recommended Improvement | Purpose |
|---|---|---|
| Arlington Avenue (southeast corner of Baldwin Crescent) | "No parking" sign (approximately 17m from intersection) | Improve sightlines |
| Near Brevoort Park School & St. Matthew School | Parking enforcement | Parking over crosswalks, blocking back lanes, parking for longer than allowed times |

During the public consultation residents voiced their concerns regarding parking on Phillips Crescent. Many students park on the crescent due to the walkway on the south end that provides a quick access to the high schools on Taylor Street. Residents reported littering, parked vehicles obstructing their driveways, vandalism, and concerns for speeding. Parking Services is following up with a review to determine the need for implementation of time parking restrictions to alleviate their concerns.

5. Major Intersection Reviews

The mandate for the Neighbourhood Traffic Management Reviews is to focus on neighbourhood streets such as local roads and collector roads. As almost all neighbourhood are bound by arterial streets, such as 8th Street or Taylor Street, it is not uncommon to have residents raise issues regarding these streets. However, arterial streets are much more complex than local or collector streets due to larger traffic volumes, different types of drivers (commuters), coordinated traffic signals, transit accommodation, and potentially many commercial accesses. To properly address these, the typical transportation engineering approach would require a corridor study or a major intersection review, both of which are expensive and time-consuming. Through the Neighbourhood Traffic Reviews, the City is compiling a list of issues on arterial streets. The Transportation Division is working to prioritize the issues, identify the work requirements, and securing funding to complete these types of assessments.

Follow up Consultation – Presentation of Traffic Management Plan

The initial recommended improvements were presented at a follow-up public meeting in September 2014. Recommended improvements that were not supported by the residents were eliminated or altered accordingly. A decision matrix detailing the list of recommended improvements presented at the follow-up meeting are included in **Appendix C**. A decision matrix for additional comments received after the draft traffic plan is also included in **Appendix C**.

The following table displays a list of the improvements that were adjusted based on the feedback received at the September 2014 follow up meeting.

Table 4-5: Adjusted Recommended Improvements

| Location | Improvement | Reason | Resident Feedback | Decision |
|---|--|--|---|---|
| Early Drive & Salisbury Drive | Permanent curb extensions & raised median island | Improve pedestrian safety near school & park | Existing temporary traffic calming is doing little to reduce speed; consider 4-way stop instead | Remove existing temporary traffic calming; alter direction of 2-way stop to face minor street (ie. Salisbury Drive) |
| Salisbury Drive near back lane leading to Brevoort Park North | Advanced warning sign for pedestrians | Improve pedestrian safety (lane leads to park) | Install pedestrian crosswalk instead | Install standard pedestrian crosswalk |

The list of the improvements that were added based on the feedback received at the follow up meeting held in September 2014 is shown in **Table 4-6**.

Table 4-6: Added Improvements

| Location | Improvement | Reason |
|--|--|---|
| Near Brevoort Park School & St. Matthew School | Parking enforcement | Parking over crosswalks, blocking back lanes, parking for longer than allowed times |
| St. Matthew School | Implement Pick-up / Drop-off zone (based on school board discretion) | Improve pedestrian safety |

All Civic Divisions supported the Traffic Management Plan, with Transit specifically commenting that all devices installed allow Transit vehicles to manoeuvre around them without causing damage to the structure. Accordingly, the proposed recommendation for the intersection of Arlington Avenue & Early Drive was reviewed to ensure transit could complete all turning movements.

5. Recommended Plan and Cost Estimates

Stage 4, the last stage of the process, is to install the recommended improvements for the Brevoort Park neighbourhood within the specified timeframe. The timeframe depends upon the complexity and cost of the solution. A short-term time frame is defined by implementing the improvements within 1 to 2 years; medium-term is 3 to 5 years; and long-term is 5 years plus.

The placement of pedestrian and traffic control signage will be completed short-term (1 to 2 years).

All traffic calming measures will be installed temporarily using rubber curbing until proven effective, and will be implemented short-term (1 to 2 years).

Permanent traffic calming often includes removing the temporary barriers and reconstructing with concrete. The timeline for permanent traffic calming may depend on the complexity of the device and the availability of funding; therefore the timeline is medium-term (3 to 5 years).

Major intersection reviews are based on the number of other locations to be reviewed city-wide and the availability of funding. The timeline for review will be medium-term (3 to 5 years).

The estimated costs of the improvements included in the Neighbourhood Traffic Management Plan are outlined in the following tables:

- **Table 5-1:** Traffic Calming Cost Estimate
- **Table 5-2:** Marked Pedestrian Crosswalks Cost Estimate
- **Table 5-3:** Traffic Control Signage – Stop & Yield Cost Estimate
- **Table 5-4:** Miscellaneous Signage Cost Estimate
- **Table 5-5:** Major Intersection Review Cost Estimate

Table 5-1: Traffic Calming Cost Estimate

| Location | Traffic Calming Device (s) | Cost Estimate | | Time Frame |
|--|---------------------------------|---------------|-----------|--------------|
| | | Temporary | Permanent | |
| Arlington Avenue & Early Drive | Raised median island | \$500 | \$6,000 | 1 to 5 years |
| Early Drive & Webb Crescent | Raised median island | \$500 | \$6,000 | |
| Early Drive & Phillips Crescent (west) | Raised median island | \$500 | \$6,000 | |
| Salisbury Drive at curve west of Conn Avenue | Permanent raised median islands | NA | \$12,000 | |
| Total | | \$1,500 | \$30,000 | |

Temporary traffic calming will be installed in 2015 and will be monitored to determine its effectiveness. If proven effective, the devices will be made permanent. Until they are made permanent, the devices will remain temporary and maintained on a yearly basis. An estimated cost for maintenance is about \$5,000 per year. The maintenance typically involves the replacement of damage curbs as result of snow removal, damage from vehicle impact, etc.

Table 5-2: Marked Pedestrian Crosswalks Cost Estimate

| Location | Device (s) | Cost Estimate | Time Frame |
|---|-----------------------------|---------------|--------------|
| Arlington Avenue & Early Drive | 4 signs & standard markings | \$1,200 | 1 to 2 years |
| Salisbury Drive & back lane east of Conn Avenue | 4 signs & standard markings | \$1,200 | |
| Total | | \$2,400 | |

The operating cost on an annual basis to maintain a crosswalk is approximately \$60 each.

Table 5-3: Traffic Control Signage – Stop & Yield Cost Estimate

| Location | Device (s) | Number of Signs | Cost Estimate | Time Frame |
|--|---|-----------------|---------------|--------------|
| Early Drive & Salisbury Drive | Remove temporary traffic calming; Alter direction of 2-way stop (facing Salisbury Drive) | none | \$0 | 1 to 2 years |
| 3 rd Street & Argyle Avenue | Stop signs | 2 | \$500 | |
| 3 rd Street & Tucker Crescent | Stop signs | 2 | \$500 | |
| Total | | | \$1,000 | |

Table 5-4: Miscellaneous Signage Cost Estimate

| Location | Sign | Number of Signs | Cost Estimate | Time Frame |
|---|-------------------------|-----------------|---------------|--------------|
| Early Drive at curve west of Salisbury Drive | "Curve Ahead" & Chevron | 4 | \$1,000 | 1 to 5 years |
| Back lanes – north of Taylor Street | 20kph speed limit | 5 | \$1,250 | |
| Back lane – west of Arlington Avenue | One-way | 1 | \$250 | |
| Arlington Avenue (southeast corner of Baldwin Crescent) | "No parking" | 1 | \$250 | |
| Total | | | \$2,750 | |

Table 5-5: Major Intersection Review Cost Estimate

| Location | Improvement | Cost Estimate | Time Frame |
|----------------------------------|---|---------------|--------------|
| Taylor Street & Arlington Avenue | Review traffic signal timing & geometric improvements | \$30,000 | 1 to 5 years |
| Total | | \$30,000 | |

The total cost estimate for the signage and temporary traffic calming devices to be installed in 2015 is **\$7,650**. The total cost estimate, including the installation of future permanent traffic calming and major intersections reviews is **\$67,650**.

Resulting from the plan development process, the recommended improvements, including the location, type of improvement, and schedule for implementation are

summarized in **Table 3-1**. The resulting recommended Brevoort Park Neighbourhood Traffic Management Plan is illustrated in **Exhibit 5-1**.

Table 5-6: Brevoort Park Neighbourhood Recommended Improvements

| Location | Proposed Measure | Time Frame |
|---|--|--------------|
| Arlington Avenue (south of Baldwin Crescent) | "No parking" signs on southeast corner of Arlington Ave (approximately 7m) | 1 to 2 years |
| Arlington Avenue & Early Drive | Standard pedestrian crosswalk | |
| Early Drive & Salisbury Drive | Remove temporary traffic calming; alter direction of stop signs | |
| Early Drive & curve west of Salisbury Drive | "Curve ahead" signs & chevrons | |
| Salisbury Drive at curve west of Conn Avenue | Permanent median islands | |
| Salisbury Drive & lane leading to park | Standard pedestrian crosswalk | |
| 3rd Street & Argyle Avenue | 2-way stop | |
| 3rd Street & Tucker Crescent | 2-way stop | |
| Back lanes – west of Argyle Avenue | 20kph speed signs | |
| Back lanes - north of Taylor Street | 20kph speed signs | |
| Back lane - west of Arlington Avenue | One-way signs | |
| Brevoort Park School & St. Matthew School | Drop-off / Pick-up zone | |
| In front of Brevoort Park School & St. Matthew School | Parking enforcement (ie. parking over crosswalks, blocking driveways) | |
| Early Drive & Webb Crescent | Raised median island | |
| Early Drive & Phillips Crescent (west) | Raised median island | |
| Arlington Avenue & Early Drive | Raised median island | |
| Taylor Street & Arlington Avenue | Major intersection review | 5 years plus |



LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- ⬮ EXISTING TRAFFIC SIGNAL
- ⬮ PEDESTRIAN ACTUATED SIGNAL LOCATION
- EXISTING TRAFFIC CALMING LOCATION

- | LOCATION | MEASURE PROPOSED |
|----------|--|
| 1 | "No Parking" signs on southeast corner of Arlington Ave (approximately 7m) |
| 2 | Median island & standard pedestrian crosswalk |
| 3 | Remove temporary traffic calming, alter direction of stop signs |
| 4 | "Curve Ahead" signs & chevrons |
| 5 | Permanent median islands |
| 6 | Standard pedestrian crosswalk |
| 7 | 2-way stop |
| 8 | 2-way stop |
| 9 | 20kph speed signs |
| 10 | 20kph speed signs |
| 11 | One-way sign |
| 12 | Drop off/Pick-up zone |
| 13 | Parking enforcement (i.e. parking over crosswalks, blocking driveways, etc.) |
| 14 | Major intersection review |
| 15 | Install median island |
| 16 | Install median island |

City of Saskatoon

BREVOORT PARK TRAFFIC PLAN

Appendix A

All Way Stop Assessments

All-way Stop Assessment (Policy C07-007 – Traffic Control – Use of Stop & Yield Signs)

The following conditions must be met for all-way stop control to be considered:

i) The combined volume of traffic entering the intersection over the five peak hour periods from the minor street must be at least 25% of the total volume for a three-way stop control, and at least 35% of the total volume for a four-way stop control.

ii) There can be no all-way stop control and traffic signal within 200 metres of the proposed intersection being considered for all-way stop control on either of the intersecting streets.

| Location | Condition 1: Combined volume of traffic entering intersection from minor street is at least 25% for 3-way stop or 35% for 4-way stop | Condition 2: There can be no all-way stop or traffic signal within 200m | Results |
|---|--|---|---|
| Arlington Avenue (north leg) & 7th Street | 33% - Condition met | 170m from traffic signal at 8 th St – Condition NOT met | Conditions not met therefore all-way stop NOT warranted |
| Early Drive & Salisbury Drive | 34% - Condition NOT met | No all-way stop or traffic signals within 200m – Condition met | Since Condition 1 is only 1% less than requirement check additional warrant criteria. |

Provided the above criteria are met, the following conditions, singly or in combination, may warrant the installation of all-way stop signs:

i) When five or more collisions are reported in the last twelve month period and are of a type susceptible to correction by an all-way stop control.

ii) When the total number of vehicles entering the intersection from all approaches averages at least 600 per hour for the peak hour or the total intersection entering volume exceeds 6,000 vehicles per day.

iii) The average delay per vehicle to the minor street traffic must be 30 seconds or greater during the peak hour.

iv) As an interim measure to control traffic while arrangements are being made for the installation of traffic signals.

| Location | Criteria 1: 5 or more collisions in last twelve months | Criteria 2: at least 600 vehicles per peak hour OR 6,000 vehicles per day | Criteria 3: average delay per vehicle greater than 30sec during peak hour | Criteria 4: Interim for traffic signals | Results |
|-------------------------------|--|---|---|---|----------------------------|
| Early Drive & Salisbury Drive | 2 collisions – Criteria NOT met | 247 peak hour, 2,730 – Criteria NOT met | Below 30sec – Criteria NOT met | No plans for traffic signals – Criteria NOT met | All-way stop NOT warranted |

Appendix B

Pedestrian Device Assessments

Pedestrian device assessment (Traffic Controls at Pedestrian Crossing, 2004)

Salisbury Dr & back lane (east of Conn Ave):

1. Lanes Priority Points:

$L = 2$ lanes = number of lanes.
 $LANF = 0.0$ points = $(L-2) \times 3.6$ to a max of 15 points, urban x-section only.

2. Median Priority Points:

$MEDF = 6.0$ points = indicating there is no physical median here.

3. Speed Priority Points:

$S = 50$ kph = speed limit or 85th percentile speed.
 $SPDF = 6.7$ points = $(S-30) / 3$ to a maximum of 10 points.

4. Pedestrian Protection Location:

$D = 325$ m = distance from study location to nearest protected crosswalk.
 $LOCF = 9.4$ points = $(D-200) / 13.3$ to a maximum of 15 points.

5. Pedestrian/Vehicle Volume Priority Points:

$H = 5.0$ = (hours) duration of counting period.
 $Ps = 26.0$ = total number of children, teenagers, seniors and/or impaired counted.
 $Pa = 0.0$ = total number of adults counted.
 $Pw = 39.0$ = weighted average of pedestrians crossing the main street.
 $Pcm = 7.8$ = weighted average hourly pedestrian volume crossing the main street.
 $V = 193.0$ = volume of traffic passing through the crossing(s).
 $Vam = 38.6$ = average hourly volume of traffic passing through the crossing(s).
 $VOLF = 0.6$ points = $Vam \times Pcm / 500$

6. Satisfaction of Installation Criteria:

$SUMF = (LANF + MEDF + SPDF + LOCF + VOLF)$

| |
|--------------------|
| $SUMF = 23$ points |
|--------------------|

(P.A. Signal Warrant Points)

The total of the warrant points is less than 100 indicating that a pedestrian actuated signal is NOT warranted.

Early Drive & Salisbury Drive:

1. Lanes Priority Points:

L = 2 lanes = number of lanes.
LANF = 0.0 points = $(L-2) \times 3.6$ to a max of 15 points, urban x-section only.

2. Median Priority Points:

MEDF = 3.0 points = indicating there is a physical median here.

3. Speed Priority Points:

S = 50 kph = speed limit or 85th percentile speed.
SPDF = 6.7 points = $(S-30) / 3$ to a maximum of 10 points.

4. Pedestrian Protection Location:

D = 270 m = distance from study location to nearest protected crosswalk.
LOCF = 5.3 points = $(D-200) / 13.3$ to a maximum of 15 points.

5. Pedestrian/Vehicle Volume Priority Points:

H = 5.0 = (hours) duration of counting period.
Ps = 59.0 = total number of children, teenagers, seniors and/or impaired counted.
Pa = 0.0 = total number of adults counted.
Pw = 88.5 = weighted average of pedestrians crossing the main street.
Pcm = 17.7 = weighted average hourly pedestrian volume crossing the main street.
V = 923.0 = volume of traffic passing through the crossing(s).
Vam = 184.6 = average hourly volume of traffic passing through the crossing(s).
VOLF = 6.5 points = $Vam \times Pcm / 500$

6. Satisfaction of Installation Criteria:

SUMF = (LANF + MEDF + SPDF + LOCF + VOLF)

| |
|------------------|
| SUMF = 21 points |
|------------------|

(P.A. Signal Warrant Points)

The total of the warrant points is less than 100 indicating that a pedestrian actuated signal is NOT warranted.

Appendix C

Recommendation Review Matrix

Decision Matrix – Recommendations proposed at initial meeting

| Item | Location | Recommended Improvement | Group 1 | Group 2 | Group 3 | Group 4 | Other | Decision |
|------|---|--|---|--|--|---|-------|--|
| 1 | Taylor St & Arlington Ave | Major Intersection review | simultaneous LT arrows on Arlington lights for east/west turns onto Taylor St | In favour BUT should be double red for northbound traffic when left turn green arrow is on; left turn arrow should be on to let one or two cars through rather than having a long queue of cars to activate it | Should be looked at | | | Carried. Comments noted for review. |
| 2 | Arlington Ave (south of Baldwin Cres) | Remove parking on southeast corner of Arlington Ave (approximately 7m) | | | | let home owner know | | Carried |
| 3 | Arlington Ave & Early Dr | Install median island and standard pedestrian crosswalk | | In favour BUT should be on north crosswalk instead of south crosswalk & have curb extensions added | | | | Standard crosswalk on both sides. Median island will be on north side. |
| 4 | Early Dr & Webb Cres | Install median island | good but snow piles will make road too narrow for Transit | | | | | Carried |
| 5 | Early Dr & Phillips Cres (west) | Install median island | good but snow piles will make road too narrow for Transit | | | | | Carried |
| 6 | Early Dr & Salisbury Dr | Install permanent curb extensions & median island | would rather see 4-way stop | Needs to be well marked | 50/50 members not in favour; install 4-way stop; tree trimming | | | Rejected. Traffic volumes are higher on Early Dr therefore stop signs should face Salisbury Dr. Remove existing temporary traffic calming. Change direction of 2-way stop. |
| 7 | Early Dr & curve west of Salisbury Dr | Install "curve ahead" signs & chevrons | | | | chevrons not needed | | Carried |
| 8 | Salisbury Dr at curve west of Conn Ave | Install permanent median islands | | Narrow median islands | | | | Carried |
| 9 | Salisbury Dr west of lane leading to park | Install advanced warning sign for pedestrians | | | | in favour as long as there's marked pedestrian crosswalks | | Rejected. Install Pedestrian crosswalk at back lane. |
| 10 | Salisbury Dr east of lane leading to park | Install advanced warning sign for pedestrians | | | | | | Rejected. Install Pedestrian crosswalk at back lane. |
| 11 | 7th St & Arlington Ave (west leg) | Install 3-way stop | | | Not in favour | visibility issues (10m) | | Rejected. All-way stop criteria not met due to proximity of traffic signals on 8 th St. |
| 12 | 3rd St & Argyle Ave | Install 2-way stop | | | | | | Carried |
| 13 | 3rd St & Tucker Cres | Install 2-way stop | | | | | | Carried |
| 14 | Back lanes - north of Taylor St | Install 20kph speed limit signs | close alley access from Taylor St | Speed humps instead | | | | Carried. Traffic calming not recommended in back lanes. |
| 15 | Back lanes - west of Arlington Ave | Install one-way signs | | | | not in favour; 20kph speed signs instead | | Carried |

Decision Matrix – Additional comments

| Item | Location | Concern | Recommended Improvement | Decision |
|------|---|--|--|--|
| 1 | Arlington Avenue between Sparling Crescent & Clark Crescent (in front of St. Matthews School) | Parents dropping off/picking up children; parking in crosswalks; blocking back lanes | Implement Drop-off / Pick-up zone. Parking enforcement for parking over crosswalks & undesignated zones. | Carried (based on discretion of school board). |
| 2 | Arlington Ave & Argyle Ave | Shortcutting in back lanes | Install 20kph speed limit signs | Add 20kph speed signs at entrances to back lanes west of Argyle Ave; shortcutting in the back lane near Arlington Ave & Taylor St will be addressed with installation of one-way signage |
| 3 | Early Drive school zone | Speeding | Extend west end of school zone to west side of Madden Ave | Rejected. Proposed traffic calming on Early Drive should reduce speed. |



STANDING POLICY COMMITTEE ON TRANSPORTATION

Holliston Neighbourhood Traffic Review

Recommendation of the Committee

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

History

At the February 10, 2015 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation & Utilities Department dated February 10, 2015 was considered.

Attachment

February 10, 2015 Report of the General Manager, Transportation & Utilities

Holliston Neighbourhood Traffic Review

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:
That the Neighbourhood Traffic Review for the Holliston neighbourhood be adopted as the framework for future traffic improvements in the area, to be undertaken as funding is made available through the annual budget process.

Topic and Purpose

The purpose of this report is to provide information on the Neighbourhood Traffic Review for the Holliston neighbourhood.

Report Highlights

A traffic plan for the Holliston neighbourhood was developed, in consultation with the community, in response to concerns such as speeding, traffic shortcutting, and pedestrian safety. The plan will be implemented over time as funding for the improvements is available.

Strategic Goal

This report supports the Strategic Goal of Moving Around by providing a plan to guide the installation of traffic calming devices and pedestrian safety enhancements to improve the level of safety of pedestrians, cyclists, and motorists.

Background

A public meeting was held in March 2014, to identify traffic concerns and potential solutions within the Holliston neighbourhood. Representatives from the Saskatoon Police Service were in attendance to address traffic enforcement issues. Based on the residents' input provided at the initial public meeting and the analysis of the traffic data collected, a Traffic Management Plan was developed and presented to the community at a second public meeting held in October 2014.

Report

The development and implementation of the Traffic Management Plan includes four stages:

1. Identify existing problems, concerns and possible solutions through the initial neighbourhood consultation and the Shaping Saskatoon.ca website;
2. Develop a draft traffic plan based on residents' input and traffic assessments;
3. Present the draft traffic plan to the neighbourhood at a follow-up meeting; circulate the plan to other civic divisions for feedback; make adjustments as needed and present the plan to City Council for adoption; and
4. Implement the proposed measures in a specific time frame, short-term (1 to 2 years), medium-term (3 to 5 years), or long-term (more than 5 years).

The majority of concerns received during the consultation included shortcutting, speeding, and pedestrian safety (specifically near the Holliston School and parks).

The Administration is recommending the following modifications to improve safety in the Holliston neighbourhood:

- Four traffic calming locations
- Five pedestrian crosswalk locations
- One stop sign
- Fourteen miscellaneous signs (i.e. no parking, 20kph speed, playground)
- Yield sign retrofit (Funding acquired through Stop & Yield Retrofit Program - 2014)

Installation of each proposed improvement will be implemented in three specific time frames as follows:

| | |
|----------------------------|---|
| Short-term (1 to 2 years) | Temporary traffic calming measures, signage, pavement markings, accessible pedestrian ramps |
| Medium-term (3 to 5 years) | Permanent traffic calming devices, roadway realignment, sidewalks (in some cases), major intersection reviews |
| Long-term (5 years plus) | Permanent traffic calming devices, roadway realignment, sidewalks |

The Holliston Neighbourhood Traffic Review is included in Attachment 1.

Public and/or Stakeholder Involvement

In March 2014, a public meeting was held to discuss traffic concerns and identify potential solutions. The feedback was used to develop the neighbourhood traffic plan which was presented at a follow up public meeting in October 2014. Additional feedback received at the follow-up public meeting was also incorporated into the recommended Traffic Management Plan.

Feedback was provided by internal civic stakeholders of various divisions and departments: Public Works, Saskatoon Transit, Saskatoon Police Service, and the Saskatoon Fire Department on the proposed improvements, which was incorporated into the proposed Traffic Management Plan.

Communication Plan

The final neighbourhood traffic plan will be shared with the residents of the impacted neighbourhood using several methods: City website, the Community Association communication forums (i.e. website, newsletter), and by a direct mail-out.

Environmental Implications

The overall impact of the recommendations on traffic characteristics including the impacts on greenhouse gas emissions is not known at this time.

Financial Implications

The implementation of the neighbourhood traffic calming plan will have significant financial implications. The costs are summarized in the following table:

| Item | 2015 | Beyond 2015 |
|------------------------------|----------|-------------|
| Traffic Calming | \$ 3,500 | \$66,000 |
| Marked Pedestrian Crosswalks | 7,200 | - |
| Stop and Yield Signs | 250 | - |
| Miscellaneous Signs | 3,500 | - |
| TOTAL | \$14,450 | \$66,000 |

There is sufficient funding within Capital Project #1512 - Neighbourhood Traffic Management to undertake the work in 2015.

The remainder of the work, beyond 2015, will be considered alongside all other improvements identified through the Neighbourhood Traffic Management Program. The Administration's annual budget submission package will include the list of projects recommended to be funded, and the rationale used to prioritize the projects.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

If adopted by City Council, temporary traffic calming devices and signage will be implemented during the 2015 construction season.

Public Notice

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

Attachment

1. Holliston Neighbourhood Traffic Review, January 13, 2015

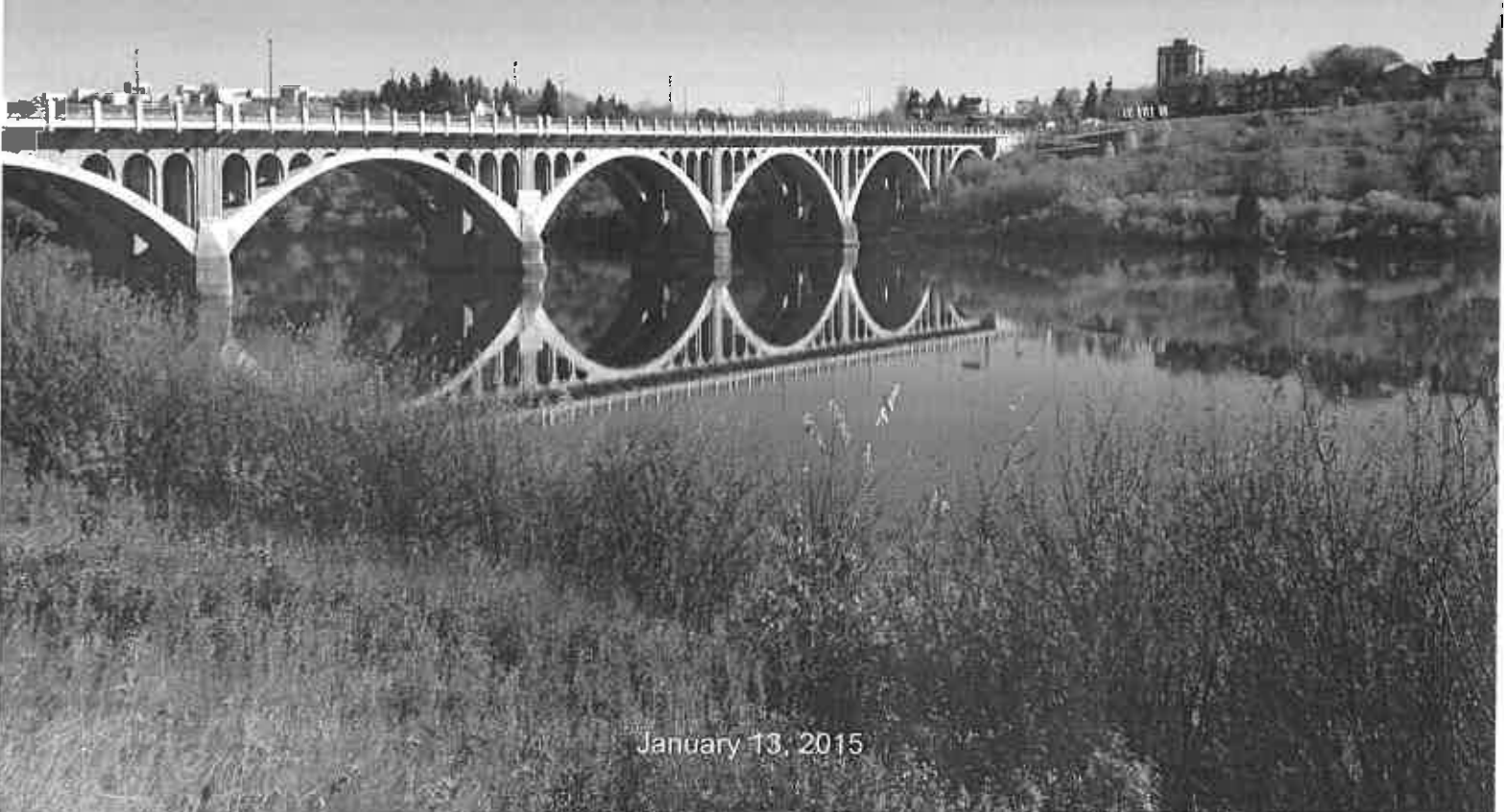
Report Approval

Written by: Justine Nyen, Traffic Safety Engineer, Transportation
Reviewed by: Jay Magus, Engineering Manager, Transportation
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

TRANS JN – Holliston Neighbourhood Traffic Review

City of Saskatoon

Holliston Neighbourhood Traffic Review



January 13, 2015

Transportation & Utilities Department

Acknowledgements

The completion of this review would not be possible without the contribution of the following organizations and individuals:

- Holliston residents
- Holliston Community Association
- Saskatoon Police Service
- Saskatoon Light & Power
- City of Saskatoon Fire Department
- City of Saskatoon Environmental Services
- City of Saskatoon Transit
- City of Saskatoon Transportation
- Great Works Consulting
- Councillor Charlie Clark

Executive Summary

The objective of the Neighbourhood Traffic Management Program is to address traffic concerns within neighbourhoods such as speeding, shortcutting, and pedestrian safety. The program was revised in August 2013 to address traffic concerns on a neighbourhood-wide basis. The revised program involves additional community and stakeholder consultation that provides the environment for neighbourhood residents and City staff to work together in developing solutions that address traffic concerns. The process is outlined in the *Traffic Calming Guidelines and Tools*, City of Saskatoon, 2013.

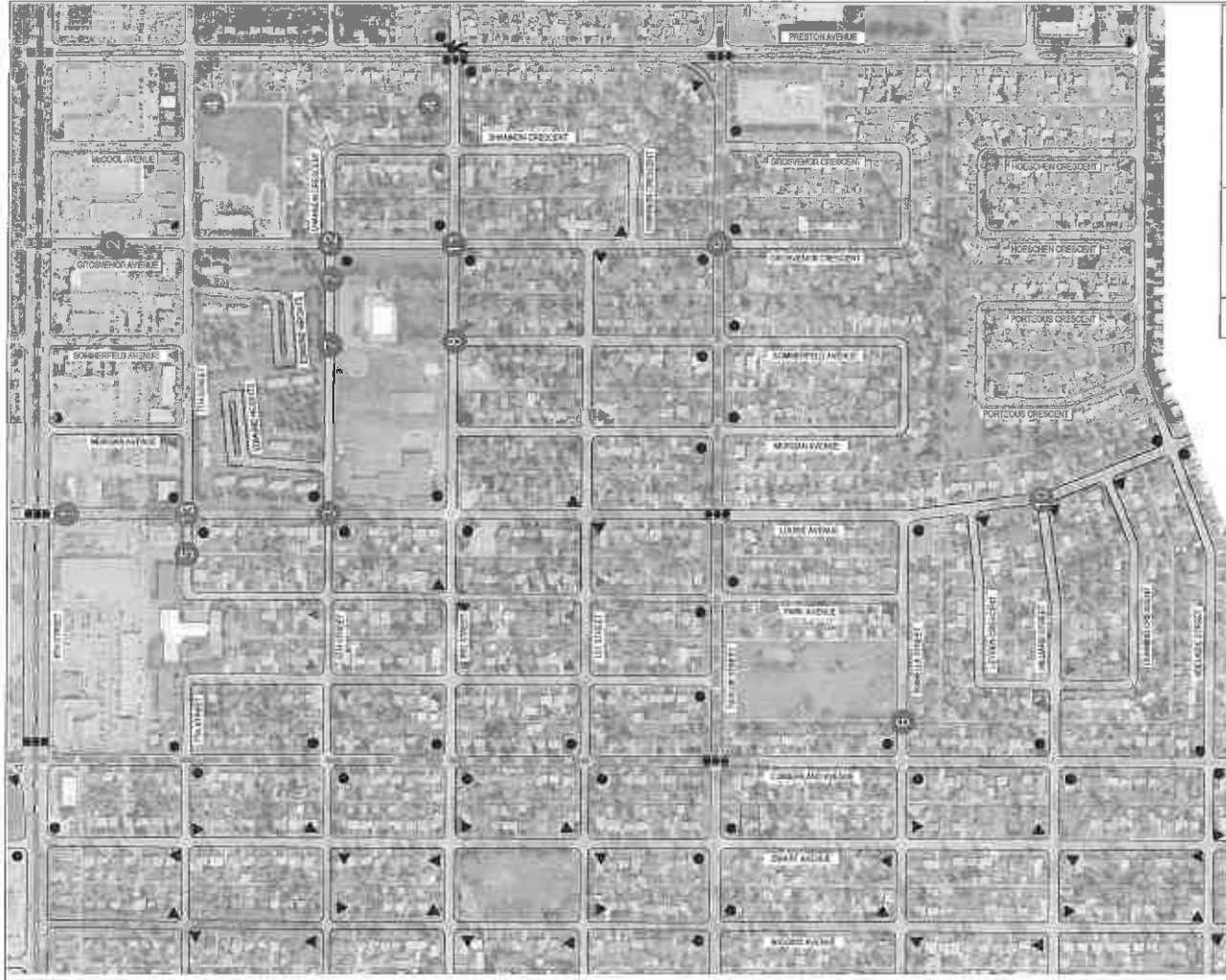
A public meeting was held in March of 2014 to identify traffic concerns and potential solutions within the Holliston neighbourhood. As a result of the meeting a number of traffic assessments were completed to confirm and quantify the concerns raised by the residents. Based on the residents input and the completed traffic assessments, a Traffic Management Plan was developed and presented to the community at a follow-up meeting held in October 2014.

A summary of recommended improvements for the Holliston neighbourhood are included in **Table ES-1**. The summary identifies the locations, the recommended improvement, and a schedule for implementation. The schedule to implement the Traffic Management Plan can vary depending on the complexity of the proposed improvement. According to the *Traffic Calming Guidelines and Tools* document, the time frame may range from short-term (1 to 2 year); medium-term (3 to 5 years) and long-term (5 years plus). Accordingly, the specific time frame to implement the improvements for these neighbourhoods ranges from 1 to 5 years.

The resulting proposed Holliston Traffic Management Plan is illustrated in **Exhibit ES-1**.

Table ES-1: Holliston Neighbourhood Recommended Improvements

| Location | Recommended Improvement | Time Frame |
|---|---|--|
| Louise Avenue (20m south of 8th Street) | "No parking" sign on west side | 1 to 2 years |
| Grosvenor Avenue (beside The Keg & Jerry's access) | "No parking" signs 5m on either side | |
| Louise Avenue & 5th Street | "No parking" signs on Louise Avenue (10m on southwest corner, 15m on northwest corner) | |
| Back Lane (between 7th / 3rd Streets & Preston / Grosvenor Avenues) | 20kph speed signs | |
| Back Lane (behind Sobeys & beside 1615 - 7th Street E) | "Local Traffic Only" sign, 20kph speed sign & stop sign | |
| Isabella Street near Canon Smith Park | Playground sign | |
| 5th Street between Louise Avenue & Grosvenor Avenue | Playground signs | |
| 3rd Street & Sommerfeld Avenue | Standard crosswalk (west leg) | |
| Taylor Street & Grosvenor Avenue | Zebra crosswalks; "no parking" sign 15m on Taylor Street (southwest corner) | |
| All uncontrolled intersections | Yield signs | |
| Louise Avenue & Hilliard Street | Raised median island (south leg) | 3 to 5 years (traffic calming devices will be installed temporarily until proven effective) |
| Grosvenor Avenue & 3rd Street | Raised median islands & zebra crosswalks | |
| Grosvenor Avenue & 5th Street | Zebra crosswalk, curb extension & Raised median island (south leg) | |
| Louise Avenue & 7th Street | Zebra crosswalk (north leg); Raised median islands (north & south leg); "no parking" sign (northeast corner of Louise Avenue to fire hydrant - approximately 20m) | |



| ITEM | LOCATION | EXISTING MEASURE |
|------|--|-------------------------------------|
| 7 | 65.00m West Louisa Ave & Grosvenor Ave | Proposed sign |
| 8 | 310 E. Grosvenor Ave | Standard crosswalk (white flag) |
| 9 | Trinity St & Grosvenor Ave | Standard crosswalk (white flag) |
| 10 | Louisa Ave & March Street | Standard crosswalk (white flag) |
| 11 | Deerfoot Ave & 2nd Street | Median islands to reduce crosswalks |
| 12 | Deerfoot Ave & 2nd Street | Standard crosswalk (white flag) |
| 13 | Louisa Avenue & 7th Street | Standard crosswalk (white flag) |
| 14 | At intersection of Louisa Ave & 7th Street | Yield sign |

| ITEM | LOCATION | PROPOSED MEASURE |
|------|--|--|
| 1 | Louisa Ave (200m south of 7th Street) & Grosvenor Ave (south of 1st St.) | "No parking" signs on west side |
| 2 | Louisa Ave (south of 1st St.) & Trinity St | "No parking" signs on west side |
| 3 | Louisa Ave & 2nd Street | "No parking" signs on Louisa Ave (100m south of 2nd Street) & 2nd Street |
| 4 | Back Lane (between Trinity St & 2nd Street) & 2nd Street | 20km speed sign |
| 5 | 2nd Street (between Trinity St & 1st Street) & 1st Street | 20km speed sign & stop sign |
| 6 | Median in rear Centre Street Park | Proposed sign |

LEGEND

● EXISTING STOP SIGN

▲ EXISTING YIELD SIGN

▼ PROPOSED YIELD SIGN

— BUS ROUTE

— EXISTING TRAFFIC SIGNAL

— PERMANENTLY ACTUATED SIGNAL LOCATION

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1. Introduction

The purpose of this project was to develop a Traffic Management Plan for the Holliston neighbourhood following the implementation procedure outlined in the *City of Saskatoon Traffic Calming Guidelines and Tools* adopted by City Council in August 2013.

The Holliston neighbourhood is located on the east side of the South Saskatchewan River and is bound by Preston Avenue to the east, 8th Street East to the north, Adelaide Street to the south, and Wiggins Avenue / Cumberland Avenue to the west. The area use is mostly residential, with a commercial area on the north end along 8th Street. Schools in the area include Holliston School (Louise Avenue, 3rd Street, and 5th Street). Parks in the area include Holliston Park (Grosvenor Avenue, 3rd Street, and 5th Street), Wiggins Park (Wiggins Avenue, Ewart Avenue, 1st Street, and 3rd Street), Jeffery Park, and Canon Smith Park (Taylor Street and Isabella Street).

The development and implementation of the traffic management plan includes four stages:

- **Stage 1** - Identify existing problems, concerns and possible solutions through the initial neighbourhood consultation and the Shaping Saskatoon Website.
- **Stage 2** - Develop a draft traffic plan based on resident's input and traffic assessments.
- **Stage 3** - Present the draft traffic plan to the neighbourhood at a follow-up meeting; circulate the plan to other civic divisions for feedback; make adjustments as needed; and present the plan to City Council for approval.
- **Stage 4** - Implement the proposed measures in specific time frame, short-term (1 to 2 years), medium-term (1 to 5 years) or long-term (5 years plus).

2. Identifying Issues, Concerns, & Possible Solutions

A public meeting was held in March of 2014 to identify traffic concerns within the neighbourhood. At the meeting, residents were given the opportunity to express their concerns and suggest possible solutions.

The following pages summarize the concerns and suggested solutions identified during the initial consultation with the neighbourhood residents.

CONCERN 1 – SPEEDING AND SHORTCUTTING

Shortcutting occurs when non-local traffic passes through the neighbourhood on local streets which are designed and intended for low volumes of traffic. In the case of Holliston, the bordering arterial streets (8th Street and Preston Avenue) and intersecting arterial street (Taylor Street) are designated to accommodate larger volumes of traffic.

As speeding often accompanies shortcutting, these concerns have been grouped into one category.

Neighbourhood concerns for speeding and shortcutting were at the following locations:

- Preston Avenue
- Louise Avenue
- Taylor Street: motorists are driving as if there are two lanes instead of one; speed and heavy traffic flow between Preston Avenue & Cumberland Avenue
- Isabella Street near park; between Cumberland Avenue to Louise Avenue
- Grosvenor Avenue
- Cumberland Avenue
- Shannon Crescent: shortcutting to avoid Taylor Street / Preston Avenue intersection
- Dunning Crescent
- Hilliard Street
- Adelaide Street
- Jackson Avenue
- 5th Street near park
- 7th Street: shortcutting to access 8th Street; speeding along Park Avenue and Jackson Avenue Back lane east of Louise Avenue between Taylor Street & Adelaide Street; shortcutting to avoid traffic signal at Taylor Street & Louise Avenue; speeding near Jeffery Park
- Sommerfeld Avenue (& 3rd Street): George Ward Pool and Holliston School; speeding through uncontrolled intersections
- Back lanes near Shannon Crescent / Preston Avenue & 3rd Street / 7th Street
- Back lanes near Canon Smith Park
- Back lane by Sobeys

Proposed solutions identified by residents:

- Speed humps (including locations near parks and around curves)
- Better coordination of traffic signals on 8th Street to prevent shortcutting on 7th Street
- 4-way stop

CONCERN 2 - PEDESTRIAN SAFETY & ACTIVE TRANSPORTATION

A majority of the residents were concerned about pedestrian safety surrounding school sites (Holliston School), parks (Canon Smith Park), and the George Ward Pool.

Pedestrian crosswalks need to adhere to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, November 15, 2004 which states the following:

“The installation of appropriate traffic controls at pedestrian crossings shall be based on warrants listed in the document entitled “Traffic Control at Pedestrian Crossings – 2004” approved by City Council in 2004.”

Neighbourhood concerns regarding pedestrian safety were at the following locations:

- Preston and 3rd Street: no need for pedestrian-actuated signal
- Grosvenor Avenue & 3rd Street: children cross on their way to Holliston School & park
- Isabella Street: near park
- 5th Street: near pool
- Need a crossing on 8th Street between Clarence Avenue & Cumberland Avenue
- Louise Avenue: disregard for pedestrians; unsafe for cyclists
- Taylor Street: children crossing to pool/schools; driver stops for pedestrian and driver passes on right nearly hitting them; unsafe for cyclists
- Larger intersections where drivers can pass on the right

Proposed solutions identified by residents:

- Install “while children present” sign with school zone sign rather than time restrictions
- City should initiate a public “share the road” campaign
- Remove school zone speed reduction from high schools
- Install barriers near high schools to prevent jaywalking
- Traffic calming devices at intersections so drivers can’t pass on right

CONCERN 3 - TRAFFIC CONTROL

Traffic control signs are used in order to assign the right-of-way and must meet guidelines in City of Saskatoon Council Policy C07-007 *Traffic Control – Use of Stop and Yield Signs*, January 26, 2009 which states that stop and yield signs are not to be used as speed control devices, to stop priority traffic over minor traffic, on the same approach to an intersection where traffic signals are operational, or as a pedestrian crossing device.

An all-way stop must meet the conditions for traffic volume, collision history, and must have a balanced volume from each leg to operate sufficiently.

Neighbourhood concerns regarding traffic control improvements were at following locations:

- 1st Street: proposed yield signs between Louise Avenue and Grosvenor Avenue will cause speeding
- Southbound left turn needed at 8th Street and Cumberland Avenue
- Drivers failing to yield at uncontrolled intersections (i.e. Jackson Avenue)
- 7th Street & Louise Avenue
- Grosvenor Avenue & 3rd Street
- Shannon Crescent & 3rd Street
- Louise Avenue & 8th Street
- Grosvenor Avenue & 8th Street: left lane is unserviceable

Proposed solutions identified by residents:

- Alter direction of yield signs on 1st Street between Louise Avenue & Grosvenor Avenue
- Install protected left turn arrow at Louise Avenue & 8th Street

CONCERN 4 – PARKING

Parking is allowed on all city streets unless signage is posted. According to City of Saskatoon Bylaw 7200, *The Traffic Bylaw*, December 16, 2013, vehicles are restricted from parking within 10 metres of an intersection and one metre of a driveway crossing.

Neighbourhood concerns regarding parking were at the following locations:

- Taylor Street: parking near St. Stevens Church impedes traffic flow
- Cumberland Avenue: parked cars obstruct driver's view
- Grosvenor Avenue: parked cars obstruct driver's view at driveways to businesses (i.e. The Keg, Jerry's)
- 5th Street: parked longer than legal time
- Louise Avenue: parking near McDonalds obstructs right-turning traffic from 8th Street

CONCERN 5 – MAINTENANCE

A majority of the residents were concerned about the condition of the streets in Holliston (i.e. snow clearing, potholes, tree trimming, and temporary traffic calming devices).

Neighbourhood concerns regarding maintenance were at the following locations:

- Preston Avenue: snow banks need to be lower on medians near intersections to improve sightlines (especially near Adelaide Street)
- Shrubs on boulevards obstruct driver's view

3. Assessment

Stage 2 of the plan development included developing a draft traffic management plan. This was completed through the following actions:

- Create a detailed list of all the issues provided by the residents.
- Collect historical traffic data and information the City has on file for the neighbourhood.
- Prepare a data collection program that will provide the appropriate information needed to undertake the assessments.
- Complete the data collection, which may include:
 - Intersection turning moving counts
 - Pedestrian counts
 - Daily and weekly traffic counts
 - Average speed measurements
- Assess the issues by using the information in reference with City policies, bylaws, and guidelines, transportation engineering design guidelines and technical documents, and professional engineering judgement.

The following sections provide details on the data collected for traffic volumes (peak hours, daily, and weekly), travel speed, and pedestrian movements.

1. Traffic Volumes and Travel Speeds

Traffic volumes and travel speeds were measured to assist in determining the need for traffic calming devices. In Saskatoon the neighbourhood streets are classified typically as either local or collector streets. Traffic volumes (referred to as Average Daily Traffic) on these streets should meet the City of Saskatoon guidelines shown in **Table 3-1**.

Table 3-1: City of Saskatoon Street Classifications and Characteristics

| Characteristics | Classifications | | | | | |
|--|---|------------|--|-----------------------------------|--|-----------------------------------|
| | Back Lanes | | Locals | | Collectors | |
| | Residential | Commercial | Residential | Commercial | Residential | Commercial |
| Traffic function | Access function only (traffic movement not a consideration) | | Access primary function (traffic movement secondary consideration) | | Traffic movement and land access of equal importance | |
| Average Daily Traffic (vehicles per day) | <500 | <1,000 | <1,000 | <5,000 | <5,000 | 8,000-10,000 |
| Typical Speed Limits (kph) | 20 | | 50 | | 50 | |
| Transit Service | Not permitted | | Generally avoided | | Permitted | |
| Cyclist | No restrictions or special facilities | | No restrictions or special facilities | | No restrictions or special facilities | |
| Pedestrians | Permitted, no special facilities | | Sidewalks on one or both sides | Sidewalks provided where required | Typically sidewalks provided both sides | Sidewalks provided where required |
| Parking | Some restrictions | | No restrictions or restriction on one side only | | Few restrictions other than peak hour | |

Travel speeds were measured to determine the 85th percentile speed, which is the speed at which 85 percent of vehicles are travelling at or below. The speed limit in the Holliston area is 50kph, except for school zones where the speed limit is 30kph from September and June, 8:00am to 5:00pm, excluding weekends.

The speed studies and Average Daily Traffic (ADT) on streets where speeding was identified as an issue are summarized in **Table 3-2**.

Table 3-2: Speed Studies and Average Daily Traffic Counts (2014)

| Street | Between | Classification | Average Daily Traffic (vpd) | Speed (kph) |
|------------------------------------|--------------------------------------|----------------|-----------------------------|-------------|
| Back lane east of Canon Smith Park | Taylor Street & Isabella Street | lane | 10 | NA |
| Back Lane north of 7th Street | Sobeys & apartment buildings | | 548 | 26.8 |
| Isabella Street | Park Avenue & Cumberland Avenue | local | 434 | 45.5 |
| Grosvenor Avenue | 3rd Street & 5th Street | | 688 | 48 |
| 5th Street | Louise Avenue & Grosvenor Crescent | | 327 | 45.6 |
| Adelaide Street | Louise Avenue & Preston Avenue | | 782 | 45.6 |
| Park Avenue | 5th Street & 7th Street | | 466 | NA |
| 5th Street | Park Avenue & Jackson Avenue | | 729 | 36.9 |
| Louise Avenue | Leyden Crescent & Hilliard Street | | major collector | 2358 |
| Taylor Street | Sommerfeld Avenue & Grosvenor Avenue | minor arterial | 8300 | 53.9 |

2. Turning Movement Counts

Turning movement counts were completed to determine the need for an all-way (i.e. 3-way or 4-way) stop control. All-way stop controls need to meet City of Saskatoon Council Policy C07-007 *Traffic Control – Use of Stop and Yield Signs*, January 26, 2009. Criteria outlined in the policy that may warrant an all-way stop include a peak hour count greater than 600 vehicles or an ADT greater than 6,000 vehicles per day. Results of the studies are shown in Table 3-3.

Table 3-3: All-way Stop Assessments

| Location | Peak Hour Traffic Count | Average Daily Traffic (vpd) | Results |
|-------------------------------|-------------------------|-----------------------------|----------------------------|
| Louise Avenue & 7th Street | 486 | 5630 | All-way Stop Not Warranted |
| Grosvenor Avenue & 3rd Street | 190 | 2090 | |

As a result of the assessment there are no an all-way stop controls recommended. Details of the all-way stop assessments are provided in **Appendix A**.

3. Pedestrian Assessments

Pedestrian assessments are conducted to determine the need for pedestrian actuated signalized crosswalks which, in adherence to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, November 15, 2004, are typically active pedestrian corridor (flashing yellow lights) or pedestrian-actuated signals. A warrant system assigns points for a variety of conditions that exist at the crossing location, including:

- The number of traffic lanes to be crossed;
- the presence of a physical median;
- the posted speed limit of the street;
- the distance the crossing point is to the nearest protected crosswalk point; and
- the number of pedestrian and vehicles at the location.

Pedestrian and traffic data is collected during the five peak hours of: 8:00am-9:00am, 11:30am-1:30pm, and 3:00pm-5:00pm.

In addition, if a pedestrian actuated crosswalk is not warranted, a standard marked pedestrian crosswalk, or a zebra (i.e. striped crosswalk) may be considered. A summary of the pedestrian studies are provided in **Table 3-4**.

Table 3-4: Pedestrian Assessment

| Location | Number of Pedestrians Crossing | Results |
|-----------------------------------|--------------------------------|---------------------------------|
| Taylor Street & Sommerfeld Avenue | 8 | Pedestrian Device Not Warranted |
| Louise Avenue & 7th Street E | 78 | |
| Grosvenor Avenue & 3rd Street | 22 | |

As a result of the assessment, no pedestrian devices are recommended. Details of the pedestrian device assessments are provided in **Appendix B**.

4. Plan Development

Stage 3 of the project included finalizing the recommended plan. This was achieved by completing the following steps:

- Based on the assessments, prepare a plan that illustrates the appropriate recommended improvement
- Present the draft plan to the residents at a follow-up public meeting
- Circulate the draft plan to the Civic Divisions for comment
- Revise the draft plan based on feedback from the stakeholders
- Prepare a technical document summarizing the recommended plan and project process

The tables in the following sections provide the details of the recommended traffic management plan, including the location, recommended improvement, and the justification of the recommended improvement.

1. Shortcutting and Speeding

Traffic volume and the 85th percentile speed were higher than expected in the back lane south of the Sobeys grocery store (north of 7th Street). Speeding in the back lanes between 7th Street / 3rd Street and Preston Avenue / Grosvenor Avenue was also a concern. The recommended improvements and justification to address speeding and shortcutting are detailed in **Table 4-1**.

Table 4-1: Recommended Improvements to Reduce Speeding and Shortcutting

| Location | Recommended Improvement | Justification |
|---|--|--|
| Back Lane (behind Sobeys & beside 1615 - 7th Street E) | Install "Local Traffic Only", 20kph speed sign, & stop sign (facing back lane) | Reduce shortcutting; enhance compliance (southbound) |
| Back Lane (between 7 th / 3rd Streets & Preston / Grosvenor Avenues) | Install 20kph speed limit signs | Reduce speeds in back lane |

2. Pedestrian Safety

Holliston residents identified pedestrian safety as a priority near Holliston School, George Ward Pool, and various parks. The safety of the pedestrian environment near schools is important to encourage people to walk to school, as opposed to being dropped off. Accordingly, the recommended improvements to increase pedestrian safety are detailed in Table 4-2.

Table 4-2: Recommended Pedestrian Safety Improvements

| Location | Recommended Improvement¹ | Purpose |
|---|---|---|
| Louise Avenue & 7th Street | Install zebra crosswalk (north side); install Raised median islands (north & south leg); install "no parking" sign on northeast corner of Louise Avenue to fire hydrant (approximately 20m) | Improve pedestrian safety; reduce speeds; enhance visibility |
| Grosvenor Avenue & 5th Street | Install zebra crosswalk; install curb extension & Raised median island (south leg) | Improve pedestrian safety near school & park; reduce speeds |
| 5th Street between Louise Avenue & Grosvenor Avenue | Install playground signs | Improve pedestrian safety |
| 3rd Street & Sommerfeld Avenue | Install standard pedestrian crosswalk (west leg) | Improve pedestrian safety near school & connecting to park path |
| Grosvenor Avenue & 3rd Street | Install Raised median islands & zebra crosswalks (north & south legs) | Improve pedestrian safety near school & park; reduce speeds |
| Taylor Street & Grosvenor Avenue | Install zebra crosswalk (east & west legs); install "no parking" sign 15m on Taylor Street (southwest corner) | Improve pedestrian safety; enhance visibility |
| Louise Avenue & Hilliard Street | Install Raised median island (south leg) | Improve pedestrian safety; reduce speed |
| Isabella Street near Canon Smith Park | Install playground sign | Improve pedestrian safety |

¹ For details on these devices refer to the *City of Saskatoon Traffic Calming Guidelines and Tools*

3. Traffic Control

The recommended improvements to intersections that will improve the level of safety by clearly identifying the right-of-way through traffic controls are provided in **Table 4-3**.

Table 4-3: Recommended Traffic Control Improvements

| Location | Recommended Improvement | Purpose |
|--------------------------------|---|---|
| All uncontrolled intersections | Install yield signs (Stop & Yield Retrofit Program) | Improve safety; enhance driver compliance |
| 1st Street & Sommerfeld Avenue | Install east-west yield signs | Ensure 1st Street is not a thoroughfare |

The Traffic Control Neighbourhood Retrofit Program was initiated in 2008 as a pilot project in City Park. Yield signs were installed at all uncontrolled intersections to mitigate collisions. Collision history results have shown to be favourable with an overall reduction in collision frequency; therefore, the program was expanded to other neighbourhoods. Holliston was selected in 2014 based on a high average number of collisions per uncontrolled intersection per year.

During the public consultation a yield sign plan for the area was shown to the residents. Residents were concerned about speeding caused by the proposed orientation of the yield signs at 1st Street and Sommerfeld Avenue. The plan was altered accordingly.

4. Parking Improvements

The recommended improvements to parking will improve the level of safety at specific intersections by enhancing sightlines. Further details are provided in Table 4-4.

Table 4-4: Recommended Parking Improvements

| Location | Recommended Improvement | Purpose |
|--|--|---|
| Louise Avenue (20m south of 8th Street) | Install "no parking" sign on west side | Improve traffic flow; enhance sightlines |
| Grosvenor Avenue (beside The Keg & Jerry's access) | Install "no parking" signs 5m on either side | Enhance sightlines to and from access to parking lots |
| Louise Avenue & 5th Street | Install "no parking" signs on Louise Avenue (10m on southwest corner; 15m on northwest corner) | Enhance sightlines |

5. Major Intersection Reviews

The mandate for the Neighbourhood Traffic Management Reviews is to focus on neighbourhood streets such as local roads and collector roads. As almost all neighbourhoods are bound by arterial streets, such as 8th Street or Preston Avenue, it is not uncommon to have residents raise issues regarding these streets. However, arterial streets are much more complex than local or collector streets due to larger traffic volumes, different types of drivers (commuters), coordinated traffic signals, transit accommodation, and potentially many commercial accesses. To properly address these, the typical transportation engineering approach would require a corridor study or a major intersection review, both of which are expensive and requires significant resources. Through the Neighbourhood Traffic Reviews, the City is compiling a list of issues on arterial streets. The Transportation Division is working to prioritize the issues, identify the work requirements, and securing funding to complete these types of assessments.

Follow up Consultation – Presentation of Traffic Management Plan

The initial recommended improvements were presented at a follow-up public meeting in October 2014. Recommended improvements that were not supported by the residents were eliminated or altered accordingly. A decision matrix detailing the list of recommended improvements included in the draft traffic plan (and comments received

during the follow-up consultation) is displayed in **Appendix C**. A decision matrix detailing additional comments received during the follow-up consultation is also displayed in **Appendix C**.

The following table displays a list of the improvements that were adjusted based on the feedback received at the October 2014 follow up meeting.

Table 4-5: Adjusted Recommended Improvements

| Location | Improvement | Reason | Resident feedback | Decision |
|--|---|---|---|--|
| Back Lane (behind Sobeys & beside 1615 - 7th Street E) | Install "Local Traffic Only" sign | Reduce shortcutting | Address speeding issues. | Add stop sign (exiting back lane) & 20kph speed sign |
| Grosvenor Avenue (beside The Keg & Jerry's access) | Install "no parking" signs 4m on either side | Improve sightlines | Increase distance to further improve sightlines | Increase distance to 5m on either side. |
| Grosvenor Avenue & 3rd Street | Install Raised median islands (north & south legs) | Improve pedestrian safety | More improvements needed to enhance pedestrian safety (near park, pool, school etc) | Add zebra crosswalks |
| Louise Avenue & Isabella Street | Install Raised median island (south leg) | Reduce speeds; improve pedestrian safety | Isabella isn't a good location for a Raised median island; pedestrian safety isn't an issue here; drivers will stop for pedestrians as is; Raised median island will only force drivers towards sidewalks; there's a mailbox where people stop nearby daily; ponding occurs in spring and drivers avoid it by driving into centre of roadway; Raised median island would restrict movements | Move Raised median island to Hilliard Street (one block south) to reduce speeds on Louise Avenue |
| 1st Street & Sommerfeld Avenue | Install north-south yield signs (part of Stop & Yield Retrofit Program) | Clearly identify right-of-way; enhance compliance | Orientation of proposed yield signs on 1st Avenue had 3 blocks of north-south facing yields. Residents were concerned this would create speeding/thoroughfare. | Switch yield signs at 1st Street & Sommerfeld Avenue to prevent thoroughfare on 1st Street |

After finalizing the plan it was circulated to the Civic Divisions to review. No concerns were received.

5. Recommended Plan and Cost Estimates

Stage 4, the last stage of the process, is to install the recommended improvements for the Holliston neighbourhood within the specified timeframe. The timeframe depends upon the complexity and cost of the solution. A short term time frame is defined by implementing the improvements within 1 to 2 years; medium-term is 3 to 5 years; and long-term is 5 years plus.

The placement of pedestrian and traffic control signage will be completed short-term (1 to 2 years).

All traffic calming measures will be installed temporarily using rubber curbing until proven effective, and will be implemented short-term (1 to 2 years).

Permanent traffic calming often includes removing the temporary barriers and reconstructing with concrete. The timeline for permanent traffic calming may depend on the complexity of the device and the availability of funding; therefore the timeline is medium-term (3 to 5 years).

The estimated costs of the improvements included in the Neighbourhood Traffic Management Plan are outlined in the following tables:

- **Table 5-1:** Traffic Calming Cost Estimate
- **Table 5-2:** Marked Pedestrian Crosswalks Cost Estimate
- **Table 5-3:** Traffic Control Signage – Stop & Yield Cost Estimate
- **Table 5-4:** Miscellaneous Signage Cost Estimate

Table 5-1: Traffic Calming Cost Estimate

| Location | Traffic Calming Device (s) | Cost Estimate | | Time Frame |
|---------------------------------|---|---------------|-----------|--------------|
| | | Temporary | Permanent | |
| Louise Avenue & Hilliard Street | 1 Raised median island | \$500 | \$6,000 | 3 to 5 years |
| Grosvenor Avenue & 3rd Street | 2 Raised median islands | \$1,000 | \$12,000 | |
| Grosvenor Avenue & 5th Street | 1 Curb extension & 1 Raised median island | \$1,000 | \$36,000 | |
| Louise Avenue & 7th Street | 2 Raised median islands | \$1,000 | \$12,000 | |
| Total | | \$3,500 | \$66,000 | |

Temporary traffic calming will be installed in 2015 and will be monitored to determine its effectiveness. If proven effective, the devices will be made permanent. Until they are made permanent, the devices will remain temporary and maintained on a yearly basis. An estimated cost for maintenance is about \$5,000 per year. The maintenance typically involves the replacement of damage curbs as result of the winter snow removal, damage from vehicle impact, etc.

Table 5-2: Marked Pedestrian Crosswalks Cost Estimate

| Location | Devices (s) | Cost Estimate | Time Frame |
|----------------------------------|--------------------|---------------|--------------|
| 3rd Street & Sommerfeld Avenue | Standard crosswalk | \$1,200 | 1 to 2 years |
| Taylor Street & Grosvenor Avenue | Zebra crosswalks | \$1,600 | |
| Grosvenor Avenue & 3rd Street | Zebra crosswalks | \$1,600 | |
| Grosvenor Avenue & 5th Street | Zebra crosswalk | \$1,400 | |
| Louise Avenue & 7th Street | Zebra crosswalk | \$1,400 | |
| Total | | \$7,200 | |

The operating impact on an annual basis to maintain a painted crosswalk is approximately \$60 each.

Table 5-3: Traffic Control Signage – Stop & Yield Cost Estimate

| Location | Device (s) | Number of Signs | Cost Estimate | Time Frame |
|--|-------------|-----------------|--|--------------|
| All uncontrolled intersections | Yield signs | 28 | \$7,000 (Funded through Stop & Yield Retrofit Program) | 1 to 2 years |
| Back Lane (behind Sobeys & beside 1615 - 7th Street E) | Stop sign | 1 | \$250 | |
| Total | | | \$250 | |

Table 5-4: Miscellaneous Signage Cost Estimate

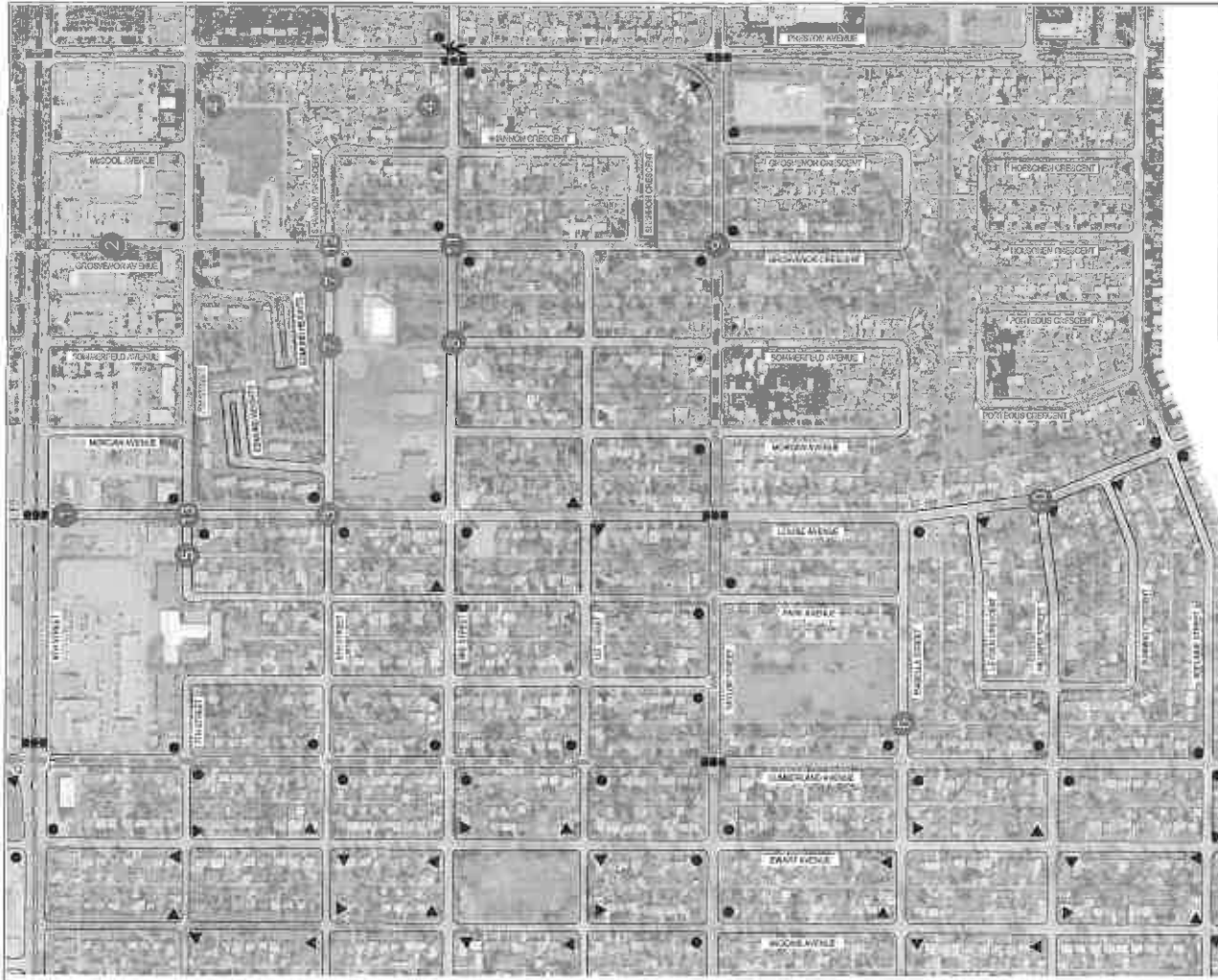
| Location | Device (s) | Number of Signs | Cost Estimate | Time Frame |
|---|--|-----------------|---------------|--------------|
| Louise Avenue (20m south of 8th Street) | "No parking" sign | 1 | \$250 | 1 to 2 years |
| Grosvenor Avenue (beside The Keg & Jerry's access) | "No parking" signs | 2 | \$500 | |
| Louise Avenue & 5th Street | "No parking" signs | 2 | \$500 | |
| Back Lane (between 7th/3rd Street & Preston/Grosvenor Avenue) | 20kph speed signs | 2 | \$500 | |
| Back Lane (behind Sobeys & beside 1615 - 7th Street E) | "Local Traffic Only" sign & 20kph speed sign | 2 | \$500 | |
| Isabella Street near Canon Smith Park | Playground sign | 1 | \$250 | |
| 5th Street between Louise Avenue & Grosvenor Avenue | Playground signs | 2 | \$500 | |
| Taylor Street & Grosvenor Avenue | "No parking" sign | 1 | \$250 | |
| Louise Avenue & 7th Street | "No parking" sign | 1 | \$250 | |
| Total | | | \$3,500 | |

The total cost estimate for the signage and temporary traffic calming devices to be installed in 2015 is **\$14,450**. The yield sign installations will be funded through the Stop & Yield Retrofit Program (\$7,000). The total cost estimate, including the installation of permanent traffic calming is **\$80,450**.

Resulting from the plan development process, the recommended improvements, including the location, type of improvement, and schedule for implementation are summarized in **Table 5-5**. The resulting recommended Holliston Traffic Management Plan is illustrated in **Exhibit 5-1**.

Table 5-5: Holliston Neighbourhood Recommended Improvements

| Location | Recommended Improvement | Time Frame |
|---|---|--|
| Louise Avenue (20m south of 8th Street) | "No parking" sign on west side | 1 to 2 years |
| Grosvenor Avenue (beside The Keg & Jerry's access) | "No parking" signs 5m on either side | |
| Louise Avenue & 5th Street | "No parking" signs on Louise Avenue (10m on southwest corner, 15m on northwest corner) | |
| Back Lane (between 7th / 3rd Streets & Preston/Grosvenor Avenues) | 20kph speed signs | |
| Back Lane (behind Sobeys & beside 1615 - 7th Street E) | "Local Traffic Only" sign, 20kph speed sign & stop sign | |
| Isabella Street near Canon Smith Park | Playground sign | |
| 5th Street between Louise Avenue & Grosvenor Avenue | Playground signs | |
| 3rd Street & Sommerfeld Avenue | Standard crosswalk (west leg) | |
| Taylor Street & Grosvenor Avenue | Zebra crosswalks; "no parking" sign 15m on Taylor Street (southwest corner) | |
| All uncontrolled intersections | Yield signs | |
| Louise Avenue & Hilliard Street | Raised median island (south leg) | 3 to 5 years (traffic calming devices will be installed temporarily until proven effective) |
| Grosvenor Avenue & 3rd Street | Raised median islands & zebra crosswalks | |
| Grosvenor Avenue & 5th Street | Zebra crosswalk, curb extension & raised median island (south leg) | |
| Louise Avenue & 7th Street | Zebra crosswalk (north leg); raised median islands (north & south leg); "no parking" sign (northeast corner of Louise Avenue to fire hydrant - approximately 20m) | |



| ITEM | LOCATION | PROPOSED MEASURE |
|------|---|--|
| 1 | Locust Ave (East of Hwy 20, between Hwy 20 & 24th Street) | No parking sign on west side |
| 2 | Overseer Ave (Between The King & Jerry's corners) | No parking sign on either side |
| 3 | Locust Ave & 24th Street | No parking sign on Locust Ave (10m on west side of intersection, 20m on east side) |
| 4 | Black Lane (Between Hwy 20 & 24th Street) | Local Traffic Only sign, 200m speed sign & stop sign |
| 5 | Black Lane (Between Hwy 20 & 24th Street) | 200m speed sign |
| 6 | Black Lane (Between Hwy 20 & 24th Street) | Proposed sign |

| ITEM | LOCATION | PROPOSED MEASURE |
|------|---------------------------------|----------------------------------|
| 7 | 20m on Locust Ave & 24th Street | Proposed sign |
| 8 | 24th & 26th Streets | Standardized crosswalk (beating) |
| 9 | 24th & 26th Streets | Standardized crosswalk (beating) |
| 10 | Locust Ave & 24th Street | Standardized crosswalk (beating) |
| 11 | 24th Street | Standardized crosswalk (beating) |
| 12 | 24th Street | Standardized crosswalk (beating) |
| 13 | 24th Street | Standardized crosswalk (beating) |
| 14 | 24th Street | Standardized crosswalk (beating) |

| ITEM | LOCATION | PROPOSED MEASURE |
|------|---|--|
| 1 | Black Lane (Between Hwy 20 & 24th Street) | Local Traffic Only sign, 200m speed sign & stop sign |
| 2 | Black Lane (Between Hwy 20 & 24th Street) | 200m speed sign |
| 3 | Black Lane (Between Hwy 20 & 24th Street) | Proposed sign |

| ITEM | LOCATION | PROPOSED MEASURE |
|------|---|--|
| 1 | Black Lane (Between Hwy 20 & 24th Street) | Local Traffic Only sign, 200m speed sign & stop sign |
| 2 | Black Lane (Between Hwy 20 & 24th Street) | 200m speed sign |
| 3 | Black Lane (Between Hwy 20 & 24th Street) | Proposed sign |

City of Saskatoon

Appendix A

All Way Stop Assessments

All-way Stop Assessment (Policy C07-007 – Traffic Control – Use of Stop & Yield Signs)

The following conditions must be met for all-way stop control to be considered:

- i) The combined volume of traffic entering the intersection over the five peak hour periods from the minor street must be at least 25% of the total volume for a three-way stop control, and at least 35% of the total volume for a four-way stop control.
- ii) There can be no all-way stop control and traffic signal within 200 metres of the proposed intersection being considered for all-way stop control on either of the intersecting streets.

| Location | Condition 1: Combined volume of traffic entering intersection from minor street is at least 25% for 3-way stop or 35% for 4-way stop | Condition 2: There can be no all-way stop or traffic signal within 200m | Results |
|-------------------------------|--|---|---|
| Louise Avenue & 7th Street | 30% - Condition NOT met | 170m from traffic signal at 8 th Street – Condition NOT met | Conditions not met therefore all-way stop NOT warranted |
| Grosvenor Avenue & 3rd Street | 34% - Condition NOT met | No all-way stop or traffic signals within 200m – Condition met | Since Condition 1 is only 1% less than requirement check additional warrant criteria. |

Provided the above criteria are met, the following conditions, singly or in combination, may warrant the installation of all-way stop signs:

- i) When five or more collisions are reported in the last twelve month period and are of a type susceptible to correction by an all-way stop control.
- ii) When the total number of vehicles entering the intersection from all approaches averages at least 600 per hour for the peak hour or the total intersection entering volume exceeds 6,000 vehicles per day.
- iii) The average delay per vehicle to the minor street traffic must be 30 seconds or greater during the peak hour.
- iv) As an interim measure to control traffic while arrangements are being made for the installation of traffic signals.

| Location | Criteria 1: 5 or more collisions in last twelve months | Criteria 2: at least 600 vehicles per peak hour OR 6,000 vehicles per day | Criteria 3: average delay per vehicle greater than 30sec during peak hour | Criteria 4: Interim for traffic signals | Results |
|----------------------------|--|---|---|---|----------------------------|
| Grosvenor Ave & 3rd Street | 1 collision – Criteria NOT met | 190 peak hour, 2,090 – Criteria NOT met | Below 30sec – Criteria NOT met | No plans for traffic signals – Criteria NOT met | All-way stop NOT warranted |

Appendix B

Pedestrian Device Assessments

Pedestrian device assessment (Traffic Controls at Pedestrian Crossing, 2004)

Taylor Street & Sommerfeld Avenue:

| | | | |
|--|--------------------------------------|--------|---|
| 1. Lanes Priority Points: | | | |
| L = | 2 | lanes | = number of lanes. |
| LANF = | 0.0 | points | = (L-2) x 3.6 to a max of 15 points, urban x-section only. |
| 2. Median Priority Points: | | | |
| MEDF = | 6.0 | points | = indicating there is no physical median here. |
| 3. Speed Priority Points: | | | |
| S = | 50 | kph | = speed limit or 85th percentile speed. |
| SPDF = | 6.7 | points | = (S-30) / 3 to a maximum of 10 points. |
| 4. Pedestrian Protection Location: | | | |
| D = | 210 | m | = distance from study location to nearest protected crosswalk. |
| LOCF = | 0.8 | points | = (D-200) / 13.3 to a maximum of 15 points. |
| 5. Pedestrian/Vehicle Volume Priority Points: | | | |
| H = | 5.0 | | = (hours) duration of counting period. |
| Ps = | 8.0 | | = total number of children, teenagers, seniors and/or impaired counted. |
| Pa = | 0.0 | | = total number of adults counted. |
| Pw = | 12.0 | | = weighted average of pedestrians crossing the main street. |
| Pcm = | 2.4 | | = weighted average hourly pedestrian volume crossing the main street. |
| V = | 3855.0 | | = volume of traffic passing through the crossing(s). |
| Vam = | 771.0 | | = average hourly volume of traffic passing through the crossing(s). |
| VOLF = | 3.7 | points | = Vam x Pcm / 500 |
| 6. Satisfaction of Installation Criteria: | | | |
| SUMF = | (LANF + MEDF + SPDF + LOCF + VOLF) | | |
| = | 17 | points | |
| (P.A. Signal Warrant Points) | | | |

The total of the warrant points is less than 100 indicating that a pedestrian actuated signal is NOT warranted.

Louise Avenue & 7th Street:

| | | | |
|--|--------------------------------------|--------|---|
| 1. Lanes Priority Points: | | | |
| L = | 2 | lanes | = number of lanes. |
| LANF = | 0.0 | points | = (L-2) x 3.6 to a max of 15 points, urban x-section only. |
| 2. Median Priority Points: | | | |
| MEDF = | 6.0 | points | = indicating there is no physical median here. |
| 3. Speed Priority Points: | | | |
| S = | 50 | kph | = speed limit or 85th percentile speed. |
| SPDF = | 6.7 | points | = (S-30) / 3 to a maximum of 10 points. |
| 4. Pedestrian Protection Location: | | | |
| D = | 165 | m | = distance from study location to nearest protected crosswalk. |
| LOCF = | 0.0 | points | = (D-200) / 13.3 to a maximum of 15 points. |
| 5. Pedestrian/Vehicle Volume Priority Points: | | | |
| H = | 5.0 | | = (hours) duration of counting period. |
| Ps = | 78.0 | | = total number of children, teenagers, seniors and/or impaired counted. |
| Pa = | 0.0 | | = total number of adults counted. |
| Pw = | 117.0 | | = weighted average of pedestrians crossing the main street. |
| Pcm = | 23.4 | | = weighted average hourly pedestrian volume crossing the main street. |
| V = | 0.0 | | = volume of traffic passing through the crossing(s). |
| Vam = | 0.0 | | = average hourly volume of traffic passing through the crossing(s). |
| VOLF = | 0.0 | points | = Vam x Pcm / 500 |
| 6. Satisfaction of Installation Criteria: | | | |
| SUMF = | (LANF + MEDF + SPDF + LOCF + VOLF) | | |
| = | 13 | points | |
| (P.A. Signal Warrant Points) | | | |

The total of the warrant points is less than 100 indicating that a pedestrian actuated signal is NOT warranted.

Grosvenor Avenue & 3rd Street:

| | | | |
|--|--------------------------------------|--------|---|
| 1. Lanes Priority Points: | | | |
| L = | 2 | lanes | = number of lanes. |
| LANF = | 0.0 | points | = (L-2) x 3.6 to a max of 15 points, urban x-section only. |
| 2. Median Priority Points: | | | |
| MEDF = | 6.0 | points | = indicating there is no physical median here. |
| 3. Speed Priority Points: | | | |
| S = | 50 | kph | = speed limit or 85th percentile speed. |
| SPDF = | 6.7 | points | = (S-30) / 3 to a maximum of 10 points. |
| 4. Pedestrian Protection Location: | | | |
| D = | 225 | m | = distance from study location to nearest protected crosswalk. |
| LOCF = | 1.9 | points | = (D-200) / 13.3 to a maximum of 15 points. |
| 5. Pedestrian/Vehicle Volume Priority Points: | | | |
| H = | 5.0 | | = (hours) duration of counting period. |
| Ps = | 22.0 | | = total number of children, teenagers, seniors and/or impaired counted. |
| Pa = | 0.0 | | = total number of adults counted. |
| Pw = | 33.0 | | = weighted average of pedestrians crossing the main street. |
| Pcm = | 6.6 | | = weighted average hourly pedestrian volume crossing the main street. |
| V = | 812.0 | | = volume of traffic passing through the crossing(s). |
| Vam = | 162.4 | | = average hourly volume of traffic passing through the crossing(s). |
| VOLF = | 2.1 | points | = Vam x Pcm / 500 |
| 6. Satisfaction of Installation Criteria: | | | |
| SUMF = | (LANF + MEDF + SPDF + LOCF + VOLF) | | |
| = | 17 | points | |
| (P.A. Signal Warrant Points) | | | |

The total of the warrant points is less than 100 indicating that a pedestrian actuated signal is NOT warranted.

Appendix C

Recommendation Review Matrix

Decision Matrix – Recommendations proposed at initial meeting

| Item | Location | Recommendation | Group 1 | Group 2 | Group 3 | Group 4 | Additional letters, phone calls, emails | Decision |
|------|---|---|--|---|--|---------|---|---|
| 1 | Beck Lane (behind Sobey's & beside 1615 - 7th Street E) | Install "Local Traffic Only" sign | more than just sign | speeding in back lanes (Shannon to Grosvenor) | (50/50)needs to more restrictive; stop sign for southbound; turn is narrow due to garbage bin; slippery in winter and lane is sloped downhill southbound; Tim Hortons causes a lot of traffic; not in favour of full restriction | | | Carried. Add stop sign (facing back lane) & 20kph speed limit sign. |
| 2 | Louise Avenue (20m south of 8th Street) | Install "no parking" sign on west side | make sure McDonalds staff is aware of changes; trim shrubs to improve sightlines | | | | | Carried. |
| 3 | Louise Avenue & 7th Street | Install zebra crosswalk (north side); install raised median islands (north & south leg); install "no parking" sign on northeast corner of Louise Avenue to fire hydrant (approximately 20m) | | | | | | Carried. |
| 4 | Grosvenor Avenue (beside The Keg & Jerry's access) | Install "no parking" signs 4m on either side | increase to 6m | | | | | Carried. Increase distance to 5m. |
| 5 | Beck Lane (between 7th/3rd Street & Preston/Grosvenor Avenue) | Install 20kph speed limit signs | investigate further measures | | In favour but consider something more restrictive; enforcement | | also install "local traffic only" sign to emphasize the dual statements of "slow down" & "this is not a thoroughfare" | Carried. "Local traffic only" signs not recommended because these are residential/not a route to commercial |
| 6 | Grosvenor Avenue & 5th Street | Install zebra crosswalk; install curb extension & Raised median island (south leg) | | | | | | Carried. |
| 7 | 5th Street between Louise Avenue & Grosvenor Avenue | Install playground signs | Install 30kph signs around park | | | | | Carried. Comment noted for city-wide review (park/playground speed 30kph speed zone) |
| 8 | Louise Avenue & 5th Street | Install "no parking" signs on Louise Avenue (10m on southwest corner; 15m on northwest corner) | | | | | | Carried. |
| 9 | 3rd Street & Sommerfeld Avenue | Install standard pedestrian crosswalk (west leg) | | | | | | Carried. |
| 10 | Grosvenor Avenue & 3rd Street | Install raised median islands (north & south legs) | add zebra crosswalk & curb extension | | | | | Carried. Add zebra crosswalks. Curb extensions not necessary with addition of raised median islands. |

| Item | Location | Recommendation | Group 1 | Group 2 | Group 3 | Group 4 | Additional letters, phone calls, emails | Decision |
|------|---------------------------------------|---|---|---|---------|---------|---|--|
| 11 | Taylor Street & Grosvenor Avenue | Install zebra crosswalk (east & west legs); install "no parking" sign 15m on Taylor St (southwest corner) | no parking south all way & tree trim | | | | | Carried. Additional parking removal not recommended due to church. |
| 12 | Louise Avenue & Isabella Street | Install raised median island (south leg) | | | | | Isabella isn't a good location for a raised median island; pedestrian safety isn't an issue here; drivers will stop for pedestrians as is; raised median island will only force drivers towards sidewalks; there's a mailbox where people stop nearby daily; ponding occurs in spring and drivers avoid it by driving into centre of roadway; raised median island would restrict movements; if speeding on Louise is a concern then move it to Hilliard because this is where speeding is worst. | Move raised median island to Louise Avenue & Hilliard Street |
| 13 | Isabella Street near Canon Smith Park | Install playground sign | | | | | | Carried. |
| 14 | All uncontrolled intersections | Install yield signs | 3rd Street & Shannon Crescent - flip yield signs; 1st Street has two intersections back-to-back which may create speeding | 5th Street - yield signs should be reversed | | | Having yield signs for the north-south streets off 3rd Street may help reduce collisions, but it won't slow the traffic down on 3rd. Although there are only two blocks between Preston and Grosvenor on 3rd, cars can (and do) get going very fast very quickly on that part of the street. Having the yield signs oriented east-west might result in slower overall speeds on 3rd. | Carried. 1st Street & Sommerfeld Avenue changed to east-west facing to continue alternating pattern as part of the Stop & Yield Retrofit Program. Yield signs at Shannon Crescent and 3rd Street will remain north-south to continue alternating pattern (must stop on 3rd Street at Grosvenor Avenue only 105m from Shannon Crescent) |

Decision Matrix – Additional comments

| Item | Location | Concern | Decision |
|------|---|--|--|
| 1 | Back lane east of Louise between Taylor Street & Adelaide Street | Shortcutting to avoid traffic signal at Taylor & Louise; speeding near Jeffrey Park; install speed humps in north-south & east-west lane near Jeffrey Park | Rejected. Traffic Signal at Taylor Street & Louise Avenue is satisfactory. Speed humps are not used in back lanes. |
| 2 | School zones/playgrounds | Use "while children present" rather than time restrictions | Noted. Will be included in city-wide review for reduced speeds around parks & playgrounds. |
| 3 | Back lanes near Shannon Crescent to Grosvenor Avenue | Speeding | Rejected. Residential area. |
| 4 | 7th Street along Park/Jackson | Speed humps around curve leading to 5th Street | Rejected. Speed humps not recommended on curves. |
| 5 | 8th Street & Cumberland Avenue | Southbound left turn required | Noted. Will be included in major intersection reviews. |
| 6 | Preston Avenue & 3rd Street | Review pedestrian-actuated signal; no need for it, timing, U-turns | Timing was reviewed and is satisfactory. U-turns are illegal at and signalized intersection as per Bylaw 7200. |
| 7 | NA | Larger Intersections - Issue with drivers passing on right | Noted. |
| 8 | NA | public "share the road" campaign | Noted. |
| 9 | School zones around high schools (ie. Walter Murray, Aden Bowman) | Remove school zone speed reduction from high schools | Noted. Will be reviewed as part of city-wide review for reduced speeds around parks & playgrounds. |
| 10 | High schools | Install barriers to prevent jaywalking | Rejected. Administration will continue to monitor the situation. |



STANDING POLICY COMMITTEE ON TRANSPORTATION

Hudson Bay Park Neighbourhood Traffic Review

Recommendation of the Committee

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

History

At the February 10, 2015 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation & Utilities Department dated February 10, 2015 was considered.

Attachment

February 10, 2015 Report of the General Manager, Transportation & Utilities

Hudson Bay Park Neighbourhood Traffic Review

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:
That the Neighbourhood Traffic Review for the Hudson Bay Park neighbourhood be adopted as the framework for future traffic improvements in the area, to be undertaken as funding is made available through the annual budget process.

Topic and Purpose

The purpose of this report is to provide information on the Neighbourhood Traffic Review for the Hudson Bay Park neighbourhood.

Report Highlights

A traffic plan for the Hudson Bay Park neighbourhood was developed, in consultation with the community, in response to concerns such as speeding, traffic shortcutting, and pedestrian safety. The plan will be implemented over time as funding for the improvements is available.

Strategic Goal

This report supports the Strategic Goal of Moving Around by providing a plan to guide the installation of traffic calming devices and pedestrian safety enhancements to improve the level of safety of pedestrians, cyclists, and motorists.

Background

A public meeting was held in April 2014 to identify traffic concerns and potential solutions within the Hudson Bay Park neighbourhood. Representatives from the Saskatoon Police Service were in attendance to address traffic enforcement issues. Based on the residents' input provided at the initial public meeting and the analysis of the traffic data collected, a Traffic Management Plan was developed and presented to the community at a second public meeting held in October 2014.

Report

The development and implementation of the Traffic Management Plan includes four stages:

1. Identify existing problems, concerns and possible solutions through the initial neighbourhood consultation and the Shaping Saskatoon.ca website;
2. Develop a draft traffic plan based on residents' input and traffic assessments;
3. Present the draft traffic plan to the neighbourhood at a follow-up meeting; circulate the plan to other civic divisions for feedback; make adjustments as needed and present the plan to City Council for adoption; and
4. Implement the proposed measures in a specific time frame, short-term (1 to 2 years), medium-term (3 to 5 years), or long-term (more than 5 years).

The majority of concerns received during the consultation included shortcutting, speeding, and pedestrian safety (specifically near the Henry Kelsey School and parks).

The Administration is recommending the following modifications to improve safety in the Hudson Bay Park neighbourhood:

- Four traffic calming locations
- Two pedestrian crosswalk locations
- Three stop signs
- Eight yield signs
- One sidewalk location

Installation of each proposed improvement will be implemented in three specific time frames as follows:

| | |
|----------------------------|---|
| Short-term (1 to 2 years) | Temporary traffic calming measures, signage, pavement markings, accessible pedestrian ramps |
| Medium-term (3 to 5 years) | Permanent traffic calming devices, roadway realignment, sidewalks (in some cases), major intersection reviews |
| Long-term (5 years plus) | Permanent traffic calming devices, roadway realignment, sidewalks |

The Hudson Bay Park Neighbourhood Traffic Review is included in Attachment 1.

Public and/or Stakeholder Involvement

In April 2014, a public meeting was held to discuss traffic concerns and identify potential solutions. The feedback received was used to develop the neighbourhood traffic plan which was presented at a follow-up public meeting in October 2014. Additional feedback received at the follow-up public meeting was also incorporated into the recommended Traffic Management Plan.

Feedback was provided by internal civic stakeholders of various divisions and departments: Public Works, Saskatoon Transit, Saskatoon Police Service, and the Saskatoon Fire Department on the proposed improvements, which was incorporated into the proposed Traffic Management Plan.

Communication Plan

The final neighbourhood traffic plan will be shared with the residents of the impacted neighbourhood using several methods: City website, Community Association communication forums (i.e. website, newsletter), and by a direct mail-out.

Environmental Implications

The overall impact of the recommendations on traffic characteristics including the impacts on greenhouse gas emissions is not known at this time.

Financial Implications

The implementation of the neighbourhood traffic calming plan will have significant financial implications. The costs are summarized in the following table:

| Item | 2015 | Beyond 2015 |
|------------------------------|---------|-------------|
| Traffic Calming | \$2,000 | \$ 64,000 |
| Marked Pedestrian Crosswalks | 2,600 | - |
| Stop and Yield Signs | 2,750 | - |
| Sidewalk Installations | - | 77,000 |
| TOTAL | \$7,350 | \$141,000 |

There is sufficient funding within Capital Project #1512 - Neighbourhood Traffic Management to undertake the work in 2015.

The remainder of the work, beyond 2015, will be considered alongside all other improvements identified through the Neighbourhood Traffic Management Program. The Administration's annual budget submission package will include the list of projects recommended to be funded, and the rationale used to prioritize the projects.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

If adopted by City Council, temporary traffic calming devices and signage will be implemented during the 2015 construction season.

Public Notice

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

Attachment

1. Hudson Bay Park Neighbourhood Traffic Review, January 12, 2015

Report Approval

Written by: Justine Nyen, Traffic Safety Engineer, Transportation
Reviewed by: Jay Magus, Engineering Manager, Transportation
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

TRANS JN – Hudson Bay Park Neighbourhood Traffic Review

City of Saskatoon

Hudson Bay Park Neighbourhood Traffic Review



January 12, 2015

Acknowledgements

The completion of this review would not be possible without the contribution of the following organizations and individuals:

- Hudson Bay Park residents
- Hudson Bay Park Community Association
- Saskatoon Police Service
- Saskatoon Light & Power
- City of Saskatoon Fire Department
- City of Saskatoon Environmental Services
- City of Saskatoon Transit
- City of Saskatoon Transportation
- Great Works Consulting
- Councillor Darren Hill

Executive Summary

The objective of the Neighbourhood Traffic Management Program is to address traffic concerns within neighbourhoods such as speeding, shortcutting, and pedestrian safety. The program was revised in August 2013 to address traffic concerns on a neighbourhood-wide basis. The revised program involves additional community and stakeholder consultation that provides the environment for neighbourhood residents and City staff to work together in developing solutions that address traffic concerns. The process is outlined in the *Traffic Calming Guidelines and Tools*, City of Saskatoon, 2013.

A public meeting was held in April of 2014 to identify traffic concerns and potential solutions within the Hudson Bay Park neighbourhood. As a result of the meeting a number of traffic assessments were completed to confirm and quantify the concerns raised by the residents. Based on the residents input and the completed traffic assessments, a Traffic Management Plan was developed and presented to the community at a follow-up meeting held in October 2014.

A summary of recommended improvements for the Hudson Bay Park neighbourhood are included in **Table ES-1**. The summary identifies the locations, the recommended improvement, and a schedule for implementation. The schedule to implement the Traffic Management Plan can vary depending on the complexity of the proposed improvement. According to the *Traffic Calming Guidelines and Tools* document, the time frame may range from short-term (1 to 2 year); medium-term (3 to 5 years) and long-term (5 years plus). Accordingly, the specific time frame to implement the improvements for these neighbourhoods ranges from 1 to 5 years.

The resulting proposed Hudson Bay Park Traffic Management Plan is illustrated in **Exhibit ES-1**.

Table ES-1: Hudson Bay Park Neighbourhood Recommended Improvements

| Location | Recommended Improvement | Time Frame |
|---|---|--|
| Avenue P & Bowerman Street | Install stop sign | 1 to 2 years |
| Avenue P & Edmonton Avenue | Install stop sign | |
| Avenue H & 31st Street | Install zebra crosswalks (north and south legs) | |
| Faulkner Crescent & McMillan Avenue | Upgrade yield sign to stop sign (northbound) | |
| 32nd Street at Avenue I, Avenue J, Avenue K, & Avenue L | Install yield signs | |
| McMillan Avenue (curve north of 31st Street) | Install median islands on north & south side of crosswalk/curve | 3 to 5 years (devices will be installed temporarily until proven effective) |
| Avenue I & 37th Street | Install median island & standard crosswalk (north leg) | |
| Avenue I & 36th Street | Install median island (north leg) | |
| Valens Drive (in front of Henry Kelsey School) | Install permanent curb extension | 5 years plus |
| Avenue I between Howell Avenue & 36th Street | Install sidewalk (on west side/park side) | |

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1. Introduction

The purpose of this project was to develop a Traffic Management Plan for the Hudson Bay Park neighbourhood following the implementation procedure outlined in the *City of Saskatoon Traffic Calming Guidelines and Tools* adopted by City Council in August 2013.

The Hudson Bay Park neighbourhood is located on the west side of the South Saskatchewan River and is bound by Circle Drive to the northwest, 31st Street to the south, and Avenue I to the east. The neighbourhood is intersected by 33rd Street, a major arterial which carries high volumes of traffic between the west end and the downtown and core areas of the city. The area use is mostly residential, with an elementary school (Henry Kelsey School) on Valens Drive and 33rd Street West.

The development and implementation of the traffic management plan includes four stages:

- **Stage 1** - Identify existing problems, concerns and possible solutions through the initial neighbourhood consultation and the Shaping Saskatoon Website.
- **Stage 2** - Develop a draft traffic plan based on resident's input and traffic assessments.
- **Stage 3** - Present the draft traffic plan to the neighbourhood at a follow-up meeting; circulate the plan to other civic divisions for feedback; make adjustments as needed; and present the plan to City Council for approval.
- **Stage 4** - Implement the proposed measures in specific time frame, short term (1 to 2 years), medium term (3 to 5 years) or long term (5 years plus).

2. Identifying Issues, Concerns, & Possible Solutions

A public meeting was held in April of 2014 to identify traffic concerns within the neighbourhood. At the meeting, residents were given the opportunity to express their concerns and suggest possible solutions.

The following pages summarize the concerns and suggested solutions identified during the initial consultation with the neighbourhood residents.

CONCERN 1 – SPEEDING AND SHORTCUTTING

Shortcutting occurs when non-local traffic passes through the neighbourhood on local streets which are designed and intended for low volumes of traffic. In the case of Hudson Bay Park, the nearby arterial streets (33rd St, and Avenue I) are designated to accommodate larger volumes of traffic.

As speeding often accompanies shortcutting, these concerns have been grouped into one category.

Neighbourhood concerns for speeding and shortcutting were at the following locations:

- Faulkner Crescent: shortcutting to avoid the traffic signals at Avenue P & 33rd Street
- Howell Avenue
- McMillan Avenue: speeding near park; shortcutting between 29th Street & 33rd Street
- Eby Street: school buses speeding
- Avenue P at Bowerman Street & Edmonton Avenue: offset intersections; drivers speeding around corners
- Valens Drive

Proposed solutions identified by residents:

- Install median islands on Faulkner Crescent
- Speed humps
- Roundabouts
- Enforcement
- Extend Edmonton Avenue to reduce shortcutting on Howell Avenue
- 40kph speed limit on residential streets
- Install stop signs (Avenue P at Bowerman Street & Edmonton Avenue)
- Install yield signs at all uncontrolled intersections between Avenue L, Avenue H, 29th Street, & 33rd Street.
- Snow clearing around median islands may be an issue; extend parking restrictions to ensure clearance for graders.

CONCERN 2 - PEDESTRIAN SAFETY

A majority of the residents were concerned about pedestrian safety surrounding the school sites and parks within Hudson Bay Park (Henry Kelsey School, Henry Kelsey Park, Pierre Radisson Park).

Pedestrian crosswalks need to adhere to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, November 15, 2004 which states the following:

“The installation of appropriate traffic controls at pedestrian crossings shall be based on warrants listed in the document entitled “Traffic Control at Pedestrian Crossings – 2004” approved by City Council in 2004.”

Neighbourhood concerns regarding pedestrian safety were at the following locations:

- McMillan Avenue: near park
- Valens Drive: parking over crosswalk; U-turns
- Avenue I & 36th Street
- U-turns in school zone

Proposed solutions identified by residents:

- Install sidewalk on Avenue I between Howell Avenue & 36th Street on park side (Henry Kelsey Park)
- Install pedestrian/cyclist crossing on Circle Drive from Avenue P to Glenwood Avenue and/or Henry Kelsey North Park to south end of Cardinal Place; crossing Circle Drive (i.e. tunnel, bridge)
- Place signs to identify parks / playgrounds & areas where kids are playing
- 40kph speed limit all year round at school zones, parks, & playgrounds
- Install cameras or unmarked police cars to address U-turns in school zone
- Public safety blitz
- School provide staff in the morning to help children and tell drivers not to park in crosswalk
- Consideration for effects of traffic calming devices and cyclists

CONCERN 3 – PARKING

Parking is allowed on all city streets unless signage is posted. According to City of Saskatoon Bylaw 7200, *The Traffic Bylaw*, vehicles are restricted from parking within 10 metres of an intersection and one metre of a driveway crossing.

Neighbourhood concerns regarding parking were at the following locations:

- Buses park in front of Henry Kelsey School on Valens Drive around the curve, limiting visibility.
- Parking over the crosswalk in front of the Henry Kelsey School
- Parking congestion around the Oliver Lodge

Proposed solutions identified by residents:

- Move the school bus loading zone south of the Henry Kelsey School on Valens Drive to improve visibility.

CONCERN 4 – 33rd STREET

Residents identified a number of concerns regarding speeding, shortcutting, and pedestrian safety along 33rd Street. An extensive review of 33rd Street (between Idylwyld Drive and Confederation Drive) will begin in 2015. All concerns were documented and will be included in the review. A list of the 33rd Street concerns are shown in **Appendix A**.

3. Assessment

Stage 2 of the plan development included developing a draft traffic management plan. This was completed through the following actions:

- Create a detailed list of all the issues provided by the residents.
- Collect historical traffic data and information the City has on file for the neighbourhood.
- Prepare a data collection program that will provide the appropriate information needed to undertake the assessments.
- Complete the data collection, which may include:
 - Intersection turning moving counts
 - Pedestrian counts
 - Daily and weekly traffic counts
 - Average speed measurements
- Assess the issues by using the information in reference with City policies, bylaws, and guidelines, transportation engineering design guidelines and technical documents, and professional engineering judgement.

The following sections provide details on the data collected for traffic volumes (peak hours, daily, and weekly), travel speed, and pedestrian movements.

1. Traffic Volumes and Travel Speeds

Traffic volumes and travel speeds were measured to assist in determining the need for traffic calming devices. In Saskatoon the neighbourhood streets are classified typically as either local or collector streets. Traffic volumes (referred to as Average Daily Traffic) on these streets should meet the City of Saskatoon guidelines shown in **Table 3-1**.

Table 3-1: City of Saskatoon Street Classifications and Characteristics

| Characteristics | Classifications | | | | | |
|--|---|------------|--|-----------------------------------|--|-----------------------------------|
| | Back Lanes | | Locals | | Collectors | |
| | Residential | Commercial | Residential | Commercial | Residential | Commercial |
| Traffic function | Access function only (traffic movement not a consideration) | | Access primary function (traffic movement secondary consideration) | | Traffic movement and land access of equal importance | |
| Average Daily Traffic (vehicles per day) | <500 | <1,000 | <1,000 | <5,000 | <5,000 | 8,000-10,000 |
| Typical Speed Limits (kph) | 20 | | 50 | | 50 | |
| Transit Service | Not permitted | | Generally avoided | | Permitted | |
| Cyclist | No restrictions or special facilities | | No restrictions or special facilities | | No restrictions or special facilities | |
| Pedestrians | Permitted, no special facilities | | Sidewalks on one or both sides | Sidewalks provided where required | Typically sidewalks provided both sides | Sidewalks provided where required |
| Parking | Some restrictions | | No restrictions or restriction on one side only | | Few restrictions other than peak hour | |

Travel speeds were measured to determine the 85th percentile speed, which is the speed at which 85 percent of vehicles are travelling at or below. The speed limit in the Hudson Bay Park area is 50kph, except for school zones (33rd Street and Valens Drive) where the speed limit is 30kph from September and June, 8:00am to 5:00pm, excluding weekends.

The speed studies and Average Daily Traffic (ADT) on streets where speeding was identified as an issue are summarized in **Table 3-2**.

Table 3-2: Speed Studies and Average Daily Traffic Counts (2014)

| Street | Between | Classification | Average Daily Traffic (vpd) | Speed (kph) |
|-------------------|--------------------------------|-----------------|-----------------------------|-------------|
| McMillan Avenue | 29th Street & 30th Street | local | 492 | 46.6 |
| Avenue L | 29th Street & 30th Street | | 568 | 38.7 |
| Howell Avenue | 33rd Street & Avenue I | | 815 | 45.6 |
| Faulkner Crescent | 33rd Street McMillan Avenue | | 515 | 27.3 |
| Avenue I | 36th Street & 37th Street | minor collector | 1911 | 55.4 |
| Avenue H | 30th Street & 31st Street | arterial | 2929 | 52.2 |

2. Turning Movement Counts

Turning movement counts were completed to determine the need for an all-way (i.e. 3-way or 4-way) stop control. All-way stop controls need to meet City of Saskatoon Council Policy C07-007 *Traffic Control – Use of Stop and Yield Signs*, January 26, 2009. Criteria outlined in the policy that may warrant an all-way stop include a peak hour count greater than 600 vehicles or an ADT greater than 6,000 vehicles per day. Results of the studies are shown in **Table 3-3**.

Table 3-3: All-way Stop Assessments

| Location | Peak Hour Traffic Count | Average Daily Traffic (vpd) | Results |
|-------------------------------|-------------------------|-----------------------------|----------------------------|
| McMillan Avenue & 31st Street | 55 | 610 | All-way stop not warranted |
| Avenue H & 31st Street | 596 | 5960 | |

As a result of the assessment there are no all-way stop controls recommended. Details of the all-way stop assessments are provided in **Appendix B**.

3. Pedestrian Assessments

Pedestrian assessments are conducted to determine the need for pedestrian actuated signalized crosswalks which, in adherence to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, November 15, 2004, are typically active pedestrian corridor (flashing yellow lights) or pedestrian-actuated signals. A warrant system assigns points for a variety of conditions that exist at the crossing location, including:

- The number of traffic lanes to be crossed;
- the presence of a physical median;
- the posted speed limit of the street;
- the distance the crossing point is to the nearest protected crosswalk point; and
- the number of pedestrian and vehicles at the location.

Pedestrian and traffic data is collected during the five peak hours of: 8:00am-9:00am, 11:30am-1:30pm, and 3:00pm-5:00pm.

In addition, if a pedestrian actuated crosswalk is not warranted, a standard marked pedestrian crosswalk, or a zebra (i.e. striped crosswalk) may be considered. A summary of the pedestrian studies are provided in **Table 3-4**.

Table 3-4: Pedestrian Assessment

| Location | Number of pedestrians crossing | Results |
|-------------------------------|--------------------------------|----------------------------------|
| McMillan Avenue & 31st Street | 4 | Pedestrian Devices Not Warranted |
| Avenue H & 31st Street | 27 | |

As a result of the assessment, no pedestrian devices are recommended. Details of the pedestrian device assessments are provided in **Appendix C**.

4. Plan Development

Stage 3 of the project included finalizing the recommended plan. This was achieved by completing the following steps:

- Based on the assessments, prepare a plan that illustrates the appropriate recommended improvement
- Present the draft plan to the residents at a follow-up public meeting
- Circulate the draft plan to the Civic divisions for comment
- Revise the draft plan based on feedback from the stakeholders
- Prepare a technical document summarizing the recommended plan and project process

The tables in the following sections provide the details of the recommended traffic management plan, including the location, recommended improvement, and the justification of the recommended improvement.

1. Shortcutting and Speeding

The 85th percentile speed was higher than expected on Avenue I. The recommended improvements and justification to address speeding and shortcutting are detailed in **Table 4-1**.

Table 4-1: Recommended Improvements to Reduce Speeding and Shortcutting

| Location | Recommended Improvement ¹ | Justification |
|------------------------|--------------------------------------|--|
| Avenue I & 36th Street | Raised median island | Reduce speed near park (transit route) |
| Avenue I & 37th Street | Raised median island | Reduce speed near park (transit route) |

¹ For details on these devices refer to the *City of Saskatoon Traffic Calming Guidelines and Tools*

2. Pedestrian Safety

Hudson Bay Park residents identified pedestrian safety concerns near the Pierre Radisson Park (McMillan Avenue) and the Henry Kelsey School (Valens Drive) as a priority. The safety of the pedestrian environment near schools is important to encourage people to walk to school, as opposed to being dropped off. There are currently no marked crosswalks on Avenue H (arterial) between 29th Street and 33rd Street. Accordingly, the recommended improvements to increase pedestrian safety are detailed in Table 4-2.

Table 4-2: Recommended Pedestrian Safety Improvements – School Sites

| Location | Recommended Improvement | Purpose |
|--|---|--|
| McMillan Avenue (curve north of 31st Street) | Raised median islands (on either side of crosswalk/curve) | Improve pedestrian safety near park/curve |
| Avenue H & 31st Street | Zebra crosswalk | Improve pedestrian (currently no marked crosswalks on Avenue H between 29th Street & Avenue H) |
| Valens Drive (in front of Henry Kelsey School) | Permanent curb extension | Improve pedestrian safety (prevents parking within intersection & over crosswalks; prevents U-turns) |
| Avenue I & 37th Street | Standard pedestrian crosswalk | Improve pedestrian safety near park |
| Avenue I between Howell Avenue & 36th Street | Install sidewalk (west side only) | Improve pedestrian safety near park |

The Active Transportation Plan is a comprehensive city-wide study that will help to provide more choices for moving around Saskatoon by addressing community and infrastructure needs for cycling, walking, and other modes of active transportation.

During the public consultation, residents recommended installation of a pedestrian/cyclist bridge across Circle Drive connecting Hudson Bay Park to the north side of Circle Drive. Possible connections identified were Ave P to Glenwood Ave and/or Henry Kelsey North Park to the south end of Cardinal Place. These may be reviewed as part of the Active Transportation Plan.

3. Traffic Control

The recommended improvements to intersections that will improve the level of safety by clearly identifying the right-of-way through traffic controls are provided in **Table 4-3**.

Table 4-3: Recommended Traffic Control Improvements

| Location | Recommended Improvement | Purpose |
|---|---------------------------------|---|
| Avenue P & Bowerman Street; Avenue P & Edmonton Avenue | Stop sign | Enhance compliance (offset intersection; drivers speeding around corners; currently uncontrolled) |
| Faulkner Crescent & McMillan Avenue | Upgrade yield sign to stop sign | Enhance compliance (drivers shortcutting; not stopping at T-intersection) |
| 32 nd Street at Avenue I, Avenue J, Avenue K, & Avenue L | Yield Signs | Enhance compliance |

4. Parking Improvements

The Administration will discuss parking issues in front of the Henry Kelsey School (ie. bus loading zones) with the Public School Board and principal of the Henry Kelsey School.

Follow up Consultation – Presentation of Traffic Management Plan

The initial recommended improvements were presented at a follow-up public meeting in October 2014. Recommended improvements that were not supported by the residents were eliminated or altered accordingly. A decision matrix detailing the list of recommended improvements presented at the follow-up meeting are included in **Appendix D**. A decision matrix for additional comments received after the draft traffic plan is also included in **Appendix D**.

The following table displays a list of the improvements that were adjusted based on the feedback received at the October 2014 follow up meeting.

Table 4-4: Adjusted Recommended Improvements

| Location | Improvement | Reason | Resident feedback | Decision |
|------------------------------------|---------------|---------------------------|---|----------|
| Avenue I & 37 th Street | Median island | Reduce speeding near park | Agreed. Add crosswalk to further enhance pedestrian safety near park. | Carried |

The list of the improvements that were added based on the feedback received at the follow up meeting held in October 2014 is shown in **Table 4-5**.

Table 4-5: Added Improvements

| Location | Improvement | Reason |
|--|--|---|
| Faulkner Crescent & McMillan Avenue | Upgrade yield sign to stop sign (northbound) | Enhance compliance (drivers shortcutting; not stopping at T-intersection) |
| Avenue I between Howell Avenue & 36th Street | Install sidewalk on west side (near park) | Improve pedestrian safety |

All Civic Divisions supported the Traffic Management Plan provided all devices installed will allow transit and emergency vehicles to manoeuvre around them without causing damage to the structure.

Saskatoon Light & Power identified issues with overhead power lines over Circle Drive near the proposed location for the pedestrian/cyclist bridge. As previously mentioned, this will be reviewed as part of the Active Transportation Plan.

5. Recommended Plan and Cost Estimates

Stage 4, the last stage of the process, is to install the recommended improvements for the Hudson Bay Park neighbourhood within the specified timeframe. The timeframe depends upon the complexity and cost of the solution. A short term time frame is defined by implementing the improvements within 1 to 2 years; medium-term is 3 to 5 years; and long-term is 5 years plus.

The placement of pedestrian and traffic control signage will be completed short-term (1 to 2 years).

All traffic calming measures will be installed temporarily using rubber curbing until proven effective, and will be implemented short-term (1 to 2 years).

Permanent traffic calming often includes removing the temporary barriers and reconstructing with concrete. The timeline for permanent traffic calming may depend on the complexity of the device and the availability of funding; therefore the timeline is medium-term (3 to 5 years).

The estimated costs of the improvements included in the Neighbourhood Traffic Management Plan are outlined in the following tables:

- **Table 5-1: Traffic Calming Cost Estimate**
- **Table 5-2: Marked Pedestrian Crosswalks Cost Estimate**
- **Table 5-3: Traffic Control Cost Estimate**
- **Table 5-4: Sidewalk Cost Estimate**

Table 5-1: Traffic Calming Cost Estimate

| Location | Device (s) | Temporary | Permanent | Time Frame |
|---|-----------------------|---------------------|-----------|--------------|
| McMillan Avenue (curve north of 31st Street) | Raised median islands | \$1,000 | \$12,000 | 3 to 5 years |
| Avenue I & 37th Street | Raised median island | \$500 | \$6,000 | |
| Avenue I & 36th Street | Raised median island | \$500 | \$6,000 | |
| Valens Drive (in front of Henry Kelsey School) | Curb extension | NA (installed 2013) | \$40,000 | |
| Total | | \$2,000 | \$64,000 | |

Temporary traffic calming will be installed in 2015 and will be monitored to determine its effectiveness. If proven effective, the devices will be made permanent. Until they are made permanent, the devices will remain temporary and maintained on a yearly basis. An estimated cost for maintenance is about \$5,000 per year. The maintenance typically

involves the replacement of damage curbs as result of the winter- snow removal, damage from vehicle impact, etc.

Table 5-2: Marked Pedestrian Crosswalks Cost Estimate

| Location | Device (s) | Cost Estimate | Time Frame |
|------------------------|-------------------------------------|---------------|--------------|
| Avenue H & 31st Street | 4 signs & zebra markings crosswalks | \$1,200 | 1 to 2 years |
| Avenue I & 37th Street | 2 signs & standard markings | \$1,400 | |
| Total | | \$2,600 | |

The operating impact on an annual basis to maintain a painted crosswalk is approximately \$60 each.

Table 5-3: Traffic Control Cost Estimate

| Location | Device (s) | Number of Signs | Cost Estimate | Time Frame |
|---|-------------|-----------------|---------------|--------------|
| Avenue P & Bowerman Street | Stop sign | 1 | \$250 | 1 to 2 years |
| Avenue P & Edmonton Avenue | Stop sign | 1 | \$250 | |
| Faulkner Crescent & McMillan Avenue | Stop sign | 1 | \$250 | |
| 32nd Street at Avenue I, Avenue J, Avenue K, & Avenue L | Yield signs | 8 | \$2,000 | |
| Total | | | \$2,750 | |

Table 5-4: Sidewalk Cost Estimate

| Location | Device (s) | Cost Estimate | Time Frame |
|--|------------|---------------|--------------|
| Avenue I between Howell Avenue & 36th Street | Sidewalk | \$77,000 | 5 years plus |

The total cost estimate for the signage, pavement markings, and temporary traffic calming devices to be installed in 2015 is **\$7,350**. The total cost estimate, including the installation of permanent traffic calming and sidewalk installations is **\$148,350**.

Resulting from the plan development process, the recommended improvements, including the location, type of improvement, and schedule for implementation are summarized in **Table 5-5**. The resulting recommended Hudson Bay Park Traffic Management Plan is illustrated in **Exhibit 5-1**.

Table 5-5: Hudson Bay Park Neighbourhood Recommended Improvements

| Location | Recommended Improvement | Time Frame |
|---|---|--|
| Avenue P & Bowerman Street | Install stop sign | 1 to 2 years |
| Avenue P & Edmonton Avenue | Install stop sign | |
| Avenue H & 31st Street | Install zebra crosswalks (north and south legs) | |
| Faulkner Crescent & McMillan Avenue | Upgrade yield sign to stop sign (northbound) | |
| 32nd Street at Avenue I, Avenue J, Avenue K, & Avenue L | Install yield signs | |
| McMillan Avenue (curve north of 31st Street) | Install median islands on north & south side of crosswalk/curve | 3 to 5 years (devices will be installed temporarily until proven effective) |
| Avenue I & 37th Street | Install median island & standard crosswalk (north leg) | |
| Avenue I & 36th Street | Install median island (north leg) | |
| Valens Drive (in front of Henry Kelsey School) | Install permanent curb extension | 5 years plus |
| Avenue I between Howell Avenue & 36th Street | Install sidewalk (on west side/park side) | |

HUDSON BAY PARK TRAFFIC PLAN



LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- Ⓜ EXISTING TRAFFIC SIGNAL
- Ⓜ PEDESTRIAN ACTUATED SIGNAL LOCATION
- EXISTING TRAFFIC CALMING LOCATION
- PROPOSED TRAFFIC CALMING (MAYFAIR NEIGHBOURHOOD TRAFFIC PLAN)

| LOCATION | MEASURE PROPOSED |
|----------|----------------------------|
| 1 | MEDIAN ISLANDS |
| 2 | YIELD SIGN |
| 3 | CURB EXTENSION (PERMANENT) |
| 4 | MEDIAN ISLAND |
| 5 | MEDIAN ISLAND |
| 6 | STOP SIGN |
| 7 | STOP SIGN |
| 8 | ZEBRA CROSSWALK |
| 9 | SIDEWALK |



Appendix A

33rd Street Concerns

1. Ave P - congestion; running red lights; speeding; needs left turn signal from 33rd to Ave P; not yielding to pedestrians when turning right on red; needs left turn northbound/southbound to improve traffic flow.
2. Keep parking on 33rd St; parking cannot be removed without it becoming a freeway.
3. Ave K - Drivers not stopping at active pedestrian corridor; more traffic calming devices are needed on to improve pedestrian safety on 33rd St from Ave I to Valens Drive.
4. New neighbourhoods being developed will increase traffic volumes.
5. Supportive of keeping parking on 33rd Street: removal of parking will create higher traffic speeds.
6. Installing parking meters favored for the business commercial areas.
7. Discourage traffic - prioritize east/west traffic by improving signal timing at Idylwyld and 33rd Street westbound.
8. Restriction is supported - difficult to back out from a driveway; do not allow two lanes.
9. Sidewalk be marked more clearly to improve pedestrian safety.
10. Consider sidewalk clearing/snow removal with traffic calming – narrow road cause issues for snow equipment.
11. Sidewalk maintenance on south side – improve pedestrian safety.
12. Enforcement – speeding – safety for crosswalks, school zones and do not allow semi's (big trucks).
13. General support of left turns – allows residential access.
14. Divert 33rd Street commuter traffic at Circle Drive with additional lanes may improve traffic flow.
15. Garbage and recycle carts – keep as front pickup.
16. Avenue D – keep lights - reduces left turn difficulties and restricts speeding.
17. Circle Drive – reduce lights – may improve the congestion on 33rd Street.
18. Residents on 33rd St will have to back their vehicles out of the driveways directly into a traffic lane.
19. Traffic moves in orderly and efficient manner right now. Additional lane will increase speed and you get people trying to get into the pole position.
20. Addition of another lane will make it difficult to cross the street, especially kids on their way to school.
21. Shortcutting from 33rd St to avoid Ave P intersection (33rd St to Faulkner Cres to McMillan Ave near park to 29th St).
22. Valens Avenue – shorter light cycle needed; improve traffic flow.
23. Ave K – pedestrian-activated crossing on 33rd St placed too high to see

Ave P & 33rd St - needs turning signals to turn onto Ave P; left turn signal may reduce shortcutting on Faulkner Crescent.

Appendix B

All Way Stop Assessments

All-way Stop Assessment (Policy C07-007 – Traffic Control – Use of Stop & Yield Signs)

The following conditions, singly or in combination, may warrant the installation of all-way stop signs:

- i) When five or more collisions are reported in the last twelve month period and are of a type susceptible to correction by an all-way stop control.
- ii) When the total number of vehicles entering the intersection from all approaches averages at least 600 per hour for the peak hour or the total intersection entering volume exceeds 6,000 vehicles per day.
- iii) The average delay per vehicle to the minor street traffic must be 30 seconds or greater during the peak hour.
- iv) As an interim measure to control traffic while arrangements are being made for the installation of traffic signals.

| Location | Criteria 1: 5 or more collisions in last twelve months | Criteria 2: at least 600 vehicles per peak hour OR 6,000 vehicles per day | Criteria 3: average delay per vehicle greater than 30sec during peak hour | Criteria 4: Interim for traffic signals | Results |
|-------------------------------|---|--|--|---|----------------------------|
| McMillan Avenue & 31st Street | 0 collisions – Criteria NOT met | 55 peak hour, 610 – Criteria NOT met | Below 30sec – Criteria NOT met | No plans for traffic signals – Criteria NOT met | All-way stop NOT warranted |
| Avenue H & 31st Street | 0 collisions – Criteria NOT met | 596 peak hour, 5,960 – Criteria NOT met | Below 30sec – Criteria NOT met | No plans for traffic signals – Criteria NOT met | All-way stop NOT warranted |

Appendix C

Pedestrian Device Assessments

Pedestrian device assessment (Traffic Controls at Pedestrian Crossing, 2004)

McMillan Avenue & 31st Street:

| | | | |
|--|--------------------------------------|--------|---|
| 1. Lanes Priority Points: | | | |
| L = | 2 | lanes | = number of lanes. |
| LANF = | 0.0 | points | = (L-2) x 3.6 to a max of 15 points, urban x-section only. |
| 2. Median Priority Points: | | | |
| MEDF = | 6.0 | points | = indicating there is no physical median here. |
| 3. Speed Priority Points: | | | |
| S = | 50 | kph | = speed limit or 85th percentile speed. |
| SPDF = | 6.7 | points | = (S-30) / 3 to a maximum of 10 points. |
| 4. Pedestrian Protection Location: | | | |
| D = | 300 | m | = distance from study location to nearest protected crosswalk. |
| LOCF = | 7.5 | points | = (D-200) / 13.3 to a maximum of 15 points. |
| 5. Pedestrian/Vehicle Volume Priority Points: | | | |
| H = | 5.0 | | = (hours) duration of counting period. |
| Ps = | 4.0 | | = total number of children, teenagers, seniors and/or impaired counted. |
| Pa = | 0.0 | | = total number of adults counted. |
| Pw = | 6.0 | | = weighted average of pedestrians crossing the main street. |
| Pcm = | 1.2 | | = weighted average hourly pedestrian volume crossing the main street. |
| V = | 211.0 | | = volume of traffic passing through the crossing(s). |
| Vam = | 42.2 | | = average hourly volume of traffic passing through the crossing(s). |
| VOLF = | 0.1 | points | = Vam x Pcm / 500 |
| 6. Satisfaction of Installation Criteria: | | | |
| SUMF = | (LANF + MEDF + SPDF + LOCF + VOLF) | | |
| = | 20 | points | |
| (P.A. Signal Warrant Points) | | | |

The total of the warrant points is less than 100 indicating that a pedestrian actuated signal is NOT warranted.

Avenue H & 31st Street:

| | | | |
|--|--------------------------------------|--------|---|
| 1. Lanes Priority Points: | | | |
| L = | 2 | lanes | = number of lanes. |
| LANF = | 0.0 | points | = (L-2) x 3.6 to a max of 15 points, urban x-section only. |
| 2. Median Priority Points: | | | |
| MEDF = | 6.0 | points | = indicating there is no physical median here. |
| 3. Speed Priority Points: | | | |
| S = | 50 | kph | = speed limit or 85th percentile speed. |
| SPDF = | 6.7 | points | = (S-30) / 3 to a maximum of 10 points. |
| 4. Pedestrian Protection Location: | | | |
| D = | 400 | m | = distance from study location to nearest protected crosswalk. |
| LOCF = | 15.0 | points | = (D-200) / 13.3 to a maximum of 15 points. |
| Actual value= | 15.03759 | Points | |
| 5. Pedestrian/Vehicle Volume Priority Points: | | | |
| H = | 5.0 | | = (hours) duration of counting period. |
| Ps = | 27.0 | | = total number of children, teenagers, seniors and/or impaired counted. |
| Pa = | 0.0 | | = total number of adults counted. |
| Pw = | 40.5 | | = weighted average of pedestrians crossing the main street. |
| Pcm = | 8.1 | | = weighted average hourly pedestrian volume crossing the main street. |
| V = | 2008.0 | | = volume of traffic passing through the crossing(s). |
| Vam = | 401.6 | | = average hourly volume of traffic passing through the crossing(s). |
| VOLF = | 6.5 | points | = Vam x Pcm / 500 |
| 6. Satisfaction of Installation Criteria: | | | |
| SUMF = | (LANF + MEDF + SPDF + LOCF + VOLF) | | |
| = | 34 | points | |
| (P.A. Signal Warrant Points) | | | |

The total of the warrant points is less than 100 indicating that a pedestrian actuated signal is NOT warranted.

Appendix D

Recommendation Review Matrix

Decision Matrix – Recommendations proposed at initial meeting

| Item | Location | Proposed Measure | Decision |
|-------------|---|---|---|
| 1 | McMillan Ave (curve north of 31st St) | Install median islands on north & south side of crosswalk/curve | Carried. |
| 2 | McMillan Ave (near park) | Install median island & playground sign (southbound) | Removed. Sign not necessary. Issues with emergency vehicles entering back lane. |
| 3 | Valens Dr (in front of Henry Kelsey School) | Install permanent curb extension | Carried. |
| 4 | Ave I & 37th St | Install median island (north leg) | Carried. Add crosswalk. |
| 5 | Ave I & 36th St | Install median island (north leg) | Carried. Ensure bus turning movements or move to south leg. |
| 6 | Ave P & Bowerman St | Install stop sign | Carried. |
| 7 | Ave P & Edmonton Ave | Install stop sign | Carried. |
| 8 | Circle Dr near end of Ave P | Include in Active Transportation Plan - Install pedestrian/cyclist bridge across Circle Dr to connect Ave P to Glenwood Ave and/or Henry Kelsey North Park to the south end of Cardinal Place | Removed. To be reviewed as part of the Active Transportation Plan. Change to pedestrian/cyclist bridge, not tunnel. Ensure location does not interfere with overhead power lines. |
| 9 | Ave H & 31st St | Install zebra crosswalks (north and south legs) | Carried. |

Decision Matrix – Additional comments

| Item | Location | Recommendation / Concern | Decision |
|------|--|--|--|
| 1 | Faulkner Cres & McMillan Ave | Upgrade yield sign to stop sign (northbound) | Carried. Driver's shortcutting down McMillan Ave/Faulkner Cres to 33rd St. Enhance compliance at intersection. |
| 2 | Circle Dr | Install sound walls | Noted. |
| 3 | Ave P & 33rd St | Protected left turn phase at traffic signals (to reduce shortcutting on McMillane Ave & Faulkner Cres) | Comments will be included in 33rd St Review. |
| 4 | Faulkner Cres | Install median islands | Rejected. Speed study indicated speeds and traffic volumes were within acceptable range. Shortcutting may be reduced through 33rd St improvements. |
| 5 | Eby St | Speeding concerns. | Noted. No recommendations at this time. Not a through street. |
| 6 | Ave I between Howell Ave & 36th St | Install sidewalk (on west side/park side) | Carried. |
| 7 | Ave I, Ave J, Ave K, & Ave L between 29th St & 33rd St | Install yield signs at uncontrolled intersections. | 30th St & 31st St will be included in the list of neighbourhoods for the Stop & Yield Retrofit Program (Wesmount) and will be installed in spring 2015. Intersections along 32nd St (at Ave I, Ave J, Ave K, & Ave L) will be added. |
| 8 | 38th St & Ave D | Snow maintenance around islands may be an issue - extend "no Parking" zone | Noted. Parking restrictions will be added if snow clearing is an issue. |



STANDING POLICY COMMITTEE ON TRANSPORTATION

Westmount Neighbourhood Traffic Review

Recommendation of the Committee

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

History

At the February 10, 2015 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation & Utilities Department dated February 10, 2015 was considered.

Attachment

February 10, 2015 Report of the General Manager, Transportation & Utilities

Westmount Neighbourhood Traffic Review

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:
That the Neighbourhood Traffic Review for the Westmount neighbourhood be adopted as the framework for future traffic improvements in the area, to be undertaken as funding is made available through the annual budget process.

Topic and Purpose

The purpose of this report is to provide information on the Neighbourhood Traffic Review for the Westmount neighbourhood.

Report Highlights

A traffic plan for the Westmount neighbourhood was developed, in consultation with the community, in response to concerns such as speeding, traffic shortcutting, and pedestrian safety. The plan will be implemented over time as funding for the improvements is available.

Strategic Goal

This report supports the Strategic Goal of Moving Around by providing a plan to guide the installation of traffic calming devices and pedestrian safety enhancements to improve the level of safety of pedestrians, cyclists, and motorists.

Background

A public meeting was held in April 2014 to identify traffic concerns and potential solutions within the Westmount neighbourhood. Representatives from the Saskatoon Police Service were in attendance to address traffic enforcement issues. Based on the residents' input provided at the initial public meeting and the analysis of the traffic data collected, a Traffic Management Plan was developed and presented to the community at a second public meeting held in October 2014.

Report

The development and implementation of the Traffic Management Plan includes four stages:

1. Identify existing problems, concerns and possible solutions through the initial neighbourhood consultation and the Shaping Saskatoon.ca website;
2. Develop a draft traffic plan based on residents' input and traffic assessments;
3. Present the draft traffic plan to the neighbourhood at a follow-up meeting; circulate the plan to other civic divisions for feedback; make adjustments as needed and present the plan to City Council for adoption; and
4. Implement the proposed measures in a specific time frame, short-term (1 to 2 years), medium-term (3 to 5 years), or long-term (more than 5 years).

The majority of concerns received during the consultation included shortcutting, speeding, and pedestrian safety (specifically on 29th Street and near the park on McMillan Avenue).

The Administration is recommending the following modifications to improve traffic safety in the Westmount neighbourhood:

- Four traffic calming locations
- Four pedestrian crosswalk locations
- Yield sign retrofit (17 locations)
- Two stop sign locations
- One school zone extension
- One sidewalk installation

Installation of each proposed improvement will be implemented in three specific time frames as follows:

| | |
|----------------------------|---|
| Short-term (1 to 2 years) | Temporary traffic calming measures, signage, pavement markings, accessible pedestrian ramps |
| Medium-term (3 to 5 years) | Permanent traffic calming devices, roadway realignment, sidewalks (in some cases), major intersection reviews |
| Long-term (5 years plus) | Permanent traffic calming devices, roadway realignment, sidewalks |

The Westmount Neighbourhood Traffic Review is included in Attachment 1.

Public and/or Stakeholder Involvement

In April 2014, a public meeting was held to discuss traffic concerns and identify potential solutions. The feedback received was used to develop the neighbourhood traffic plan which was presented at a follow up public meeting in October 2014. Additional feedback received at the follow-up meeting was also incorporated into the final Traffic Management Plan.

Feedback was provided by internal civic stakeholders of various divisions and departments: Public Works, Saskatoon Transit, Saskatoon Police Service, and the Saskatoon Fire Department on the proposed improvements, which was incorporated into the proposed Traffic Management Plan.

Communication Plan

The final neighbourhood traffic plan will be shared with the residents of the impacted neighbourhood using several methods: City website, Community Association communication forums (i.e. website, newsletter), and by a direct mail-out.

Environmental Implications

The overall impact of the recommendations on traffic characteristics including the impacts on greenhouse gas emissions is not known at this time.

Financial Implications

The implementation of the neighbourhood traffic calming plan will have significant financial implications. The costs are summarized in the following table:

| Item | 2015 | Beyond 2015 |
|------------------------------|----------|-------------|
| Traffic Calming | \$ 3,500 | \$138,000 |
| Marked Pedestrian Crosswalks | 5,200 | - |
| Stop and Yield Signs | 9,500 | - |
| Sidewalks | 0 | 37,400 |
| TOTAL | \$18,200 | \$175,400 |

There is sufficient funding within Capital Project #1512 – Neighbourhood Traffic Management to undertake the work in 2015.

The remainder of the work, beyond 2015, will be considered alongside all other improvements identified through the Neighbourhood Traffic Management Program. The Administration’s annual budget submission package will include the list of projects recommended to be funded, and the rationale used to prioritize the projects.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

If adopted by City Council, temporary traffic calming devices, pavement markings and signage will be implemented during the 2015 construction season.

Public Notice

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

Attachment

1. Westmount Neighbourhood Traffic Review, January 8, 2015

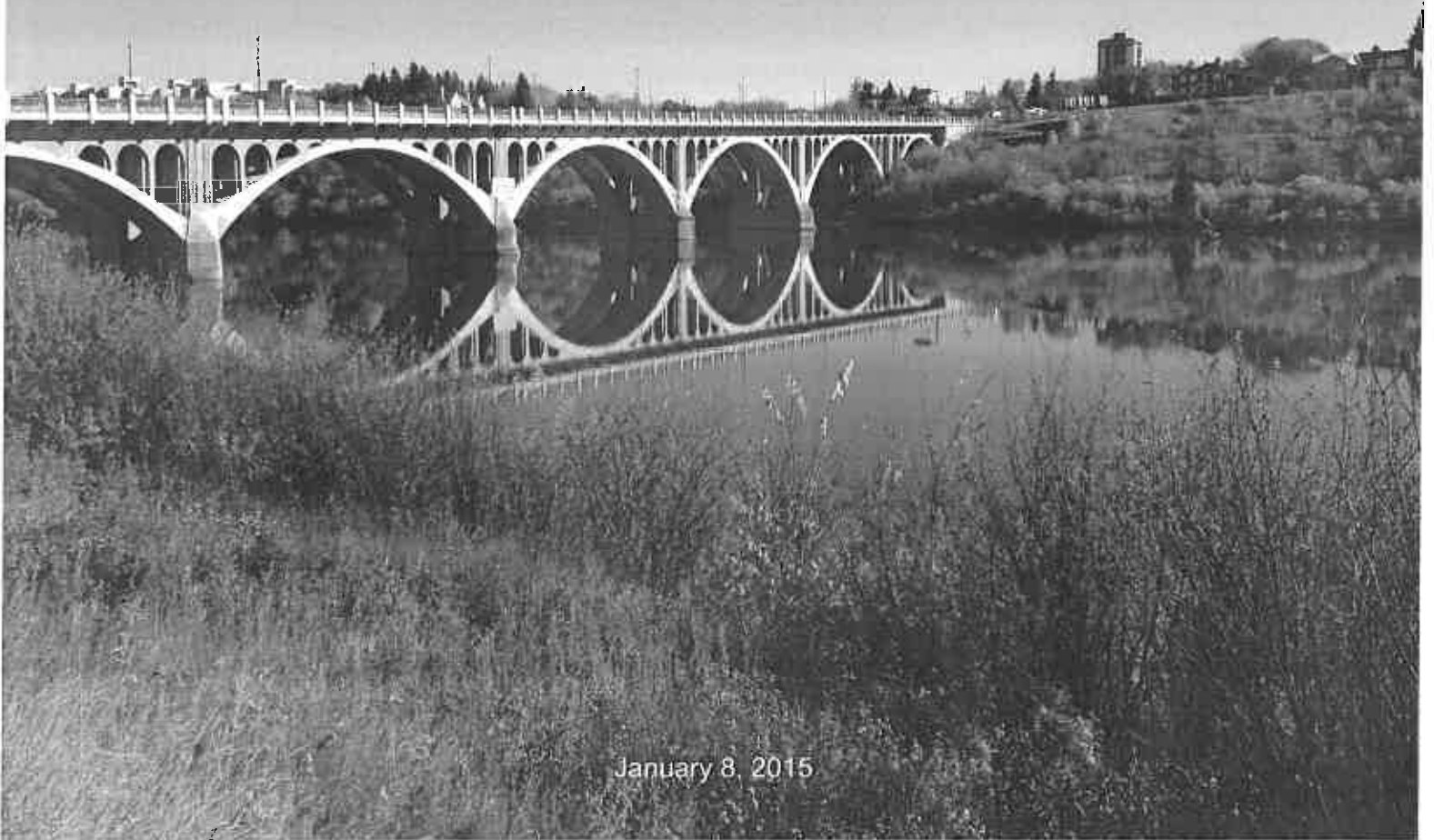
Report Approval

Written by: Justine Nyen, Traffic Safety Engineer, Transportation
Reviewed by: Jay Magus, Engineering Manager, Transportation
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

TRANS JN – Westmount Neighbourhood Traffic Review

City of Saskatoon

Westmount Neighbourhood Traffic Review



January 8, 2015

Acknowledgements

The completion of this review would not be possible without the contribution of the following organizations and individuals:

- Westmount residents
- Westmount Community Association
- Saskatoon Police Service
- Saskatoon Light & Power
- City of Saskatoon Fire Department
- City of Saskatoon Environmental Services
- City of Saskatoon Transit
- City of Saskatoon Transportation
- Great Works Consulting
- Councillor Troy Davies

Executive Summary

The objective of the Neighbourhood Traffic Management Program is to address traffic concerns within neighbourhoods such as speeding, shortcutting, and pedestrian safety. The program was revised in August 2013 to address traffic concerns on a neighbourhood-wide basis. The revised program involves additional community and stakeholder consultation that provides the environment for neighbourhood residents and City staff to work together in developing solutions that address traffic concerns. The process is outlined in the *Traffic Calming Guidelines and Tools*, City of Saskatoon, 2013.

A public meeting was held in April of 2014 to identify traffic concerns and potential solutions within the Westmount neighbourhood. As a result of the meeting a number of traffic assessments were completed to confirm and quantify the concerns raised by the residents. Based on the residents input and the completed traffic assessments, a Traffic Management Plan was developed and presented to the community at a follow-up meeting held in October 2014.

A summary of recommended improvements for the Westmount neighbourhood are included in **Table ES-1**. The summary identifies the locations, the recommended improvement, and a schedule for implementation. The schedule to implement the Traffic Management Plan can vary depending on the complexity of the proposed improvement. According to the *Traffic Calming Guidelines and Tools* document, the time frame may range from short-term (1 to 2 year); medium-term (3 to 5 years) and long-term (5 years plus). Accordingly, the specific time frame to implement the improvements for these neighbourhoods ranges from 1 to 5 years.

The resulting proposed Westmount Traffic Management Plan is illustrated in **Exhibit ES-1**.

Table ES-1: Westmount Neighbourhood Recommended Improvements

| Location | Recommended Improvement | Time Frame |
|--|---|---|
| All uncontrolled intersections | 34 yield signs | 1 to 2 years |
| Bedford Road & Avenue K; Bedford Road & Avenue I | 4 stop signs (east-west facing) | |
| Rusholme Road between Avenue M & Avenue K | Extend school zone | |
| Avenue H & 31st Street | 2 zebra crosswalks on Avenue H | |
| 29th Street & McMillan Avenue | 2 zebra crosswalks on 29 th Street | |
| 29th Street & Avenue L | 2 zebra crosswalks on 29 th Street | |
| 29th Street & Avenue I | 1 zebra crosswalk on 29th Street & move mailboxes on southeast corner | |
| McMillan Avenue & Trotter Crescent | 1 raised median island on McMillan Avenue | 3 to 5 years (devices will be installed temporarily until proven effective) |
| McMillan Avenue & curve north of 31st Street | 2 raised median islands on McMillan Avenue | |
| 29th Street & McMillan Avenue | 2 curb extensions on 29th Street | |
| 29th Street & Avenue L | 2 curb extensions on 29th Street | |
| Avenue M between 22nd Street & 23rd Street | Sidewalk (west side) | 5 years plus |

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1. Introduction

The purpose of this project was to develop a Traffic Management Plan for the Westmount neighbourhood following the implementation procedure outlined in the *City of Saskatoon Traffic Calming Guidelines and Tools* adopted by City Council in August 2013.

The Westmount neighbourhood is located on the west side of the South Saskatchewan River and is bound by Avenue H North to the east, 22nd Street West to the south, 31st Street West to the north, and a skewed border on the west which runs along Avenue P North, Avenue O North, and McMillan Ave. The area use is mostly residential, with schools along Rusholme Road (E.D. Feehan Catholic High School and Westmount Community School), and some commercial land use adjacent to 22nd Street.

The development and implementation of the traffic management plan includes four stages:

- **Stage 1** - Identify existing problems, concerns and possible solutions through the initial neighbourhood consultation and the Shaping Saskatoon Website.
- **Stage 2** - Develop a draft traffic plan based on resident's input and traffic assessments.
- **Stage 3** - Present the draft traffic plan to the neighbourhood at a follow-up meeting; circulate the plan to other civic divisions for feedback; make adjustments as needed; and present the plan to City Council for approval.
- **Stage 4** - Implement the proposed measures in specific time frame, short-term (1 to 2 years), medium-term (3 to 5 years) or long-term (5 years plus).

2. Identifying Issues, Concerns, & Possible Solutions

A public meeting was held in April of 2014 to identify traffic concerns within the neighbourhood. At the meeting, residents were given the opportunity to express their concerns and suggest possible solutions.

The following pages summarize the concerns and suggested solutions identified during the initial consultation with the neighbourhood residents.

CONCERN 1 – SPEEDING AND SHORTCUTTING

Shortcutting occurs when non-local traffic passes through the neighbourhood on local streets which are designed and intended for low volumes of traffic. In the case of Westmount, the nearby arterial streets (Avenue H, Avenue P, 22nd Street, and 33rd Street) are designated to accommodate larger volumes of traffic.

As speeding often accompanies shortcutting, these concerns have been grouped into one category.

Neighbourhood concerns for speeding and shortcutting were at the following locations:

- McMillan Avenue between 29th Street & 33rd Street: speeding near park; shortcutting to and from 33rd Street.
- McMillan Avenue between 23rd Street & Bedford Road
- 29th Street: increased traffic volumes as a result of 25th Street opening; speeding
- Bedford Road & Avenue K (near park): coming onto Bedford Road from Avenue H is a shortcut going west; speeding
- Rusholme Road
- Avenue L between 29th Street & 33rd Street

Proposed solutions identified by residents:

- 29th Street between Avenue P and McMillan Avenue: narrow the road; install a stop sign
- Bedford Road & Avenue K: yield sign should be changed to stop sign; install speed humps.
- Avenue L between 29th Street & 33rd Street: install speed humps or roundabouts.
- Implement 40kph speed zone in particular areas.
- Install "Traffic-calmed Neighbourhood" signage (or something similar that reminds motorists they are in a neighbourhood and to drive slower) at major entrances into the neighbourhood.
- Consider snow removal / graders before implementing traffic calming devices.
- Consider stop signs instead of yield signs.

CONCERN 2 - PEDESTRIAN SAFETY

Pedestrian crosswalks need to adhere to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, November 15, 2004 which states the following:

“The installation of appropriate traffic controls at pedestrian crossings shall be based on warrants listed in the document entitled “Traffic Control at Pedestrian Crossings – 2004” approved by City Council in 2004.”

Neighbourhood concerns regarding pedestrian safety were at the following locations:

- Avenue H: no one slows down in the school zone at Bedford Road and cars pass on the right when one is making a left turn into Rusholme Road; there are no safe crossings between 29th Street & 33rd Street.
- McMillan Avenue & 29th Street: children cross here; improve crossing
- McMillan Avenue & 31st Street: unsafe to cross; daycare nearby
- 29th Street & Avenue I: parked vehicles obstructs view of pedestrians; busy pedestrian crossing due to the convenience store.
- Bedford Road & Avenue K: a lot of children in the area
- Rusholme Road: the entire length should be a school zone; it's 50kph for one block, then 30kph for one block etc.

Proposed solutions identified by residents:

- Avenue H & Rusholme Road: put curbing or a diverter in front of the bus stop on the east side of Avenue H just before the Rusholme Road crosswalk.
- McMillan Avenue & 29th Street: roundabout may help
- McMillan Avenue & 31st Street: install traffic calming to improve crossing
- Better pedestrian crossing signs (or possibly crossing lights) where kids are crossing for schools.
- Bedford Road Collegiate: construct a drop off/pickup zone for students.
- Rusholme Road: extend school zone all the way from Avenue H to Avenue W. There are a number of schools adjacent to this roadway.
- Install sidewalk between 22nd Street & 23rd Street.

CONCERN 3 – MAINTENANCE

Residents were concerned about the condition of the streets in Westmount (i.e. snow clearing, potholes, tree trimming, and temporary traffic calming devices), particularly 23rd Street where a number of temporary traffic calming devices were installed as part of the Blairmore Bikeway.

Neighbourhood concerns regarding maintenance were at the following locations:

- 23rd Street bike route is a great idea however from Avenue N to Idylwyld Drive is in deplorable shape, not safe for bikes or cars as people try to avoid the numerous potholes.
- 23rd Street: Roundabouts are a hazard and the temporary barriers should not be used; graders tear them up; broken barriers and bolts are left scattered on the road; in the winter they're buried in snow, dirt, and gravel and garbage collects over them; they are never cleaned out which makes them an eyesore.
- New homes are being constructed in the area are causing more heavy vehicle traffic from 22nd Street; trucks can't pass temporary roundabouts on 23rd Street.

Proposed solutions identified by residents:

- Remove temporary traffic calming devices on 23rd Street.
- Resurface 23rd Street to make it smoother for cyclists.

CONCERN 4 – BORDERING ARTERIAL STREETS

22nd Street is a major arterial which borders Westmount on the south end. Specific concerns were identified during the public consultation.

Neighbourhood concerns regarding maintenance were at the following locations along 22nd Street:

- Avenue H: high traffic volumes causing congestion; collisions; need for a left turn signal phase for northbound & southbound.
- Avenue P: high pedestrian location

Proposed solutions identified by residents:

- Avenue H: install left turn signal phase for northbound & southbound.
- Avenue P: install left turn signal phase (may give pedestrians opportunity to cross)

3. Assessment

Stage 2 of the plan development included developing a draft traffic management plan. This was completed through the following actions:

- Create a detailed list of all the issues provided by the residents.
- Collect historical traffic data and information the City has on file for the neighbourhood.
- Prepare a data collection program that will provide the appropriate information needed to undertake the assessments.
- Complete the data collection, which may include:
 - Intersection turning moving counts
 - Pedestrian counts
 - Daily and weekly traffic counts
 - Average speed measurements
- Assess the issues by using the information in reference with City policies, bylaws, and guidelines, transportation engineering design guidelines and technical documents, and professional engineering judgement.

The following sections provide details on the data collected for traffic volumes (peak hours, daily, and weekly), travel speed, and pedestrian movements.

1. Traffic Volumes and Travel Speeds

Traffic volumes and travel speeds were measured to assist in determining the need for traffic calming devices. In Saskatoon the neighbourhood streets are classified typically as either local or collector streets. Traffic volumes (referred to as Average Daily Traffic) on these streets should meet the City of Saskatoon guidelines shown in **Table 3-1**.

Table 3-1: City of Saskatoon Street Classifications and Characteristics

| Characteristics | Classifications | | | | | |
|--|---|------------|--|-----------------------------------|--|-----------------------------------|
| | Back Lanes | | Locals | | Collectors | |
| | Residential | Commercial | Residential | Commercial | Residential | Commercial |
| Traffic function | Access function only (traffic movement not a consideration) | | Access primary function (traffic movement secondary consideration) | | Traffic movement and land access of equal importance | |
| Average Daily Traffic (vehicles per day) | <500 | <1,000 | <1,000 | <5,000 | <5,000 | 8,000-10,000 |
| Typical Speed Limits (kph) | 20 | | 50 | | 50 | |
| Transit Service | Not permitted | | Generally avoided | | Permitted | |
| Cyclist | No restrictions or special facilities | | No restrictions or special facilities | | No restrictions or special facilities | |
| Pedestrians | Permitted, no special facilities | | Sidewalks on one or both sides | Sidewalks provided where required | Typically sidewalks provided both sides | Sidewalks provided where required |
| Parking | Some restrictions | | No restrictions or restriction on one side only | | Few restrictions other than peak hour | |

Travel speeds were measured to determine the 85th percentile speed, which is the speed at which 85 percent of vehicles are travelling at or below. The speed limit in the Westmount area is 50kph, except for school zones where the speed limit is 30kph from September and June, 8:00am to 5:00pm, excluding weekends.

The speed studies and Average Daily Traffic (ADT) on streets where speeding was identified as an issue are summarized in **Table 3-2**.

Table 3-2: Speed Studies and Average Daily Traffic Counts (2014)

| Street | Between | Classification | Average Daily Traffic (vpd) | Speed (kph) |
|-------------------------|---|-----------------|-----------------------------|-------------|
| McMillan Avenue | 23 rd Street & Bedford Road | Local | 130 | 43.4 |
| Bedford Road | Avenue K & Avenue L | | 170 | 40.1 |
| McMillan Avenue | 29 th Street & 30 th Street | | 490 | 46.6 |
| Avenue L | 29 th Street & 30 th Street | | 570 | 38.7 |
| 29 th Street | Avenue O & McMillan Avenue | Major Collector | 4,775 | 53.6 |
| 29 th Street | Avenue M & McMillan Avenue | | 3,410 | 59.6 |
| Avenue H | 30 th Street & 31 st Street | Arterial | 2,930 | 52.2 |

2. Turning Movement Counts

Turning movement counts were completed to determine the need for an all-way (i.e. 3-way or 4-way) stop control. All-way stop controls need to meet City of Saskatoon Council Policy C07-007 *Traffic Control – Use of Stop and Yield Signs*, January 26, 2009. Criteria outlined in the policy that may warrant an all-way stop include a peak hour count greater than 600 vehicles or an ADT greater than 6,000 vehicles per day. Results of the studies are shown in **Table 3-3**.

Table 3-3: All-way Stop Assessments

| Location | Peak Hour Traffic Count | Average Daily Traffic (vpd) | Results |
|---|-------------------------|-----------------------------|----------------------------|
| 29 th Street & McMillan Avenue | 482 | 4,820 | All-way Stop Not Warranted |
| 31 st Street & McMillan Avenue | 55 | 610 | |
| 29 th Street & Avenue I | 585 | 6,880 | |
| Avenue H & 31 st Street | 596 | 5,960 | |
| 29 th Street & Avenue L | 599 | 6,390 | |
| 28 th Street & Avenue H | 572 | 5,740 | |

As a result of the assessment there are no an all-way stop controls recommended. Details of the all-way stop assessments are provided in **Appendix A**.

3. Pedestrian Assessments

Pedestrian assessments are conducted to determine the need for pedestrian actuated signalized crosswalks which, in adherence to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, November 15, 2004, are typically active pedestrian corridor (flashing yellow lights) or pedestrian-actuated signals. A warrant system assigns points for a variety of conditions that exist at the crossing location, including:

- The number of traffic lanes to be crossed;
- the presence of a physical median;
- the posted speed limit of the street;
- the distance the crossing point is to the nearest protected crosswalk point; and
- the number of pedestrian and vehicles at the location.

Pedestrian and traffic data is collected during the five peak hours of: 8:00am-9:00am, 11:30am-1:30pm, and 3:00pm-5:00pm.

In addition, if a pedestrian actuated crosswalk is not warranted, a standard marked pedestrian crosswalk, or a zebra (i.e. striped crosswalk) may be considered. A summary of the pedestrian studies are provided in **Table 3-4**.

Table 3-4: Pedestrian Assessment

| Location | Number of pedestrians crossing | Results |
|---|--------------------------------|----------------------------------|
| 29 th Street & McMillan Avenue | 6 | Pedestrian Devices Not Warranted |
| 31 st Street & McMillan Avenue | 4 | |
| 29 th Street & Avenue I | 36 | |
| Avenue H & 31 st Street | 27 | |
| 29 th Street & Avenue L | 24 | |
| 28 th Street & Avenue H | 14 | |

As a result of the assessment, no pedestrian devices are recommended. Details of the pedestrian device assessments are provided in **Appendix B**.

4. Plan Development

Stage 3 of the project included finalizing the recommended plan. This was achieved by completing the following steps:

- Based on the assessments, prepare a plan that illustrates the appropriate recommended improvement
- Present the draft plan to the residents at a follow-up public meeting
- Circulate the draft plan to the Civic Divisions for comment
- Revise the draft plan based on feedback from the stakeholders
- Prepare a technical document summarizing the recommended plan and project process

The tables in the following sections provide the details of the recommended traffic management plan, including the location, recommended improvement, and the justification of the recommended improvement.

1. Shortcutting and Speeding

Traffic volumes and the 85th percentile speed was higher than expected on 29th Street. McMillan Avenue was also a concern for shortcutting between 29th Street and 33rd Street. The recommended improvements and justification to address speeding and shortcutting are detailed in **Table 4-1**.

Table 4-1: Recommended Improvements to Reduce Speeding and Shortcutting

| Location | Recommended Improvement ¹ | Justification |
|--|--|---|
| Rusholme Road between Avenue M & Avenue K | Extend School Zone | Reduce speed near schools |
| 29 th Street & McMillan Avenue | Curb extensions on 29 th Street | Reduce speed between parks |
| 29 th Street & Avenue L | Curb extensions on 29 th Street | Reduce speed |
| McMillan Avenue & Trotter Crescent | Raised median island on McMillan Avenue | Reduce speed near park |
| McMillan Avenue & curve north of 31 st Street | Raised median islands on McMillan Avenue | Reduce speed near park (connects to multi-use path) |

¹ For details on these devices refer to the *City of Saskatoon Traffic Calming Guidelines and Tools*

2. Pedestrian Safety

Westmount residents identified pedestrian safety near the school sites and parks (E.D. Feehan Catholic High School, Westmount Community School, Pierre Radisson Park, and Westmount Park) as a concern. The safety of the pedestrian environment near schools is important to encourage people to walk to school, as opposed to being dropped off. Accordingly, the recommended improvements to increase pedestrian safety are detailed in Table 4-2.

Table 4-2: Recommended Pedestrian Safety Improvements – School Sites

| Location | Recommended Improvement | Purpose |
|--|---|---|
| 29 th Street & McMillan Avenue | Zebra crosswalks & curb extensions (noted in previous section) on 29 th Street | Improve pedestrian safety near parks |
| 29 th Street & Avenue L | Zebra crosswalks & curb extensions (noted in previous section) on 29 th Street | Improve pedestrian safety |
| 29 th Street & Avenue I | Zebra crosswalk on 29 th Street & move mailboxes on southeast corner | Improve pedestrian safety near convenience store & enhance visibility |
| McMillan Avenue & curve north of 31 st Street | Raised median islands (noted in previous section) on McMillan Avenue | Improve pedestrian safety near park & daycare |
| Avenue H & 31 st Street | Zebra crosswalks on Avenue H | Improve pedestrian safety (currently no marked crossings on Avenue H between 29 th Street & 33 rd Street) |
| Avenue M between 22 nd Street & 23 rd Street | Sidewalk on both sides | Improve pedestrian safety |

It should be noted, implementation of the Drop-off & Pick-up Zone is based on the discretion of the schools (more information provided at saskatoon.ca click on “S” for School Zones).

3. Maintenance

The concerns regarding potholes and roadway maintenance were forwarded to the Public Works Division for further consideration.

Concerns regarding the Blairmore Bikeway (23rd Street cycling route) have been forwarded for further consideration as part of that project.

4. Major Intersection Reviews

The mandate for the Neighbourhood Traffic Management Reviews is to focus on neighbourhood streets such as local roads and collector roads. As almost all neighbourhood are bound by arterial streets, such as 22nd Street, it is not uncommon to have residents raise issues regarding these streets. However, arterial streets are much more complex than local or collector streets due to larger traffic volumes, different types

of drivers (commuters), coordinated traffic signals, transit accommodation, and potentially many commercial accesses. To properly address these, the typical transportation engineering approach would require a corridor study or a major intersection review, both of which are expensive and require significant resources. Through the Neighbourhood Traffic Reviews, the City is compiling a list of issues on arterial streets. The Transportation Division is working to prioritize the issues, identify the work requirements, and securing funding to complete these types of assessments.

5. Traffic Control Retrofit

The Traffic Control Neighbourhood Retrofit Program was initiated in 2008 as a pilot project in City Park. Yield signs were installed at all uncontrolled intersections to mitigate collisions. Collision history results have shown to be favourable with an overall reduction in collision frequency; therefore, the program was expanded to other neighbourhoods. Westmount was one of the neighbourhoods selected in 2014 based on a highest average number of collisions per uncontrolled intersection, per year.

During the initial public consultation a yield sign plan for the area was shown to the residents. The residents were in favour of the recommendations, asking only that the yield signs be upgraded to stop signs at two intersections (Bedford Road at Avenue K & Avenue I) to enhance compliance.

Follow up Consultation – Presentation of Traffic Management Plan

The initial recommended improvements were presented at a follow-up public meeting in October 2014. Recommended improvements that were not supported by the residents were eliminated or altered accordingly.

The improvement that was added based on the feedback received at the follow up meeting held in October 2014 is shown in **Table 4-3**.

Table 4-3: Added Improvements

| Location | Improvement | Reason |
|--|------------------|---|
| Avenue M between 22 nd Street & 23 rd Street | Install sidewalk | Added crossing at Avenue M & 22 nd Street has introduced higher pedestrian volumes on Avenue M north of 22 nd Street. There's currently no sidewalk in this section of road therefore pedestrian safety is a concern. |

All Civic Divisions supported the Traffic Management Plan.

5. Recommended Plan and Cost Estimates

Stage 4, the last stage of the process, is to install the recommended improvements for the Westmount neighbourhood within the specified timeframe. The timeframe depends upon the complexity and cost of the solution. A short term time frame is defined by implementing the improvements within 1 to 2 years; medium-term is 3 to 5 years; and long-term is 5 years plus.

The placement of pedestrian and traffic control signage will be completed short-term (1 to 2 years).

All traffic calming measures will be installed temporarily using rubber curbing until proven effective, and will be implemented short-term (1 to 2 years).

Permanent traffic calming often includes removing the temporary barriers and reconstructing with concrete. The timeline for permanent traffic calming may depend on the complexity of the device and the availability of funding; therefore the timeline is medium-term (3 to 5 years).

Major intersection reviews are based on the number of other locations to be reviewed city-wide and the availability of funding. The timeline for review will be medium-term (3 to 5 years).

The estimated costs of the improvements included in the Neighbourhood Traffic Management Plan are outlined in the following tables:

- **Table 5-1:** Traffic Calming Cost Estimate
- **Table 5-2:** Marked Pedestrian Crosswalks Cost Estimate
- **Table 5-3:** Traffic control signage – Stop & Yield Cost Estimate (Funded by Stop & Yield Retrofit Program)
- **Table 5-4:** Miscellaneous Signage Cost Estimate
- **Table 5-5:** Sidewalk Cost Estimate

Table 5-1: Traffic Calming Cost Estimate

| Location | Traffic Calming Device (s) | Cost Estimate | | Time Frame |
|--|----------------------------|---------------|-----------|--------------|
| | | Temporary | Permanent | |
| 29 th Street & Avenue L | 2 curb extensions | \$1,000 | \$60,000 | 1 to 5 years |
| 29 th Street & McMillan Avenue | 2 curb extensions | \$1,000 | \$60,000 | |
| McMillan Avenue & Trotter Crescent | 1 raised median island | \$500 | \$6,000 | |
| McMillan Avenue & curve north of 31 st Street | 2 raised median islands | \$500 | \$12,000 | |
| Total | | \$3,500 | \$138,000 | |

Temporary traffic calming will be installed in 2015 and will be monitored to determine its effectiveness. If proven effective, the devices will be made permanent. Until they are made permanent, the devices will remain temporary and maintained on a yearly basis. An estimated cost for maintenance is about \$5,000 per year. The maintenance typically involves the replacement of damage curbs as result of the winter- snow removal, damage from vehicle impact, etc.

Table 5-2: Marked Pedestrian Crosswalks Cost Estimate

| Location | Device (s) | Cost Estimate | Time Frame |
|---|----------------------------|---------------|--------------|
| 29 th Street & Avenue L | 4 signs & zebra markings | \$1,200 | 1 to 2 years |
| 29 th Street & Avenue I | 4 signs & 2 zebra markings | \$1,400 | |
| 29 th Street & McMillan Avenue | 4 signs & 2 zebra markings | \$1,400 | |
| Avenue H & 31 st Street | 4 signs & zebra markings | \$1,200 | |
| Total | | \$5,200 | |

The operating impact on an annual basis to maintain a painted crosswalk is approximately \$60 each.

Table 5-3: Traffic control signage – Stop & Yield Cost Estimate (Funded by Stop & Yield Retrofit Program)

| Location | Device (s) | Number of Signs | Cost Estimate | Time Frame |
|---|-------------|-----------------|---------------|--------------|
| All uncontrolled intersections | Yield signs | 34 | \$8,500 | 1 to 2 years |
| Bedford Road & Avenue K; Bedford Road & Avenue I | Stop signs | 4 | \$1,000 | |
| Total | | | \$9,500 | |

Table 5-4: Miscellaneous Signage Cost Estimate

| Location | Device (s) | Number of Signs | Cost Estimate | Time Frame |
|---|---|-----------------|---------------|--------------|
| Rusholme Road between Avenue M & Avenue K | Extend school zone; remove existing signs | 0 | \$0 | 3 to 5 years |
| Total | | | \$0 | |

Table 5-5: Sidewalk Cost Estimate

| Location | Device (s) | Cost Estimate | Time Frame |
|--|----------------------|---------------|--------------|
| Avenue M between 22 nd Street & 23 rd Street | Sidewalk (west side) | \$37,400 | 3 to 5 years |
| Total | | \$37,400 | |

The total cost estimate for the signage and temporary traffic calming devices to be installed in 2015 is **\$18,200**. The addition of permanent traffic calming devices and sidewalks results in a total cost estimate of **\$175,400**.

Resulting from the plan development process, the recommended improvements, including the location, type of improvement, and schedule for implementation are summarized in **Table 5-6**. The resulting recommended Westmount Traffic Management Plan is illustrated in **Exhibit 5-1**.

Table 5-6: Westmount Neighbourhood Recommended Improvements

| Location | Recommended Improvement | Time Frame |
|---|--|--|
| All uncontrolled intersections | 34 yield signs | 1 to 2 years |
| Bedford Road & Avenue K; Bedford Road & Avenue I | 4 stop signs (east-west facing) | |
| Rusholme Road between Avenue M & Avenue K | Extend school zone | |
| Avenue H & 31st Street | 2 zebra crosswalks on Avenue H | |
| 29th Street & McMillan Avenue | 2 zebra crosswalks on 29 th Street | |
| 29th Street & Avenue L | 2 zebra crosswalks on 29 th Street | |
| 29th Street & Avenue I | 1 zebra crosswalk on 29th Street & move mailboxes on southeast corner | |
| McMillan Avenue & Trotter Crescent | 1 raised median island on McMillan Avenue | 3 to 5 years (devices will be installed temporarily until proven effective) |
| McMillan Avenue & curve north of 31st Street | 2 raised median islands on McMillan Avenue | |
| 29th Street & McMillan Avenue | 2 curb extensions on 29th Street | |
| 29th Street & Avenue L | 2 curb extensions on 29th Street | |
| Avenue M between 22nd Street & 23rd Street | Sidewalk (west side) | 5 years plus |

WESTMOUNT TRAFFIC PLAN

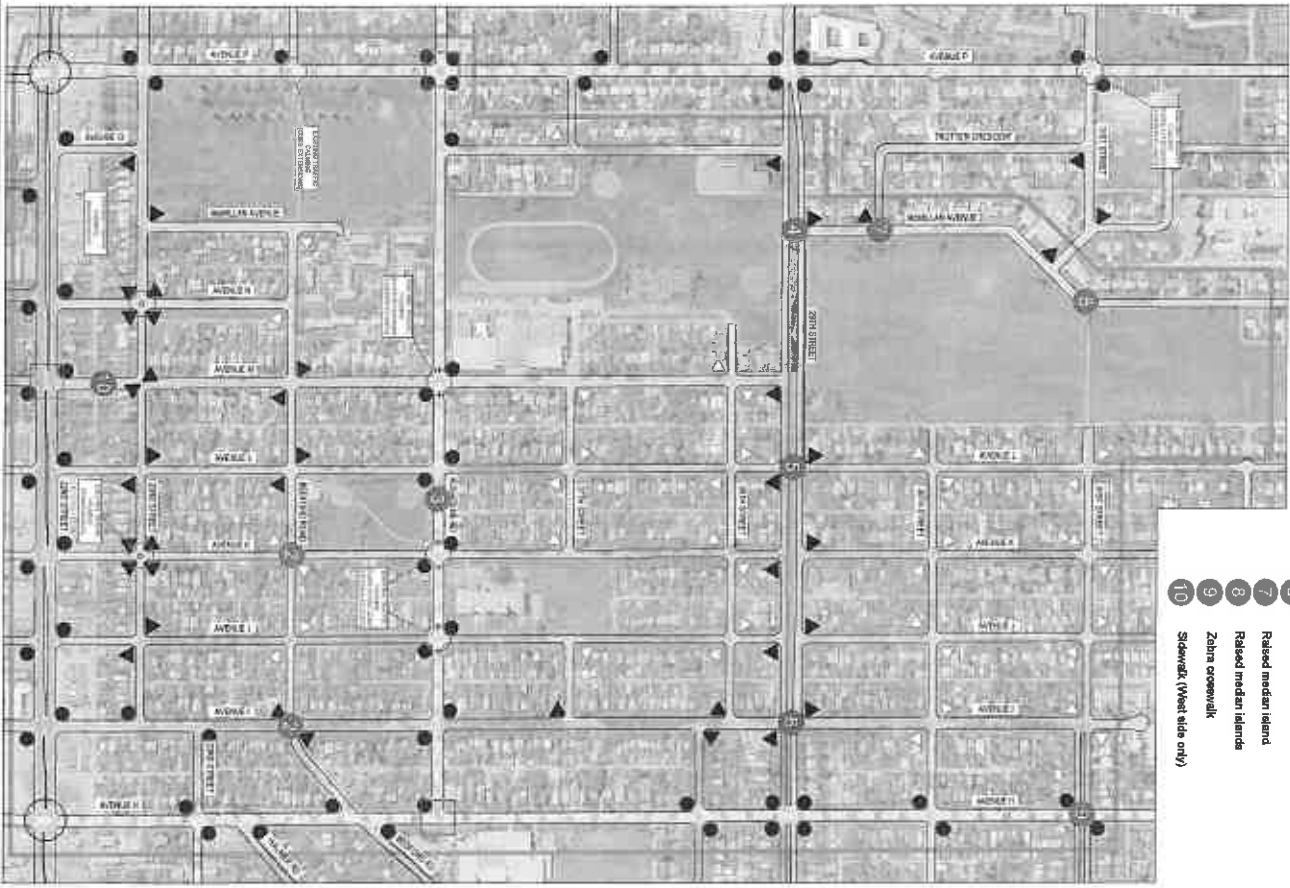
LEGEND

- STOP SIGN
- ▲ YIELD SIGN
- ◄ PROPOSED YIELD SIGN
- TRAFFIC SIGNAL LOCATION
- PEDESTRIAN ACTUATED SIGNAL LOCATION

BUS ROUTE

LOCATION

- 1 Proposed Yield signs (various locations)
- 2 Stop signs
- 3 School zone expansion
- 4 Zabira crosswalks & curb extensions
- 5 Zabira crosswalks & curb extensions
- 6 Zabira crosswalk
- 7 Raised median island
- 8 Raised median island
- 9 Zabira crosswalk
- 10 Sidewalk (West side only)



Appendix A

All Way Stop Assessments

All-way Stop Assessment (Policy C07-007 – Traffic Control – Use of Stop & Yield Signs)

The following conditions must be met for all-way stop control to be considered:

i) The combined volume of traffic entering the intersection over the five peak hour periods from the minor street must be at least 25% of the total volume for a three-way stop control, and at least 35% of the total volume for a four-way stop control.

ii) There can be no all-way stop control and traffic signal within 200 metres of the proposed intersection being considered for all-way stop control on either of the intersecting streets.

| Location | Condition 1: Combined volume of traffic entering intersection from minor street is at least 25% for 3-way stop or 35% for 4-way stop | Condition 2: There can be no all-way stop or traffic signal within 200m | Results |
|---|--|--|---|
| 29 th Street & McMillan Avenue | 6% - Condition NOT met | 4-way stop at Avenue P & 29 th Street within 200m – Condition NOT met | Conditions not met therefore all-way stop NOT warranted |
| 31 st Street & McMillan Avenue | 28% - Condition met (three-way stop) | No all-way stop or traffic signals within 200m – Condition met | Conditions met therefore check additional criteria |
| 29 th Street & Avenue I | 9% - Condition NOT met | 4-way stop at Avenue H & 29 th Street within 200m – Condition NOT met | Conditions not met therefore all-way stop NOT warranted |
| Avenue H & 31 st Street | 6% - Condition NOT met | No all-way stop or traffic signals within 200m – Condition met | Conditions not met therefore all-way stop NOT warranted |
| 29 th Street & Avenue L | 7% - Condition NOT met | No all-way stop or traffic signals within 200m – Condition met | Conditions not met therefore all-way stop NOT warranted |
| 28 th St & Avenue H | 3% - Condition NOT met | 4-way stop at Avenue H & 29 th St within 200m – Condition NOT met | Conditions not met therefore all-way stop NOT warranted |

Provided the above criteria are met, the following conditions, singly or in combination, may warrant the installation of all-way stop signs:

i) When five or more collisions are reported in the last twelve month period and are of a type susceptible to correction by an all-way stop control.

ii) When the total number of vehicles entering the intersection from all approaches averages at least 600 per hour for the peak hour or the total intersection entering volume exceeds 6,000 vehicles per day.

iii) The average delay per vehicle to the minor street traffic must be 30 seconds or greater during the peak hour.

iv) As an interim measure to control traffic while arrangements are being made for the installation of traffic signals.

| Location | Criteria 1: 5 or more collisions in last twelve months | Criteria 2: at least 600 vehicles per peak hour OR 6,000 vehicles per day | Criteria 3: average delay per vehicle greater than 30sec during peak hour | Criteria 4: Interim for traffic signals | Results |
|---|---|--|--|---|----------------------------|
| 31 st Street & McMillan Avenue | 0 collisions – Criteria NOT met | 55 peak hour, 610 – Criteria NOT met | Below 30sec – Criteria NOT met | No plans for traffic signals – Criteria NOT met | All-way stop NOT warranted |

Appendix B

Pedestrian Device Assessments

Pedestrian device assessment (Traffic Controls at Pedestrian Crossing, 2004)

Avenue H & 31st Street:

| | | | |
|--|--------------------------------------|---------------|---|
| 1. Lanes Priority Points: | | | |
| L = | 2 | lanes | = number of lanes. |
| LANF = | 0 | points | = (L-2) x 3.6 to a max of 15 points, urban x-section only. |
| 2. Median Priority Points: | | | |
| MEDF = | 6 | points | = indicating there is no physical median here. |
| 3. Speed Priority Points: | | | |
| S = | 50 | kph | = speed limit or 85th percentile speed. |
| SPDF = | 6.7 | points | = (S-30) / 3 to a maximum of 10 points. |
| 4. Pedestrian Protection Location: | | | |
| D = | 400 | m | = distance from study location to nearest protected crosswalk. |
| LOCF = | 15 | points | = (D-200) / 13.3 to a maximum of 15 points. |
| Actual value = | 15.03759 | points | points. |
| 5. Pedestrian/Vehicle Volume Priority Points: | | | |
| H = | 5.0 | | = (hours) duration of counting period. |
| Ps = | 27.0 | | = total number of children, teenagers, seniors and/or impaired counted. |
| Pa = | 0.0 | | = total number of adults counted. |
| Pw = | 40.5 | | = weighted average of pedestrians crossing the main street. |
| Pcm = | 8.1 | | = weighted average hourly pedestrian volume crossing the main street. |
| V = | 2008.0 | | = volume of traffic passing through the crossing(s). |
| Vam = | 401.6 | | = average hourly volume of traffic passing through the crossing(s). |
| VOLF = | 6.5 | points | = Vam x Pcm / 500 |
| 6. Satisfaction of Installation Criteria: | | | |
| SUMF = | (LANF + MEDF + SPDF + LOCF + VOLF) | | |
| = | 34 | points | |
| (P.A. Signal Warrant Points) | | | |

The total of the warrant points is less than 100 indicating that a pedestrian actuated signal is NOT warranted.

McMillan Avenue & 31st Street:

| | | | |
|--|--------------------------------------|--------|---|
| 1. Lanes Priority Points: | | | |
| L = | 2 | lanes | = number of lanes. |
| LANF = | 0 | points | = (L-2) x 3.6 to a max of 15 points, urban x-section only. |
| 2. Median Priority Points: | | | |
| MEDF = | 6 | points | = indicating there is no physical median here. |
| 3. Speed Priority Points: | | | |
| S = | 50 | kph | = speed limit or 85th percentile speed. |
| SPDF = | 6.7 | points | = (S-30) / 3 to a maximum of 10 points. |
| 4. Pedestrian Protection Location: | | | |
| D = | 300 | m | = distance from study location to nearest protected crosswalk. |
| LOCF = | 7.5 | points | = (D-200) / 13.3 to a maximum of 15 points. |
| 5. Pedestrian/Vehicle Volume Priority Points: | | | |
| H = | 5.0 | | = (hours) duration of counting period. |
| Ps = | 4.0 | | = total number of children, teenagers, seniors and/or impaired counted. |
| Pa = | 0.0 | | = total number of adults counted. |
| Pw = | 6.0 | | = weighted average of pedestrians crossing the main street. |
| Pcm = | 1.2 | | = weighted average hourly pedestrian volume crossing the main street. |
| V = | 211.0 | | = volume of traffic passing through the crossing(s). |
| Vam = | 42.2 | | = average hourly volume of traffic passing through the crossing(s). |
| VOLF = | 0.1 | points | = Vam x Pcm / 500 |
| 6. Satisfaction of Installation Criteria: | | | |
| SUMF = | (LANF + MEDF + SPDF + LOCF + VOLF) | | |
| = | 20 | points | |
| (P.A. Signal Warrant Points) | | | |

The total of the warrant points is less than 100 indicating that a pedestrian actuated signal is NOT warranted.

29th Street & McMillan Avenue:

| | | | |
|--|--------------------------------------|--------|---|
| 1. Lanes Priority Points: | | | |
| L = | 2 | lanes | = number of lanes. |
| LANF = | 0 | points | = (L-2) x 3.6 to a max of 15 points, urban x-section only. |
| 2. Median Priority Points: | | | |
| MEDF = | 3 | points | = indicating there is no physical median here. |
| 3. Speed Priority Points: | | | |
| S = | 50 | kph | = speed limit or 85th percentile speed. |
| SPDF = | 6.7 | points | = (S-30) / 3 to a maximum of 10 points. |
| 4. Pedestrian Protection Location: | | | |
| D = | 175 | m | = distance from study location to nearest protected crosswalk. |
| LOCF = | 0.0 | points | = (D-200) / 13.3 to a maximum of 15 points. |
| 5. Pedestrian/Vehicle Volume Priority Points: | | | |
| H = | 5.0 | | = (hours) duration of counting period. |
| Ps = | 6.0 | | = total number of children, teenagers, seniors and/or impaired counted. |
| Pa = | 0.0 | | = total number of adults counted. |
| Pw = | 9.0 | | = weighted average of pedestrians crossing the main street. |
| Pcm = | 1.8 | | = weighted average hourly pedestrian volume crossing the main street. |
| V = | 1630.0 | | = volume of traffic passing through the crossing(s). |
| Vam = | 326.0 | | = average hourly volume of traffic passing through the crossing(s). |
| VOLF = | 1.2 | points | = Vam x Pcm / 500 |
| 6. Satisfaction of Installation Criteria: | | | |
| SUMF = | (LANF + MEDF + SPDF + LOCF + VOLF) | | |
| = | 11 | points | |
| (P.A. Signal Warrant Points) | | | |

The total of the warrant points is less than 100 indicating that a pedestrian actuated signal is NOT warranted.

Avenue H & 28th Street:

| | | | |
|--|--------------------------------------|--------|---|
| 1. Lanes Priority Points: | | | |
| L = | 2 | lanes | = number of lanes. |
| LANF = | 0 | points | = (L-2) x 3.6 to a max of 15 points, urban x-section only. |
| 2. Median Priority Points: | | | |
| MEDF = | 6.0 | points | = indicating there is no physical median here. |
| 3. Speed Priority Points: | | | |
| S = | 50 | kph | = speed limit or 85th percentile speed. |
| SPDF = | 6.7 | points | = (S-30) / 3 to a maximum of 10 points. |
| 4. Pedestrian Protection Location: | | | |
| D = | 95 | m | = distance from study location to nearest protected crosswalk. |
| LOCF = | 0.0 | points | = (D-200) / 13.3 to a maximum of 15 points. |
| 5. Pedestrian/Vehicle Volume Priority Points: | | | |
| H = | 5.0 | | = (hours) duration of counting period. |
| Ps = | 14.0 | | = total number of children, teenagers, seniors and/or impaired counted. |
| Pa = | 0.0 | | = total number of adults counted. |
| Pw = | 21.0 | | = weighted average of pedestrians crossing the main street. |
| Pcm = | 4.2 | | = weighted average hourly pedestrian volume crossing the main street. |
| V = | 2263.0 | | = volume of traffic passing through the crossing(s). |
| Vam = | 452.6 | | = average hourly volume of traffic passing through the crossing(s). |
| VOLF = | 3.8 | points | = Vam x Pcm / 500 |
| 6. Satisfaction of Installation Criteria: | | | |
| SUMF = | (LANF + MEDF + SPDF + LOCF + VOLF) | | |
| = | 16 | points | |
| (P.A. Signal Warrant Points) | | | |

The total of the warrant points is less than 100 indicating that a pedestrian actuated signal is NOT warranted.

29th Street & Avenue L:

| | | | |
|--|--------------------------------------|--------|---|
| 1. Lanes Priority Points: | | | |
| L = | 2 | lanes | = number of lanes. |
| LANF = | 0 | points | = (L-2) x 3.6 to a max of 15 points, urban x-section only. |
| 2. Median Priority Points: | | | |
| MEDF = | 3.0 | points | = indicating there is no physical median here. |
| 3. Speed Priority Points: | | | |
| S = | 50 | kph | = speed limit or 85th percentile speed. |
| SPDF = | 6.7 | points | = (S-30) / 3 to a maximum of 10 points. |
| 4. Pedestrian Protection Location: | | | |
| D = | 390 | m | = distance from study location to nearest protected crosswalk. |
| LOCF = | 14.3 | points | = (D-200) / 13.3 to a maximum of 15 points. |
| 5. Pedestrian/Vehicle Volume Priority Points: | | | |
| H = | 5.0 | | = (hours) duration of counting period. |
| Ps = | 24.0 | | = total number of children, teenagers, seniors and/or impaired counted. |
| Pa = | 0.0 | | = total number of adults counted. |
| Pw = | 36.0 | | = weighted average of pedestrians crossing the main street. |
| Pcm = | 7.2 | | = weighted average hourly pedestrian volume crossing the main street. |
| V = | 2277.0 | | = volume of traffic passing through the crossing(s). |
| Vam = | 455.4 | | = average hourly volume of traffic passing through the crossing(s). |
| VOLF = | 6.6 | points | = Vam x Pcm / 500 |
| 6. Satisfaction of Installation Criteria: | | | |
| SUMF = | (LANF + MEDF + SPDF + LOCF + VOLF) | | |
| = | 16 | points | |
| (P.A. Signal Warrant Points) | | | |

The total of the warrant points is less than 100 indicating that a pedestrian actuated signal is NOT warranted.

29th Street & Avenue I:

| | | | |
|--|--------------------------------------|--------|---|
| 1. Lanes Priority Points: | | | |
| L = | 2 | lanes | = number of lanes. |
| LANF = | 0 | points | = (L-2) x 3.6 to a max of 15 points, urban x-section only. |
| 2. Median Priority Points: | | | |
| MEDF = | 3.0 | points | = indicating there is no physical median here. |
| 3. Speed Priority Points: | | | |
| S = | 50 | kph | = speed limit or 85th percentile speed. |
| SPDF = | 6.7 | points | = (S-30) / 3 to a maximum of 10 points. |
| 4. Pedestrian Protection Location: | | | |
| D = | 95 | m | = distance from study location to nearest protected crosswalk. |
| LOCF = | 0.0 | points | = (D-200) / 13.3 to a maximum of 15 points. |
| 5. Pedestrian/Vehicle Volume Priority Points: | | | |
| H = | 5.0 | | = (hours) duration of counting period. |
| Ps = | 36.0 | | = total number of children, teenagers, seniors and/or impaired counted. |
| Pa = | 0.0 | | = total number of adults counted. |
| Pw = | 54.0 | | = weighted average of pedestrians crossing the main street. |
| Pcm = | 10.8 | | = weighted average hourly pedestrian volume crossing the main street. |
| V = | 2603.0 | | = volume of traffic passing through the crossing(s). |
| Vam = | 520.6 | | = average hourly volume of traffic passing through the crossing(s). |
| VOLF = | 11.2 | points | = Vam x Pcm / 500 |
| 6. Satisfaction of Installation Criteria: | | | |
| SUMF = | (LANF + MEDF + SPDF + LOCF + VOLF) | | |
| = | 21 | points | |
| (P.A. Signal Warrant Points) | | | |

The total of the warrant points is less than 100 indicating that a pedestrian actuated signal is NOT warranted.



STANDING POLICY COMMITTEE ON TRANSPORTATION

Inquiry – Councillor A. Iwanchuk (June 23, 2014) Pedestrian- Activated Crosswalk or Traffic Light - Confederation Drive and John A. MacDonald Road

Recommendation of the Committee

That the information be received.

History

At the February 10, 2015 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation & Utilities Department dated February 10, 2015 was considered.

Attachment

February 10, 2015 Report of the General Manager, Transportation & Utilities

Inquiry – Councillor A. Iwanchuk (June 23, 2014) Pedestrian-Activated Crosswalk or Traffic Light - Confederation Drive and John A. MacDonald Road

Recommendation

That the report of the General Manager, Transportation & Utilities Department, dated February 10, 2015, be forwarded to City Council for information.

Topic and Purpose

The purpose of this report is to provide information in response to an inquiry from Councillor A. Iwanchuk requesting a report on the possibility of installing a pedestrian activated crosswalk or traffic signals at the intersection of Confederation Drive and John A. MacDonald Road.

Report Highlights

1. Confederation Drive and John A. MacDonald Road is a three-legged intersection with a stop sign giving the right-of-way to Confederation Drive.
2. The most recent five-year collision data was reviewed and shows that 7 of the 17 collisions were either a right angle collision or a collision where at least one vehicle was attempting a left-turn.
3. Pedestrian and traffic studies were undertaken and indicate that neither a Pedestrian Actuated Signal (PAS), nor a traffic signal, are warranted. Based on the results of the collision history review, and the pedestrian and traffic studies, the Administration will be installing a standard crosswalk on the north side of the intersection.

Strategic Goal

This report supports the Strategic Goal of Moving Around by providing the safe movement of all modes of transportation.

Background

The following inquiry was made by Councillor A. Iwanchuk at the meeting of City Council held on June 23, 2014:

“Would the Administration please report on the possibility of installing a pedestrian-activated crosswalk or a traffic light at Confederation Drive and John A. MacDonald Road. This intersection has become increasingly busy and it is difficult for pedestrians to cross, as well as for vehicles to turn west onto Confederation Drive.”

Report

Traffic Characteristics

Confederation Drive and John A. MacDonald Road is a three-legged intersection with a stop sign giving the right-of-way to Confederation Drive. The posted speed limit is 50 km/hr. There are no marked crosswalks at this intersection.

Confederation Drive has the following characteristics:

- Classified as an arterial roadway.
- Four lane cross-section with two lanes of traffic in each direction.
- Two lanes of traffic in each direction are separated by a median.
- Parking is permitted on both sides of the street.

John A. MacDonald Road has the following characteristics:

- Classified as a collector roadway.
- Two lane cross-section with one lane in each direction.
- Parking is permitted on both sides of the street.

Collision History

The most recent five-year collision data (2009-2013) at Confederation Drive and John A. MacDonald Road was reviewed. The results are presented in Attachment 1.

A review of the collision data yields the following:

- Seventeen collisions occurred at the intersection.
- Seven of the 17 collisions were either a right angle collision or a collision where at least one vehicle was attempting a left-turn.
- Road conditions or driving too fast for road conditions was a contributing factor for 6 of the 17 collisions.

Pedestrian and Traffic Studies

Pedestrian and traffic counts were collected on November 6, 2014, during peak hours (7:00 a.m. – 9:00 a.m.; 11:30 a.m. – 1:30 p.m.; 3:00 p.m. – 6:00 p.m.). The counts were used to complete a PAS warrant and a traffic signal warrant.

The PAS count during the peak times determined that six pedestrians (two adults, two teenagers and two children) had crossed Confederation Drive and John A. MacDonald Road. Calculations were undertaken to determine if a PAS was warranted at the intersection of Confederation Drive and John A. MacDonald Road. The PAS warrant assigns points for a variety of conditions that exist at the crossing location including:

- The number of traffic lanes to be crossed;
- The presence of a physical median;
- The posted speed limit of the street;
- The distance the crossing point is to the nearest protected crosswalk point; and
- The number of pedestrians and vehicles at the intersection.

The minimum requirement for consideration of a PAS is 100 points or greater. Based on the point combination of the conditions, the pedestrian study yielded a warrant value of 21 at Confederation Drive and John A. MacDonald Road, well below the threshold value of 100 points required for further consideration. Site observations also indicated that pedestrians were able to cross safely during gaps in approaching traffic and vehicles yielded the right-of-way when required.

The traffic signal warrant assigns points for a variety of conditions including:

- The number of traffic lanes;
- The posted speed limit;
- The lane configurations; and
- The number of pedestrians and vehicles at the location.

The minimum requirement for consideration of a traffic signal is 100 points or greater. Based on the point combination of the conditions, the traffic signal study yielded a warrant value of 72 at Confederation Drive and John A. MacDonald Road, below the threshold value of 100 points required for further consideration. Site observations indicated an increase in traffic volumes on Confederation Drive during the morning and afternoon peak hours; however, the delays for vehicles making eastbound turning movements from John A. MacDonald Road were brief, and do not justify the installation of traffic signals.

Based on the results of the collision history review, and the pedestrian and traffic studies, the Administration will be installing a standard crosswalk on the north side of the intersection. This consists of pedestrian signage and pavement markings to bring awareness of the crossing to improve safety of pedestrians.

Other Considerations/Implications

There are no options, public and/or stakeholder involvement, communication, policy, financial, environmental, privacy, or CPTED considerations or implications.

Due Date for Follow-up and/or Project Completion

A follow-up report or project completion is not required.

Public Notice

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

Attachment

1. Collision Data (2009-2013)

Report Approval

Written by: Mariniel Flores, Traffic Engineer, Transportation
Reviewed by: Jay Magus, Engineering Section Manager, Transportation
Angela Gardiner, Director of Transportation

Inquiry – Councillor A. Iwanchuk (June 23, 2014) Pedestrian-Activated Crosswalk or Traffic Light – Confederation Drive and John A. MacDonald Road

Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

TRANS MF – Inq Iwanchuk (June 23 2014) Crosswalk or Traffic Light-Confed_J. A. MacDonald.docx

Collision Data (2009-2013)

| <i>ID</i> | <i>Date</i> | <i>Severity</i> | <i>Configuration</i> | <i>Contributing Factors</i> |
|-----------|----------------|-----------------|---|--|
| 1 | January 2009 | Property Damage | Other | Driving too fast for road conditions |
| 2 | January 2009 | Personal Injury | Rear End | Road conditions |
| 3 | June 2009 | Personal Injury | Fixed/Movable Object | Traffic control device disregarded |
| 4 | March 2010 | Property Damage | Other | - |
| 5 | December 2010 | Personal Injury | Left Turn - Passing | <ul style="list-style-type: none"> • Turning improper • Road conditions • Passing or lane usage improper |
| 6 | August 2011 | Personal Injury | Left Turn/Straight - Opposite Direction | <ul style="list-style-type: none"> • Fail to yield the right-of-way • Had been drinking |
| 7 | October 2011 | Personal Injury | Rear End | Following too closely |
| 8 | November 2011 | Property Damage | Right Angle | <ul style="list-style-type: none"> • Driving too fast for road conditions • Weather conditions |
| 9 | November 2011 | Property Damage | Right Angle | <ul style="list-style-type: none"> • Uninvolved vehicle • Taking evasive action • Road conditions • Driving too fast for road conditions |
| 10 | January 2012 | Property Damage | Lost Control - Right Ditch | <ul style="list-style-type: none"> • Uninvolved vehicle • Taking evasive action |
| 11 | May 2012 | Personal Injury | Side Swipe - Same Direction | <ul style="list-style-type: none"> • Exceeding speed limit • Other human action • Inattentive • Exceeding speed limit |
| 12 | November 2012 | Property Damage | Rear End | Road conditions |
| 13 | July 2013 | Property Damage | Left Turn/Straight | - |
| 14 | August 2013 | Property Damage | Rear End | - |
| 15 | September 2013 | Personal Injury | Left Turn/Straight | - |
| 16 | December 2013 | Property Damage | Right Angle | Fail to yield the right-of-way |
| 17 | December 2013 | Property Damage | Side Swipe - Opposite Direction | Passing or lane usage improper |



STANDING POLICY COMMITTEE ON TRANSPORTATION

Inquiry - Councillor T. Davies (January 21, 2013) - Installation of Traffic Light at Milton Street and Confederation Drive

Recommendation of the Committee

That the information be received.

History

At the February 10, 2015 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation & Utilities Department dated February 10, 2015 was considered.

Attachment

February 10, 2015 Report of the General Manager, Transportation & Utilities

Inquiry – Councillor T. Davies (January 21, 2013) - Installation of Traffic Light at Milton Street and Confederation Drive

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated February 10, 2015, be forwarded to City Council for information.

Topic and Purpose

The purpose of this report is to provide information to an inquiry from Councillor T. Davies requesting a report on the possibility of installing traffic signals at the intersection of Milton Street/Palmer Place and Confederation Drive.

Report Highlights

1. Milton Street/Palmer Place and Confederation Drive is a four-legged intersection with stop signs giving the right-of-way to Confederation Drive.
2. The most recent five-year collision data was reviewed and shows that four of the 16 collisions were either a right angle collision or a collision where at least one vehicle was attempting a left turn.
3. Traffic studies were undertaken and show that a traffic signal is not warranted; therefore, based on the review, the Administration is recommending no changes at this time.

Strategic Goal

This report supports the Strategic Goal of Moving Around by providing the safe movement of all modes of transportation.

Background

The following inquiry was made by Councillor Davies at the meeting of City Council held on January 21, 2013:

“I would like the City Traffic Facilities to investigate the possibility of installing a traffic light at Milton Street and Confederation Drive rather than a pedestrian light which was on the list for 2015. Currently there are no lights between 33rd St. and Laurier Drive, which means currently there are no traffic lights helping residents of Massey Place exit their community. It’s my belief that a traffic light at this location will increase the safety of that crossing but also reduce traffic on 33rd West.”

Report

Traffic Characteristics

Milton Street/Palmer Place and Confederation Drive is a four-legged intersection with stop signs giving the right-of-way to Confederation Drive.

The posted speed limit is 50 km/hr. There is a marked and signed east to west pedestrian crosswalk at the north side of the intersection.

Milton Street, the east leg of the intersection, has the following characteristics:

- Classified as a collector roadway.
- Two lane cross-section with one lane in each direction.
- Parking is permitted on both sides of the street.

Palmer Place, the west leg of the intersection, has the following characteristics:

- Classified as a local roadway, terminating at a cul-de-sac.
- Two lane cross-section with one lane in each direction.
- One lane of traffic in each direction is separated by a median.
- Parking is permitted on both sides of the street.

Confederation Drive, aligned north-south, has the following characteristics:

- Classified as an arterial roadway.
- Four lane cross-section with two lanes of traffic in each direction.
- Two lanes of traffic in each direction are separated by a median.
- Parking is permitted on both sides of the street.

Collision History

The most recent five-year collision data (2009-2013) at Milton Street/Palmer Place and Confederation Drive was reviewed. The results are presented in Attachment 1.

A review of the collision data yields the following:

- Sixteen collisions occurred at the intersection.
- Four of the 16 collisions were either a right angle collision or a collision where at least one vehicle was attempting a left turn.
- Following too closely, being inattentive and/or failing to yield the right-of-way were contributing factors in all 16 collisions.

Traffic Studies and Analysis

Pedestrian and traffic counts were collected in 2010 and in 2014 during peak hours (7:00 a.m. – 9:00 a.m.; 11:30 a.m. – 1:30 p.m.; 4:00 p.m. – 6:00 p.m.). The counts were used to complete traffic signal warrants to evaluate the need for the installation of a traffic signal at the intersection of Milton Street/Palmer Place and Confederation Drive.

The traffic signal warrant assigns points for a variety of conditions including:

- The number of traffic lanes;
- The posted speed limit;
- The lane configurations; and
- The number of pedestrians and vehicles at the location.

Inquiry – Councillor T. Davies (January 21, 2013) – Installation of Traffic Light at Milton Street and Confederation Drive

The minimum requirement for consideration of a traffic signal is 100 points or greater. Based on the point combination of the conditions, the warrants yielded the following results:

- December 2010 – 58 points
- February 2014 – 43 points

Both warrants produced a value well below the threshold value of 100 points required for further consideration.

A comparison of the traffic volumes collected in 2010 and in 2014 is summarized below:

| Count Date | December 2010 | February 2014 |
|---|---------------|---------------|
| Average hourly northbound vehicle volume | 556 | 573 |
| Average hourly southbound vehicle volume | 537 | 588 |
| Average hourly westbound vehicle volume | 64 | 61 |
| Average hourly eastbound vehicle volume | 6 | 3 |
| Average hourly east to west pedestrian volume | 20 | 9 |

Site observations indicated that pedestrian activity was light compared to other busier intersections such as Confederation Drive and Laurier Drive. The majority of pedestrians crossed at the north side of the intersection. Pedestrians were able to cross safely during gaps in approaching traffic and vehicles yielded the right-of-way when required. Traffic volumes on Confederation Drive did increase during the morning and afternoon peak hours; however, the delays for vehicles making westbound turning movements from Milton Street were brief, and do not justify the installation of traffic signals.

In addition, nine southbound and eight northbound U-turns were noted during the period of site observations. The majority of these vehicles were travelling from and to their nearby places of residence, and these U-turns were an efficient convenience for them to reach their destinations. These U-turns would not be legally permitted if this intersection was signalized.

Based on the results of the collision history review and the traffic studies, the current traffic controls are sufficient for the existing conditions and needs. Therefore, the Administration is recommending no changes at this time.

Other Considerations/Implications

There are no options, public and/or stakeholder involvement, communication, policy, financial, environmental, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

There is no due date for follow-up or project completion.

Public Notice

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

Attachment

1. Collision Data (2009-2013)

Report Approval

Written by: Mariniel Flores, Traffic Engineer, Transportation
Reviewed by: Jay Magus, Engineering Manager, Transportation
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

TRANS MF – Inq Councillor T Davies (Jan. 21 2013) Install of Traffic Light - Milton St_Confed.docx

Collision Data (2009-2013)

| ID | Date | Severity | Configuration | Contributing Factors |
|----|----------------|-----------------|-------------------------------------|---|
| 1 | April 2009 | Property Damage | Fixed/Movable Object | - |
| 2 | November 2009 | Personal Injury | Right Angle | <ul style="list-style-type: none"> • Inattentive • Fail to yield the right-of-way |
| 3 | December 2009 | Property Damage | Other | - |
| 4 | December 2009 | Property Damage | Other | Inattentive |
| 5 | February 2010 | Property Damage | Rear End | <ul style="list-style-type: none"> • Following too closely • Inattentive |
| 6 | January 2011 | Personal Injury | Rear End | <ul style="list-style-type: none"> • Road conditions • Following too closely • Driving too fast for road conditions |
| 7 | April 2011 | Property Damage | Right Angle | <ul style="list-style-type: none"> • Inattentive • Traffic control device disregarded |
| 8 | December 2011 | Personal Injury | Rear End | <ul style="list-style-type: none"> • Uninvolved pedestrian • Following too closely |
| 9 | December 2011 | Personal Injury | Rear End | <ul style="list-style-type: none"> • Uninvolved pedestrian • Driving too fast for road conditions • Following too closely • Road conditions |
| 10 | June 2012 | Property Damage | Left-Turn/Straight - Same Direction | Fail to yield the right-of-way |
| 11 | August 2012 | Personal Injury | Fixed/Movable Object | Fail to yield the right-of-way |
| 12 | September 2012 | Personal Injury | Rear End | Following too closely |
| 13 | March 2013 | Property Damage | Left-Turn/Straight | Fail to yield the right-of-way |
| 14 | May 2013 | Personal Injury | Rear End | <ul style="list-style-type: none"> • Following too closely • Uninvolved vehicle • Taking evasive action |
| 15 | June 2013 | Property Damage | Side-Swipe - Same Direction | <ul style="list-style-type: none"> • Inattentive • Passing or lane usage improper |
| 16 | December 2013 | Property Damage | Lost Control - Right Ditch | - |



STANDING POLICY COMMITTEE ON TRANSPORTATION

Median Closure and New Median Opening on Idylwyld Drive at 25th Street

Recommendation of the Committee

That the information be received.

History

At the February 10, 2015 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation & Utilities Department dated February 10, 2015 was considered.

Attachment

February 10, 2015 Report of the General Manager, Transportation & Utilities

Median Closure and New Median Opening on Idylwyld Drive at 25th Street

Recommendation

That the report of the General Manager, Transportation & Utilities Department, dated February 10, 2015, be forwarded to City Council for information.

Topic and Purpose

The purpose of this report is to provide an update on the traffic impact of the median closure and new median opening on Idylwyld Drive, north of 25th Street.

Report Highlights

1. The median at Idylwyld Drive and 25th Street was closed as part of the 25th Street extension project and a new median opening on Idylwyld Drive, north of 25th Street, was constructed to allow passenger vehicles to make a northbound U-turn, drive south on Idylwyld Drive, turn right onto 25th Street, and access properties adjacent to 25th Street.
2. To assess the traffic impact of the median closure and new median opening on Idylwyld Drive, the daily traffic volumes and turning movement volumes were reviewed.
3. The median closure and subsequent new median opening on Idylwyld Drive has not had a significant impact on the Caswell Hill neighbourhood.

Strategic Goal

This report supports the Strategic Goal of Moving Around by providing safer roads for all road users, and optimizing the flow of people and goods in and around the city.

Background

In order to accommodate the new intersection on Idylwyld Drive as part of the 25th Street Extension Project, the existing median at 25th Street West was closed due to its proximity to the Canadian Pacific Railway track.

In order to accommodate northbound vehicles on Idylwyld Drive destined for 25th Street westbound, a new median opening on Idylwyld Drive, with sufficient clearance from the railway tracks, was approved. This new median opening accommodates passenger vehicles wishing to make a northbound U-turn to access properties along the existing 25th Street. The new 25th Street/Idylwyld Drive and 25th Street median opening are illustrated in Attachment 1.

City Council at its meeting held on August 15, 2012, resolved, in part:

- “3) that the matter be reviewed after one year to determine impact on traffic”

Report

Review of the New Median Opening

The existing median at Idylwyld Drive and 25th Street was closed during construction and a new median opening on Idylwyld Drive, north of 25th Street was opened in late 2013. The new median opening was designed to allow passenger vehicles to make a northbound U-turn, drive south on Idylwyld Drive, turn right onto 25th Street, and access properties adjacent to 25th Street.

25th Street west of Idylwyld Drive is classified as a Local Road and transitions to Walmer Road approximately 425 metres to the west. Idylwyld Drive is classified as a Major Arterial and is a significant north-south artery for the city.

In November 2014, a review was conducted. Assessment of the traffic impact of the closure and new median opening on Idylwyld Drive, included review of the following:

1. Daily traffic volumes before and after construction
2. Turning movement volumes before and after construction

Results of the Review

The traffic impact of the median closure and new median opening on Idylwyld Drive is acceptable based on the findings below:

1. The new median opening on Idylwyld Drive, north of 25th Street has resulted in a reduction of daily traffic volumes on 25th Street. Traffic data, specifically daily traffic volumes, were collected in November 2014. The data comparison is illustrated in Table 1.

Table 1 – 25th Street Daily Traffic Volumes

| Road | Actual Traffic Volumes (vehicles per day) | | % change |
|-------------------------|---|------|---------------|
| | 2009/2010 | 2014 | |
| 25 th Street | 2,810 (year - 2010) | 933 | 67% reduction |

2. The new median opening has resulted in an increase of daily traffic volumes on 29th Street, which was anticipated. As part of the 25th Street Extension Project, a northbound left turn arrow was added to the traffic signal operations to accommodate this additional traffic. The data comparison for 29th Street is illustrated in Table 2.

Table 2 – 29th Street Daily Traffic Volumes

| Road | Actual Traffic Volumes (vehicles per day) | | % change |
|-------------------------|---|-------|--------------|
| | 2009/2010 | 2014 | |
| 29 th Street | 4,210 (year - 2009) | 5,345 | 21% increase |

3. The daily traffic volume of 5,345 on 29th Street, although it has increased, falls within acceptable parameters. 29th Street is classified as a Collector Road, and in accordance with the *City of Saskatoon New Neighbourhood Design and Development Standards Manual, January 2012*, this classification of road is

Median Closure and New Median Opening on Idylwyld Drive at 25th Street

expected to accommodate daily traffic volumes between 1,000 to 10,000 trips per day.

As part of the neighbourhood traffic management plan, enhancements to pedestrian crossings along 29th Street at Avenues B and C are recommended. The neighbourhood-wide plan will be presented to City Council in 2015.

4. The amount of northbound Idylwyld Drive traffic destined for 25th Street westbound has decreased. The peak hour turning movement counts before and after the new median opening on Idylwyld Drive, north of 25th Street, are compared in Table 3 below. The information illustrates that less traffic is completing this manoeuvre.

Table 3 – Peak Hour Traffic Volumes

| Intersection | Peak Hour Turning Movement Counts | |
|--|-----------------------------------|------|
| | 2010 | 2014 |
| 25 th Street/Idylwyld Drive (northbound left turn) | 100 | 0 |
| Idylwyld Drive, north of 25 th street (northbound U-turn) | 0 | 43 |

Public and/or Stakeholder Involvement

As part of the neighbourhood traffic management program, traffic conditions in the Caswell Hill neighbourhood were reviewed and input from the community was received to develop a neighbourhood-wide plan. Two neighbourhood meetings were held in 2014. The impacts from the median closure were not identified as being significant within the community.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

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

Attachment

1. Alignment of 25th St with Idylwyld Drive

Report Approval

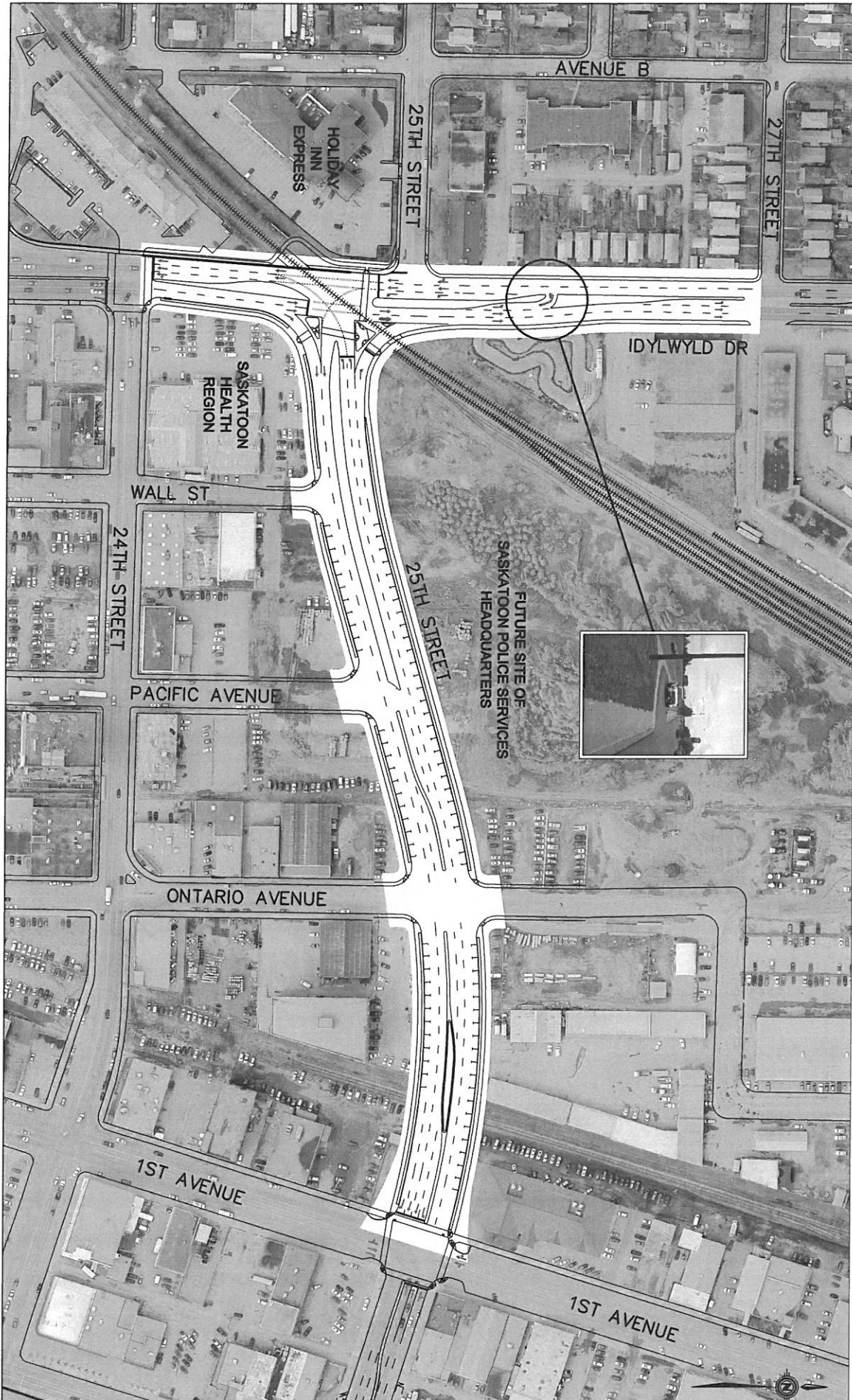
Written by: Lanre Akindipe, Transportation Engineer, Transportation
Written by: Jay Magus, Engineering Manager, Transportation
Reviewed by: Angela Gardiner, Director of Transportation

Median Closure and New Median Opening on Idylwyld Drive at 25th Street

Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

TRANS LA JM - Median Closure - New Median Opening - Idylwyld Dr at 25th St.docx

ALIGNMENT OF 25TH ST WITH IDYLWYLD DRIVE





STANDING POLICY COMMITTEE ON TRANSPORTATION

Snowmobile Bylaw Amendment

Recommendation of the Committee

1. That designated snowmobile routes within city limits be updated; and
2. That the City Solicitor be requested to prepare the amendment to Bylaw No. 7983, The Snowmobile Bylaw, 2000.

History

At the February 10, 2015 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation & Utilities Department dated February 10, 2015 was considered.

Attachment

February 10, 2015 Report of the General Manager, Transportation & Utilities

Snowmobile Bylaw Amendment

Recommendation

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

1. That designated snowmobile routes within city limits be updated; and
2. That the City Solicitor be requested to prepare the amendment to Bylaw No. 7983, The Snowmobile Bylaw, 2000.

Topic and Purpose

The purpose of this report is to amend Bylaw No. 7983, The Snowmobile Bylaw, 2000 to update designated routes within city limits.

Report Highlights

Bylaw No. 7983, The Snowmobile Bylaw, 2000 currently designates only one route within the city leading to a gas station that no longer exists. The amendment is to reflect the new city limits requested as part of an upcoming annexation in 2015, and to ensure adequate routing to gas stations.

Strategic Goal

The recommendations in this report support the Strategic Goal of Moving Around by providing safety for snowmobile drivers and motorists.

Background

The existing Bylaw No. 7983, The Snowmobile Bylaw, 2000 designates only one route within the city. The route connects snowmobilers to a now closed gas station site at the northern edge of the city. The route requires updating to provide a gas station connection on each edge of the city (north, south, east, and west). The updated routes will also reflect the new city limits, which have been requested as part of an upcoming annexation in 2015.

Report

The proposed routes, each leading to the nearest gas station on the north, east, and west edges of the city, are illustrated in Attachments 1 to 3. The south edge does not require a route as there is a gas station within close proximity, at the intersection of Highway 11 and Grasswood Road, approximately 2 kms south of city limits.

Public and/or Stakeholder Involvement

The Saskatoon Snowmobile Club reviewed the proposed routes in 2014 and provided input prior to finalizing the selection.

Communication Plan

If the proposed changes are accepted, the City will undertake communication efforts to ensure stakeholders are aware of any route changes. This may involve: direct communications with snowmobile associations, an advertisement in The StarPhoenix City Pages, and updates as information posted to the City's website.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

The bylaw amendment will be made once approved by City Council.

Public Notice

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

Attachments

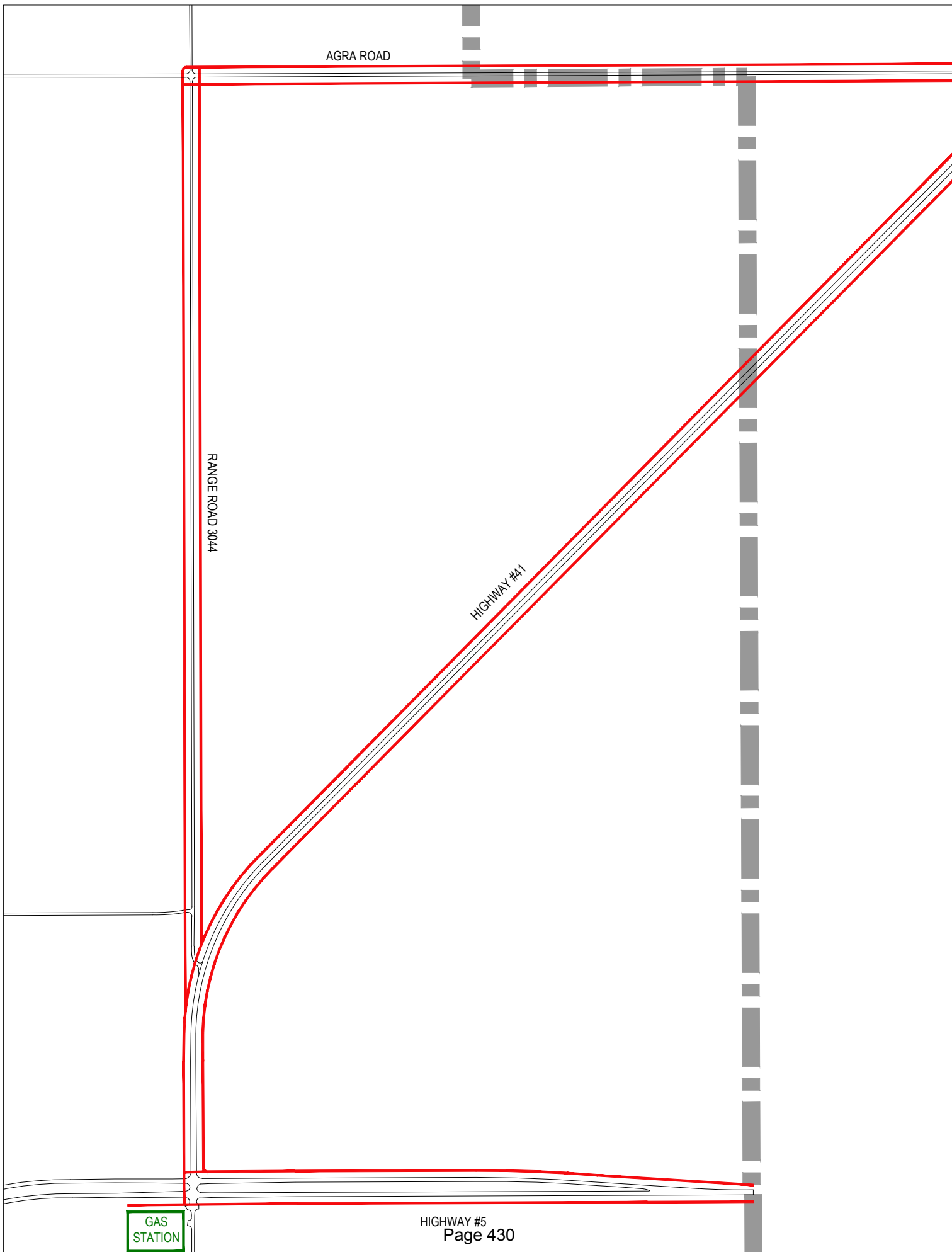
1. Proposed North Route
2. Proposed East Route
3. Proposed West Route

Report Approval

Written by: Justine Nyen, Traffic Engineer, Transportation
Reviewed by: Jay Magus, Engineering Section Manager, Transportation
Angela Gardiner, Director of Transportation
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

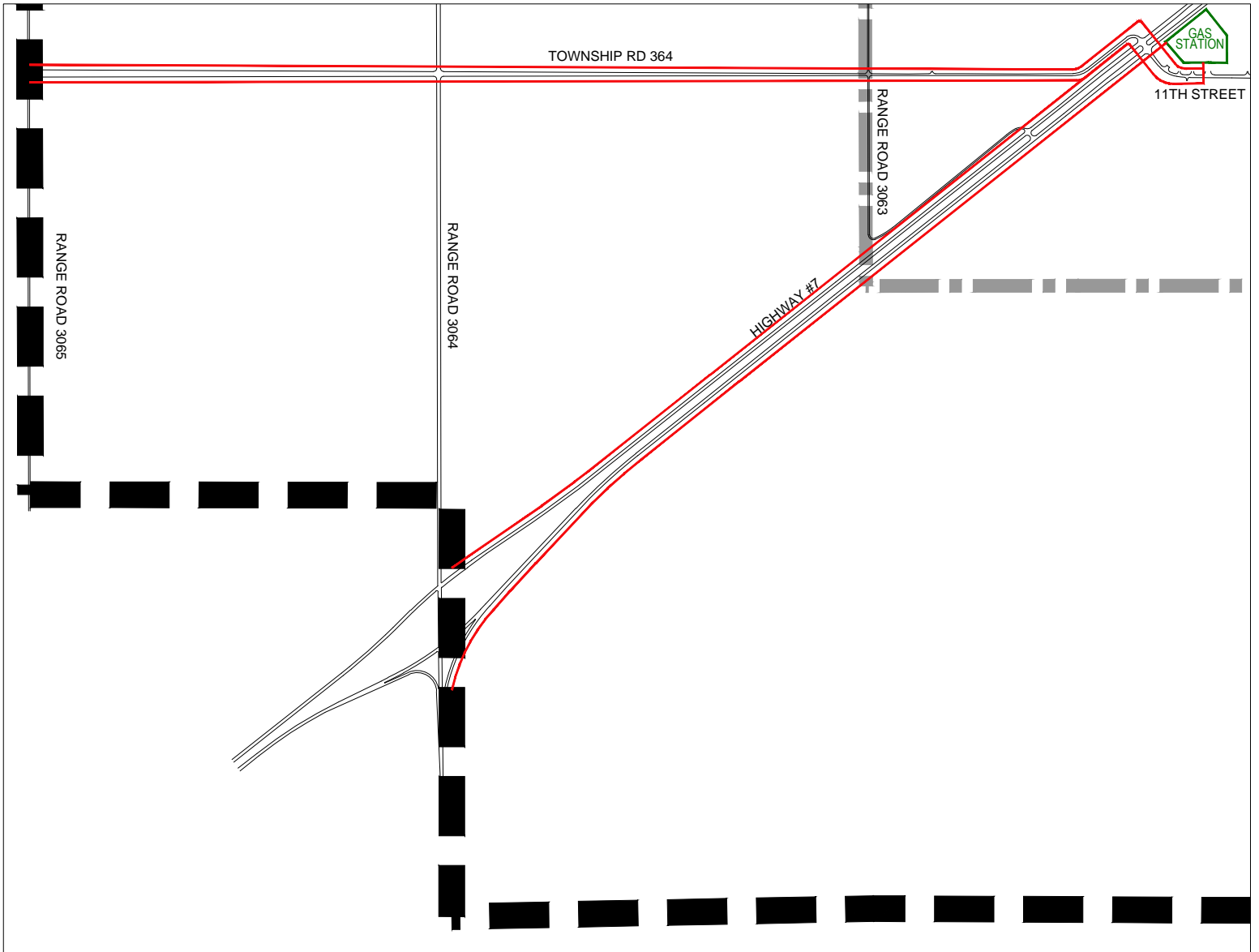
TRANS JN - Snowmobile Bylaw Amendment.docx





GAS
STATION

PROPOSED WEST ROUTE





STANDING POLICY COMMITTEE ON TRANSPORTATION

University Bridge Rehabilitation

Recommendation of the Committee

1. That the information be received;
2. That the Administration proceed with the award process of the University Bridge Rehabilitation Contract utilizing the base bid of maintaining a single lane open for traffic; and
3. That the single lane open for traffic during rehabilitation be solely dedicated to two way traffic accommodation for only emergency vehicles, Saskatoon Transit buses, Saskatoon Health Region authorized vehicles, and school buses contracted by the Saskatoon School Boards.

History

At the February 10, 2015 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation & Utilities Department dated February 10, 2015 was considered.

A Communications Plan will be brought forward at the appropriate time.

Attachment

February 10, 2015 Report of the General Manager, Transportation & Utilities

University Bridge Rehabilitation

Recommendation

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

1. That the information be received;
2. That the Administration proceed with the award process of the University Bridge Rehabilitation Contract utilizing the base bid of maintaining a single lane open for traffic; and
3. That the single lane open for traffic during rehabilitation be solely dedicated to two way traffic accommodation for only emergency vehicles, Saskatoon Transit buses, Saskatoon Health Region authorized vehicles, and school buses contracted by the Saskatoon School Boards.

Topic and Purpose

The purpose of this report is to provide information on the University Bridge tender results, recommended traffic restrictions and provide information on the external stakeholder meetings.

Report Highlights

1. The University Bridge Rehabilitation tender tabulation had five bidders with the low bidder submitting a total base tender price of \$5,998,398.
2. The low bidder submitted an alternate price for full closure \$315,000 lower and with 20 fewer site rental days listed.
3. The low bidder has indicated that their most efficient method of construction is to have their entire crew, between 15 and 20 people, complete the work using 10-hour day shifts, Monday through Saturday.
4. The City invited approximately 250 potential stakeholders to attend information sessions on January 22 and 28, 2015, to provide opportunities to learn more about the project, ask questions and discuss concerns and solutions.
5. Based on the increased operating costs of working around a full closure, critical emergency traffic needs, and internal and external stakeholder meetings, the Administration recommends the project proceed with a single lane of traffic on the University Bridge, with a system that accommodates both directional movements across the bridge for only emergency vehicles, Saskatoon Transit buses, Saskatoon Health Region authorized vehicles, and school buses contracted by the Saskatoon School Boards.

Strategic Goals

The preservation and maintenance of City bridges and structures supports the Strategic Goals of Asset and Financial Sustainability and Moving Around.

Background

City Council, at its meeting held on January 26, 2015, received an information report outlining the current project details planned for the 2015 University Bridge Rehabilitation project.

Report

Tender Results

The University Bridge Rehabilitation tender closed February 4, 2015. The tender tabulation indicated that Horseshoe Hill Construction Inc. is the low bid. The total tender price submitted by Horseshoe Hill Construction Inc. was \$5,998,398 for the base bid which leaves a single lane provided for traffic. The price reduction for the alternate bid with a full closure was \$315,000 and a reduction of 20 Site Rental Days. The low bidder has indicated that their estimated plan is to do the work with a 10-hour day shift, Monday through Saturday.

Stakeholder Engagement

The Administration held information stakeholder engagement sessions on January 22 and 28, 2015, to provide opportunities for stakeholders to learn more about the project, ask questions and discuss concerns and solutions. The sessions consisted of a presentation and time for questions and answers. Staff stayed after to speak one-on-one with participants. Approximately 250 potential stakeholders were invited via mail or email. Stakeholders were identified by the proximity of their organization or event, the potential impact to their organization, and from an extensive list of special event and/or traffic detour applications. In addition to these sessions, requested meetings and discussions by stakeholders, such as the Saskatoon Health Region, have occurred.

Based on the questions and information collected at the sessions, the following themes have been identified:

1. Traffic & Parking Impact
2. Options for Single Lane Use
3. Clarification for "Transit"
4. Pedestrian & Cycling Impact
5. Process & Communication
6. Construction Impact.

The information gathered was used by the Administration to assist in the decision on how to best use the open traffic lane.

Traffic Accommodation

The tender for the University Bridge Rehabilitation requires one-way single lane eastbound traffic to be maintained Monday to Friday from 6:00 a.m. to 8:00 p.m. and for a single walkway to remain open at all times during construction. This approach represents a balance between providing the contractor access to the majority of the bridge surface, thus reducing costs and schedule, while still providing critical traffic conveyance during construction.

The low bidder's proposed work plan will result in a single lane being open and available for use by emergency and transit vehicles during both days and evenings. The contract work will require full bridge closure during specific work tasks. Considering all factors, the Administration recommends the project proceed with a single lane of traffic on the University Bridge, with a system that accommodates both directional movements across the bridge for only emergency vehicles, Saskatoon Transit buses, Saskatoon Health Region authorized vehicles, and school buses contracted by the Saskatoon School Boards. The Administration will work with stakeholders to provide permits for authorized vehicles to use the bridge during construction.

The impact to the travelling public has been quantified in previous reports. The Transportation division is currently preparing a Project Transportation Plan. The initial step assesses the impacts of the bridge project. The analysis, well underway, reviews operations at 26 key intersections that may be affected by the project. The analysis will provide key information:

1. Current and expected delay at an intersection. This comparison helps identify potential improvements (such as a dual turning lane), and the expected delay that will be communicated to the public for their route planning.
2. Expected queue lengths which assists with detour planning.

The analysis will also help develop larger scale strategies to reduce impacts. Examples currently under review include: maximizing green time on 8th Street in the morning, and maximizing green time at the 1st Avenue entrance onto Idylwyld Drive in the afternoon.

The Transportation division will closely monitor the implemented Project Transportation Plan throughout the project, and may make adjustments to signal timings and detours once the traffic has re-distributed.

Following award, the Administration will work with the successful bidder to look at ways to further accelerate construction.

Options to the Recommendation

The option is to direct the Administration to proceed with the award process of the contract with the alternate bid which prescribes a full closure of the bridge for the rehabilitation. The Administration does not recommend this option as the decreased timeline for construction and reduced cost is not sufficient to warrant the impact to Saskatoon Transit and emergency vehicles.

Public and/or Stakeholder Involvement

The Administration has been working with internal and external stakeholders during the planning stages and will continue to do so throughout the project. Internal stakeholders attended an information meeting on December 19, 2014 to ensure an understanding of potential construction impacts.

External stakeholders were invited to attend meetings on January 22 and 28, 2015, to learn more about the project, ask questions and discuss concerns and solutions. A

summary of stakeholder input is included as Attachment 1. The Administration has also met with individual stakeholders as requested.

Communication Plan

A detailed communications plan has been developed to prepare for the upcoming University Bridge construction. The communications plan will be implemented in stages, to educate the public and stakeholders about the necessity of bridge rehabilitation, communicate project details and impact, and inform drivers of alternate routes. Communications will occur prior to the project commencing, throughout construction and once the project is complete. Communication tools include news releases, social media messaging, advertisements, City website, and signage along traffic routes. Communications for this project will also integrate into the overall Building Better Roads initiative. Specific alternate routing suggestions will be provided as part of the overall traffic plan for the project.

Financial Implications

There is sufficient funding approved in Capital Project #1527 – University Bridge Rehab to complete the required rehabilitation.

Environmental Implications

The activities relating to the rehabilitation of the University Bridge are associated with consumption of resources and resulting greenhouse gas emissions. The overall impact on greenhouse gas emissions has not been quantified at this time.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

The project should be complete in September 2015.

Public Notice

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

Report Approval

Written by: Todd Grabowski, Manager, Asset Preservation for Bridges
Reviewed by: Rob Frank, Manager, Asset Preservation Section
Reviewed by: Mike Gutek, Director of Major Projects
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities Department

TRANS TG - University Bridge Rehabilitation – Feb 10-15



STANDING POLICY COMMITTEE ON TRANSPORTATION

Westvac Industrial Ltd. – Supply of Steril-Koni Column Lifts – Blanket Purchase Order

Recommendation of the Committee

1. That the Administration prepare a blanket purchase order with Westvac Industrial Ltd., the only western Canadian supplier of the supply of Steril-Koni Column Lifts for the next two years, for a maximum total estimated cost of \$100,000 (not including taxes) per year; and,
2. That Purchasing Services issue the appropriate blanket purchase order.

History

At the February 10, 2015 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation & Utilities Department dated February 10, 2015 was considered.

Attachment

February 10, 2015 Report of the General Manager, Transportation & Utilities

Westvac Industrial Ltd. – Supply of Stertil-Koni Column Lifts – Blanket Purchase Order

Recommendation

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

1. That the Administration prepare a blanket purchase order with Westvac Industrial Ltd., the only western Canadian supplier of the supply of Stertil-Koni Column Lifts for the next two years, for a maximum total estimated cost of \$100,000 (not including taxes) per year; and,
2. That Purchasing Services issue the appropriate blanket purchase order.

Topic and Purpose

The purpose of this report is to request City Council approve a blanket purchase order from Westvac Industrial Ltd. for the supply of Stertil-Koni Column Lifts.

Report Highlights

1. A blanket purchase order is recommended for the compatibility with the existing column lifts and they have been specified for supply in the new Civic Operations Centre.
2. Westvac Industrial Ltd. is the only western Canadian supplier of the Stertil-Koni Column Lifts.
3. It is recommended that the Administration negotiate a multi-year blanket purchase order with Westvac Industrial Ltd.

Strategic Goal

This report supports the Strategic Goal of Continuous Improvement by standardizing existing equipment and establishing multi-year blanket purchase orders.

Background

In 2010, tenders for the supply of hoists opened publicly and two tenders were received. Westvac Industrial Ltd. was the successful bidder, and the majority of hoists at Transit are from this supplier.

Report

Blanket Purchase Order is Recommended

A blanket purchase order is being recommended for the following reasons:

- Will allow Saskatoon Transit to reduce the administrative time spent raising and managing individual purchase orders.
- Compatibility with our existing column lifts in order to continue to service our conventional fleet.
- The Stertil-Koni Column Lifts have been specified for supply in the new Civic Operations Centre.

- The lifts will replace existing aging lifts which are proven unreliable; parts availability is becoming limited to none.

Westvac Industrial Ltd. is the Only Authorized Distributer

Westvac Industrial Ltd. is the only western Canadian supplier of the Stertil-Koni Column Lifts as verified by the attached letter (see Attachment 1).

Negotiate a Blanket Purchase Order

The Administration is recommending that the City negotiate directly with Westvac Industrial Ltd. to obtain a blanket purchase order for Saskatoon Transit, for Stertil-Koni Column Lifts. By combining purchases into one contract, the City will have additional bargaining power and be able to take advantage of any available bulk purchasing discounts.

Options to the Recommendation

The supply of the materials could be individually sole sourced. Westvac Industrial Ltd. would be the exclusive supplier of the Stertil-Koni Column Lifts. The Administration believes that the most advantageous approach for the City is to negotiate a larger order directly with the supplier to minimize overhead and obtain the best pricing available.

Financial Implications

Funds are available in the maintenance programs of the Saskatoon Transit approved 2015 (and future) Capital Budget Project 0671 – Transit – Aux Veh/Equip-Eq Purchase.

Other Considerations/Implications

There are no policy, public and/or stakeholder involvement, communication plan, environmental, Privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

This blanket purchase order should be in place by March 1, 2015, with an option to extend the blanket for one year, provided the supplier provides acceptable pricing and maintains status as the sole supplier of the Stertil-Koni Column Lifts.

Public Notice

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

Attachment

1. Stertil-Koni Letter Dated January 7, 2015

Report Approval

Written by: Paul Bracken, Maintenance Manager
Reviewed by: Bob Howe, Director of Saskatoon Transit
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities Department



200 Log Canoe Circle
Stevensville, MD 21666 • 410-643-9001 • 800-336-6637 • 410-643-8901 (Fax)

January 7, 2015

To Whom This May Concern,

Please be advised that Westvac Industrial Ltd. with offices in Surrey, BC, Acheson, AB and Saskatoon, SK is the exclusive Steril-Koni Sales and Service provider for Western Canada including the provinces of BC, AB, SK and MB.

Sincerely,

Rawan D Roman
Regional Manager



STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES & CORPORATE SERVICES

Membership of the City of Saskatoon on the National Zero Waste Council

Recommendation of the Committee

That the City of Saskatoon become a member of the National Zero Waste Council.

History

At the February 10, 2015 Standing Policy Committee on Environment, Utilities & Corporate Services meeting, a report of the General Manager, Corporate Performance Department dated February 10, 2015 was considered.

Attachment

February 10, 2015 Report of the General Manager, Corporate Performance.

Membership of the City of Saskatoon on the National Zero Waste Council

Recommendation

That the Standing Policy Committee on Environment, Utilities and Corporate Services recommend to City Council:

That the City of Saskatoon become a member of the National Zero Waste Council.

Topic and Purpose

The purpose of this report is to provide information on the National Zero Waste Council (NZWC) and the benefits and commitments the City of Saskatoon (City) would have as a member of the Council.

Report Highlights

1. Zero Waste means striving to continuously improve toward sustainable natural cycles where discarded materials from one process become resources to another.
2. The NZWC is a leadership group with members from governments, businesses and non-government organizations. The aim of the NZWC is to substantially reduce waste and the associated environmental and economic costs of waste management through design and behavioural change.
3. Benefits to the City becoming a member of the NZWC

Strategic Goals

The recommendation in this report supports the priority to promote and facilitate city-wide recycling under the Strategic Goal of Environmental Leadership and also support the long-term strategy to eliminate the need for a new landfill under the Strategic Goal of Environmental Leadership.

Background

At its meeting on March 31, 2014, City Council considered a letter (Attachment 1) with respect to membership on the NZWC and support of a national waste prevention agenda in Canada. City Council resolved that the matter be referred to the Administration.

Report

What does Zero Waste Mean?

Rather than setting a specific waste diversion target, Zero Waste is a goal that is visionary and focussed on continuous improvement. Specifically, the Zero Waste International Alliance has adopted the following definition of Zero Waste:

“Zero Waste is a goal that is ethical, economical, efficient and visionary, to guide people in changing their lifestyles and practices to emulate

sustainable natural cycles, where all discarded materials are designed to become resources for others to use. Zero Waste means designing and managing products and processes to systematically avoid and eliminate the volume and toxicity of waste and materials, conserve and recover all resources, and not burn or bury them. Implementing Zero Waste will eliminate all discharges to land, water or air that are a threat to planetary, human, animal or plant health.”

National Zero Waste Council

The NZWC is a cross-sector leadership group comprised of governments, businesses and non-government organizations which aims to substantially reduce waste and the associated environmental and economic costs of waste management through design and behavioural change. Attachment 2 provides an overview of the Council mandate and organizational structure.

The NWRC was created in response to the need for a unified, national voice in advancing a waste prevention agenda in Canada. The current members are listed in Attachment 3.

Many municipalities have made great strides in waste diversion through recycling and material recovery. The amount of waste we produce (per capita), however, still continues to climb. The current linear system of taking raw materials, processing them, making products, using them, and then throwing them out is an inefficient business model and according to NZWC costs local governments approximately \$2.6 billion a year in waste management (NZWC, 2014).

Membership by the City of Saskatoon

As a member of the NZWC, the City of Saskatoon would be asked to commit to the Council's vision and contribute value through engagement in working groups and other Council initiatives. This includes attending the annual meeting, being available to serve on working committees, and to identify a lead politician or senior staff to support the work of, and participate in, the NZWC.

The City has outlined its commitment to waste reduction in the Saskatoon Waste and Recycling Plan (SWRP) to provide the direction and tools to successfully manage solid waste until 2028. Within this 20 year period, four implementation phases were formally defined. The City has implemented many of the programs identified in Phase 1 and 2 of the program and is now entering Phase 3.

Attachment 4 highlights how Saskatoon compares to some of the current NZWC members in terms of progress toward waste reduction.

Joining the NZWC could help the City achieve a future waste diversion target by learning from leading communities, businesses, and organizations at the national and international level. As a member of the NZWC, the City would share the council's vision of working towards becoming a zero waste community; and commit to their mission of acting collaboratively with other as an agent of change for waste prevention and reduction in the design, production and use of goods.

The benefits of membership in the NZWC include:

- Staying at the leading edge of change;
- Learning and information sharing;
- Network development;
- Policy development and advocacy.

Options to the Recommendation

City Council may choose to forgo membership to the NZWC. City Council may also choose to become a supporter of the NZWC rather than a member.

Stakeholder Involvement

The Saskatchewan Waste Reduction Council recently became a member of NZWC and supports Saskatoon and other Saskatchewan municipalities in becoming members.

Financial Implications

At this time there is no fee associated with membership to the NZWC. Costs for participation may include the commitment of time by Councillors and/or the Administration and optional travel to attend meetings or events.

Environmental Implications

A positive impact on waste diversion, and the associated greenhouse gas emissions, is anticipated as a result of the City becoming a part of a national network focused on waste prevention and reduction.

Other Considerations/Implications

There are no communications, policy or privacy considerations at this time.

Due Date for Follow-up and/or Project Completion

If membership in NZWC is pursued, a status report on activities would be included each year in the Integrated Waste Management Annual Report. The 2015 report could include a summary of membership activities and will be prepared for May 2016.

Public Notice

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

Attachments

1. Letter of Invitation to Join the National Zero Waste Council
2. National Zero Waste Council – Brochure (Vision and Mission Statement)
3. National Zero Waste Council Members
4. Waste Diversion Targets - NZWC Government Members

Report Approval

Written by: Daniel Mireault, Environmental Coordinator

Reviewed by: Amber Jones, Education and Environmental Performance Manager
Brenda Wallace, Director of Environmental and Corporate Initiatives

Approved by: Catherine Gryba, General Manager, Corporate Performance
Department

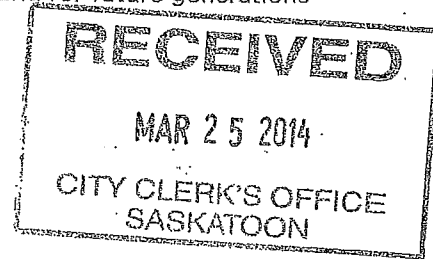
Administrative Report – Membership of the City of Saskatoon on the National Zero Waste Council.docx



Canada united in the achievement of zero waste, now and for future generations

March 17, 2014

Mayor Don Atchison
City of Saskatoon
222 Third Avenue North
Saskatoon SK S7K 0J5



Dear Mayor Atchison,

On behalf of the National Zero Waste Council (NZWC), I invite the City of Saskatoon to become a member of the NZWC and support a national waste prevention agenda in Canada.

Co-founded by Metro Vancouver and the Federation of Canadian Municipalities, and launched October 16, 2013 at Metro Vancouver's Zero Waste Conference, the NZWC is a cross-sector leadership initiative bringing together governments, businesses, and non-government organizations. With a focus on influencing behaviour and improving product design and packaging, the National Zero Waste Council aims to unite efforts in waste prevention and drive a fundamental shift in our relationship with waste.

The Council recognizes that while we have made great strides forward in waste diversion, the amount of waste we produce continues to climb, with the current linear system of take-make-dispose costing local governments approximately \$2.6 billion a year in waste management. A move towards a more resource efficient, circular economy – one that offers scope for innovation, financial savings, and reduced environmental impacts - is needed. Within that framework, the Council aims to act as an advocate, a convener, facilitator, and leader uniting business, government and industry efforts in the development of new solutions, and providing a unified voice calling for change in policy and practice that will address waste generation.

The Council has determined that it will advance design change, and behavior change amongst all stakeholders and sectors of society, through both advocacy and social marketing programs. Part of this work involves building the Council's constituency.

By joining the Council, you will be uniting with a core group of government, industry and community sector leaders that range from Canadian cities to the Province of BC, from the Conference Board of Canada to Canadian Manufactures and Exporters, and from Walmart to the Retail Council of Canada. A full list of members can be found at www.nzwc.ca

Council membership offers a number of benefits. These include:

- Staying at the leading edge of change.
- Learning and information sharing.
- Network development.

nzwc.ca

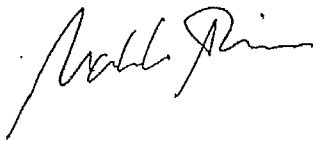
Additional information can be found in the Council information brochure. There is currently no fee attached to membership, and applications can be submitted online with the following supporting documentation:

1. Statement of Intent – that briefly describes in 150-250 words how your organization demonstrates a commitment to waste prevention and reduction.
2. Letter or Resolution – that demonstrates organizational support for the Council – e.g.; a letter from Mayor and Council, or a copy of an endorsing Council resolution.

If you have any questions regarding the Council and membership, I am happy to speak with you regarding this invitation and can be reached at admin@nzwcc.ca.

Addressing waste generation requires new solutions and new partnerships across sectors. Please join us in advancing a waste prevention agenda in Canada by becoming a member of the Council.

Sincerely,



Malcolm Brodie
Chair, National Zero Waste Council
Mayor, City of Richmond

*“The NZWC provides a forum to address the most important, but often forgotten **R–reduction**. Through national cross-sector collaboration we can tackle preventing the generation of waste, rather than focusing on managing it once it is produced.”*

Christina Seidel – Recycling Council of Alberta

VISION

Canada united in the achievement of zero waste, now and for future generations.

MISSION

To act collaboratively with business, government and the community, at the national and international level, as an agent of change for waste prevention and reduction in the design, production and use of goods.

THE COUNCIL IS:

A leadership initiative bringing together governments, businesses, and non-government organizations to advance a waste prevention agenda in Canada

Taking action on factors driving waste generation, to support a high quality of life, environmental sustainability and economic prosperity while consuming fewer resources and less energy

Positioning Canadian communities and businesses to effectively compete in a resource constrained world

Driving new levels of cross-sector collaboration and innovation in support of a circular economy and a world without waste.



“Cities have unique waste management approaches, but we all stand to benefit from tackling the generation of waste. Collaboration between stakeholders will get us to Zero faster.”

Shelley Carroll – City of Toronto

BECOME A MEMBER

Help shape the direction of waste prevention and reduction in Canada.

NETWORKING AND CONNECTIONS

Join a growing stakeholder network developing new solutions to address waste generation and build new connections across the country.

LEARNING AND INFORMATION SHARING

Discuss emerging issues and take advantage of webinars, special presentations, and workshops. Engage in activities that align with the Council’s mission, and contribute your ideas, knowledge and resources.

POLICY DEVELOPMENT AND ADVOCACY

Become involved in research, policy, harmonization and advocacy initiatives. Attend the AGM, participate in national working groups, and raise issues and activities for the Council to consider.

Membership is open to local, provincial, federal or territorial government entities; for-profit businesses or business organizations; not-for-profit organizations; or other public or academic entities.

There is currently no fee associated with membership.

Individuals can also engage with the Council’s vision by becoming a supporter.

Visit www.nzwc.ca to submit a membership application, or sign up as a supporter.

www.nzwc.ca
Email: admin@nzwc.ca



Founded by Metro Vancouver in collaboration with the Federation of Canadian Municipalities.

INTRODUCING THE NATIONAL ZERO WASTE COUNCIL



Canada united in the achievement of zero waste, now and for future generations.

WWW.NZWC.CA

GUIDING PRINCIPLES

1. Commit to collaboratively working with business, government and community partners to develop new solutions.
2. Adopt a waste prevention and reduction framework that positions Canadian cities and businesses to compete globally in an emerging resource constrained economy.
3. Align with global and international initiatives.
4. Stress the economic, social, and environmental benefits associated with the conservation of resources.
5. Consider local and global consequence and long term impacts.

“Local governments spend approximately \$2.6 billion a year to manage waste – even with waste diversion programs in place. More needs to be done to increase waste prevention and reduction. Collectively, cities have considerable influence and we need to apply that influence through organizations such as the National Zero Waste Council. I call on my colleagues in government to join us and work together with business and others to address the issue of waste.”

Malcolm Brodie – Metro Vancouver

PRIORITIES

IMPLEMENT NATIONAL COMMUNICATION CAMPAIGNS

Develop and support national communication and education campaigns that encourage behavior change and build public awareness that products and packaging can and should be designed to prevent waste, with benefits for the economy, the environment and lifestyles.

ADVANCE POLICY DEVELOPMENT

Research and assess opportunities for policy harmonization that will facilitate more producers to improve the design of products and packaging, and pursue targeted initiatives to help facilitate this shift in identified product streams.

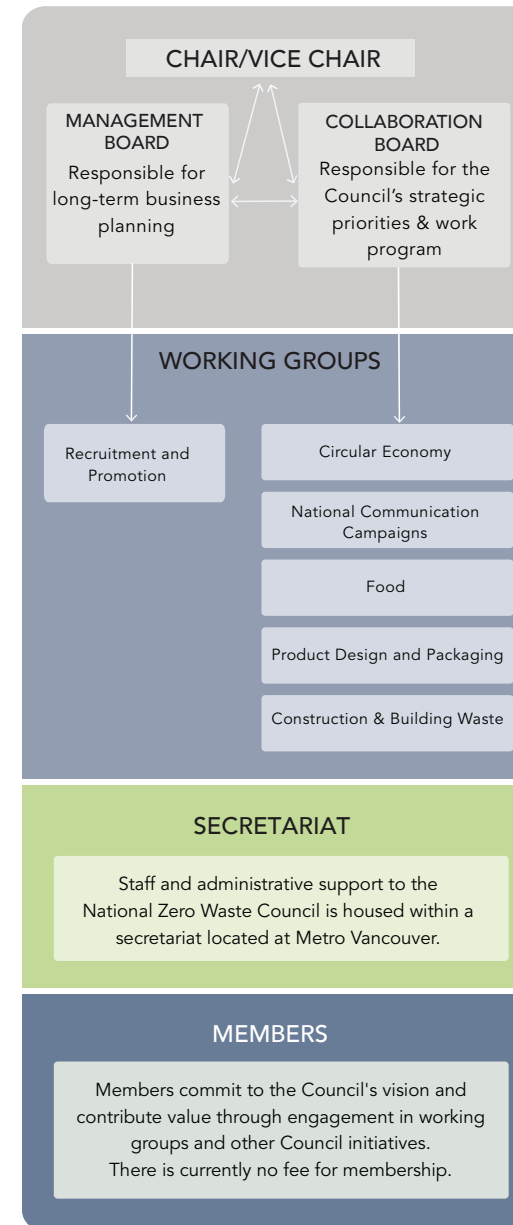
FACILITATE KNOWLEDGE EXCHANGE AND DIALOGUE

Support and leverage existing initiatives and opportunities that promote best practices and facilitate knowledge exchange between industry, government and other key stakeholders.

“PAC NEXT is delighted to be a member of the NZWC - we share the mutual goal of finding global solutions for better package designs that increase recovery and recycling while minimizing waste generation.”

Alan Blake – PAC NEXT

GOVERNANCE FRAMEWORK



EXECUTIVE LEADERSHIP

CHAIR

Malcolm Brodie, Chair, Metro Vancouver Zero Waste Committee, and Mayor, City of Richmond

BOARD MEMBERS

Alan Blake, Executive Director, PAC NEXT

Nancy Coulas, Director, Environment & Energy Policy, Canadian Manufacturers and Exporters

Frank Came, Senior Advisor, Globe Foundation

Shelley Carroll, City Councillor - Ward 33, City of Toronto

Dan Casselman, Senior Policy Advisor, Federation of Canadian Municipalities

Renee Gratton, Founding President, Construction Resource Initiatives Council

Bill Karsten, Councillor, Halifax Regional Municipality and Vice-chair, FCM Standing Committee on Environmental Issues and Sustainable Development

David Lawes, EPR Business Consultant

Allen Lynch, Representative, International Board of Directors, Solid Waste Association of North America

Brock Macdonald, CEO, Recycling Council of BC

David Ranson, Executive Director, Environmental Standards Branch, BC Ministry of Environment

Christina Seidel, Executive Director, Recycling Council of Alberta

Christian Shelepuk, Waste Reduction Program Manager, Wal-Mart

Nathalie St-Pierre, Vice-President - Sustainability and Quebec, Retail Council of Canada

David Stewart-Patterson, Vice-President, Public Policy, Conference Board of Canada

ADVISORY BODY

John Coyne, Director, Board of Directors, Canadian Stewardship Services Alliance

Michael Goeres, Executive Director, Canadian Council of Ministers of the Environment

Bridgett Luther, President, Cradle to Cradle Products Innovation Institute

Jared Wright, Director of Advocacy & Government Relations, Union of BC Municipalities

NATIONAL ZERO WASTE COUNCIL MEMBERS

GOVERNMENT

BC Ministry of Environment
City of Burnaby
City of New Westminster
City of North Vancouver
City of Port Coquitlam
City of Richmond
City of Toronto
City of Vancouver Granville Island Office, CMHC
Metro Vancouver
Town of Cochrane
Township of Langley
Vancouver Board of Education
Ville de Gatineau

BUSINESS AND BUSINESS ASSOCIATIONS

BC Bottle and Recycling Depot Association
BSI Biodegradable Solutions
ECODAS
Green Chair Recycling
Green Spark Group
Immacutec Systems Technologies Inc.
London Drugs
One Earth
SymbiAudit Inc.

NON PROFIT/ACADEMIA

Catalyst Agri-Innovations Society
Construction Resource Initiatives Council
Federation of Canadian Municipalities (FCM)
Globe Group
Kwantlen Student Association
Light House
PAC NEXT
Retail Council of Canada
Ridge Meadows Recycling Society

NON PROFIT/ACADEMIA (con't)

Saskatchewan Waste Reduction Council
Strathcona Business Improvement Association
Solid Waste Association of North America (SWANA)
Recycling Council of Alberta
Recycling Council of British Columbia
Thompson River University

ADVISORS

Canadian Council of Ministers of the Environment
Canadian Stewardship Services Alliance
Cradle to Cradle Products Innovation Institute
Union of BC Municipalities (UBCM)

Waste Diversion Targets - NZWC Government Members

| Municipality | Waste Diversion Target |
|---|--------------------------------------|
| Metro Vancouver, BC <i>Vancouver</i> <i>City of Burnaby</i> <i>New Westminster</i> <i>North Vancouver</i> <i>Port Coquitlam</i> <i>Richmond</i> | 70% by 2015 Long-term: Zero Waste |
| Toronto, Ontario | 70% by 2010* |
| Cochrane, Alberta | 80% by 2020 Long-term: Zero Waste |
| Gatineau, Quebec | 65% by 2011 70% provincial target |

* This target was not reached. In 2014, Toronto had a diversion rate of just over 50%.

Saskatoon Waste Diversion

| | 2012 | 2013 |
|---------------------------------------|---------|---------|
| Waste Landfilled (tonnes) | 117,523 | 117,759 |
| Waste Diverted (tonnes) | 26,520 | 34,539 |
| Waste Diversion Rate | 18.41% | 22.68% |
| Diversion Rate (including waste soil) | 32.15% | 39.45% |

The 2014 waste diversion rate is currently being calculated. Administration is also currently in the process of preparing a proposed Waste Diversion Performance Target for consideration by City Council.



STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES & CORPORATE SERVICES

Inquiry – Councillor Donauer (March 3, 2014) Rainwater Re- use on Civic Buildings

Recommendation of the Committee

That the report of the General Manager, Corporate Performance Department dated February 10, 2015, be received as information.

History

At the February 10, 2015 Standing Policy Committee on Environment, Utilities & Corporate Services meeting, a report of the General Manager, Corporate Performance Department dated February 10, 2015 was considered.

Attachment

February 10, 2015 Report of the General Manager, Corporate Performance.

Inquiry – Councillor Donauer (March 3, 2014) Rainwater Re-Use on Civic Buildings

Recommendation

That the report of the General Manager, Corporate Performance Department dated February 10, 2015, be forwarded City Council for information.

Topic and Purpose

The purpose of this report is to provide a response to an inquiry from Councillor Donauer regarding design of new civic facilities to collect rainwater for useful purposes.

Report Highlights

1. Useful purposes for captured rainwater include both indoor uses (flushing toilets, vehicle washing) and outdoor uses (irrigation).
2. The Access Transit Maintenance Facility is piloting an indoor rainwater capture system which replaces 30% of the building's water formerly supplied by the City utility.
3. Civic projects using outdoor rainwater capture systems include the Rain Garden at River Landing Spray Park and curb drain tree irrigation for the 20th Street streetscaping project.
4. Currently, indoor uses of captured rainwater are not as cost-effective to implement as outdoor uses due to costs for equipment and maintenance.
5. The new Civic Operation Center does not incorporate a rainwater harvesting, but it does utilize a water recycling system as part of the Automatic Bus Wash System.

Strategic Goals

The contents of this report supports the Strategic Goal of Environmental Leadership to improve the quality of storm water run-off that is going to the river and reduce greenhouse gas emissions tied to the City of Saskatoon (City) operations. Rain and meltwater diversion and management are also relevant considerations in mitigating for the impact of severe weather events on civic infrastructure.

Background

The following inquiry was made by Councillor R. Donauer at the meeting of City Council held on March 3, 2014:

“In the interest of water preservation, would the Administration please report on the possibility of designing all new civic facilities with the ability to collect rainwater for useful purposes, such as, for flushing toilets and urinals, landscaping, irrigation, and any other possible purposes? Please include plans for the Civic Operations Centre.”

Report

Defining Rainwater Capture

Rainwater capture is the practice of collecting rain from roofs and other hard surfaces and storing it for use in irrigation, industrial processes, and indoor commercial and residential uses that do not require drinking-water-quality water (such as clothes washing and toilet flushing). Beyond the benefits associated with using water provided 'free' to a property in the form of rain or meltwater, the common drivers for capturing rainwater include pollution prevention and flood control.

Civic purposes for captured rainwater could include indoor uses, such as flushing toilets and washing vehicles, or outdoor uses for landscape irrigation. Currently, most civic facilities use water treated to drinking-water-quality standards for all indoor and outdoor uses.

Opportunities for Rainwater Capture – Indoor Uses

Indoor uses of captured rainwater are known as grey water systems, and are governed under the National Plumbing Code of Canada (2005) as interpreted by City plumbing inspectors. The benefits of rainwater use for both indoor and outdoor applications include the management of storm water (reducing flood risk) and the replacement of treated water, which reduces utility costs.

Indoor grey water systems can replace only a portion of the potable drinking water supply system. Since two water supply systems would be in use in each building, there would be additional design, installation, operating, and maintenance costs. In Saskatoon there is limited experience in issuing plumbing permits for grey water systems; policy regarding locally acceptable grey water plumbing practices has not yet been developed. Furthermore, payback periods for the capital investment are long (i.e. greater than 30 years), as low local water rates mean rainwater replaces a small utility cost. For all of these reasons, rainwater capture systems are not widely used in civic buildings today.

The City has a grey water re-use system in place at the Access Transit Maintenance Facility. In this pilot project, rainwater from the roof is collected via gutters and rainwater leaders into three 40,000 litre storage tanks, resulting in approximately 700,000 litres annually for use in bus washing, toilets, and irrigation systems. This represents a 30% water savings for the facility, which is enough water to fill the Harry Bailey 25 metre pool with 225,000 litres to spare. The Access Transit Maintenance Facility project cost of \$85,000, saves \$1,500 per year (2014 utility rates), and has a payback period of approximately 35 years when considering maintenance costs and utility rate escalation.

Opportunities for Rainwater Capture - Outdoor Uses

Rainwater captured for outdoor purposes is released into the landscape in a managed way, so the water has an opportunity to infiltrate into the ground rather than becoming run-off into the storm sewer system. This reduces flood risk, helps improve water quality in the watershed, and reduces the costs for landscape irrigation.

Civic projects piloting outdoor rainwater capture systems include the Rain Garden at River Landing Spray Park and the curb-drain tree irrigation installed within the 20th Street streetscaping project from Avenue E to Avenue F. The greenway planned along the boundary of the Northeast Swale will include rain gardens and drainage swales specifically designed for rainwater and neighbourhood storm water capture and use.

The City is in the process of developing a Storm Water Management Plan that will identify opportunities throughout the community for outdoor rainwater capture. Guidelines for the implementation of outdoor rainwater capture systems for civic and other buildings will be part of this Plan.

Civic Operations Centre (COC)

The design solution from the P3 Partner in the COC does not incorporate a rainwater harvesting system. However, the Automatic Bus Wash System, which will represent the single largest user of water within the Transit Operations Facility, has been specified and will be installed with an integral water recycling system which will allow up to 75% of the wash water to be reclaimed and reused.

Environmental Implications

Rainwater capture is beneficial to the environment because it reduces the amount of water that needs to be drawn from the river and treated to drinking-water standards.

Rainwater capture systems divert rain and meltwater from the storm water system for re-use in the sanitary sewer system (in the case of indoor uses) or to infiltrate the ground (in the case of outdoor uses). This reduces sediment and pollution flowing to the river, thereby reducing harmful impacts to the river ecosystem and protecting our source of drinking water.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

Opportunities to expand rainwater capture for outdoor uses will be included in the Storm Water Management Plan. A report introducing the Plan will be prepared for October 2015.

Public Notice

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

Report Approval

Written by: Brydan Tollefson, Engineer I
Jill Cope, Corporate Initiatives Project Manager
Jeanna South, Corporate Initiatives Project Manager
Twyla Yobb, Watershed Protection Manger

Reviewed by: Brenda Wallace, Director of Environmental and Corporate Initiatives

Inquiry – Councillor Donauer (March 3, 2014) Rainwater Re-Use on Civic Buildings

Approved by: Catherine Gryba, General Manager, Corporate Performance
Department

Administrataive Report - Inquiry – Councillor Donauer (March 3, 2014) Rainwater Re-Use on Civic Buildings.docx



STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES & CORPORATE SERVICES

Summary of SaskPower Smart Meter Review by Crown Investments Corporation of Saskatchewan

Recommendation of the Committee

That Administration continue on its current path to implement an Advanced Metering Infrastructure (AMI) system for both the electricity and water utilities.

History

At the February 10, 2015 Standing Policy Committee on Environment, Utilities & Corporate Services meeting, a report of the General Manager, Transportation & Utilities Department dated February 10, 2015 was considered.

Attachment

February 10, 2015 Report of the General Manager, Transportation & Utilities.

Summary of SaskPower Smart Meter Review by Crown Investments Corporation of Saskatchewan

Recommendation

That the Standing Policy Committee on Environment, Utilities and Corporate Services recommend to City Council:

That Administration continue on its current path to implement an Advanced Metering Infrastructure (AMI) system for both the electricity and water utilities

Topic and Purpose

The purpose of this report is to provide information regarding a recent independent third-party review of SaskPower's Smart Meter Program following eight meter-related fires in 2014. This information is relevant as City Council considers recommendations to approve contracts for implementing an Advanced Metering Infrastructure (using smart meters) for the City's electric and water utilities.

Report Highlights

1. Under the direction of the Saskatchewan Government, the Crown Investments Corporation (CIC) conducted a series of independent third-party reviews of SaskPower's Smart Meter Program, following eight meter-related fires in 2014.
2. Saskatoon Light & Power (SL&P) has been installing new Elster Solutions Canada (Elster) smart meters since 2008, and has received no reports of meter-related fires.
3. Elster meters complied 100% with all safety verification testing conducted by Underwriters Laboratories (UL).
4. SL&P employ their own Certified Meter Installers for all installations, and safety checks are conducted to ensure meters are installed properly and operating normally.

Strategic Goal

This report supports a commitment to public safety, under the Strategic Goal of Quality of Life.

Background

At its meeting held on June 23, 2014, City Council directed Administration to negotiate pricing, terms and conditions with Elster for the supply of the electricity meters, water meter communication modules, and the AMI system (data collectors and repeaters, software, training and support), and to report back with the appropriate recommendations.

In the summer of 2014, SaskPower reported a number of incidents that occurred during their smart meter deployment, as part of their AMI project. Eight meter-related fires were

reported related to their Sensus smart meters. The Administration took this as an opportunity to review our own procurement of Elster meters.

Report

CIC Review of SaskPower's Smart Meter Program

The Government of Saskatchewan requested that CIC undertake a detailed review of SaskPower's Smart Meter program following eight recent meter-related fires. The scope of the review included the selection of a smart meter supplier and installation contractor, legal due-diligence related to contracts for equipment and services, and an assessment of the cause of the smart meter fires.

There were six key findings stated in the CIC review. The following table lists the key findings with a comparison to SL&P's Smart Meter Program. At the outset, it is important to note that SaskPower had opted to deploy a Sensus product.

| CIC SaskPower Smart Meter Review | SL&P Smart Meter Program Comparison |
|---|---|
| Moisture and contaminants getting inside the meters were a major factor in the meter fires. | Meter safety verification testing has been completed by UL. The Elster meters were 100% in compliance with all ANSI and UL tests performed, including a rain test, and a dust/water-spray test. |
| There is no evidence to indicate the fires were the result of improper installation or hot sockets. | SL&P uses its own certified meter installers for all installations, and is conducting safety checks of all customers' meters. Meters are checked for any visual indication of problems, and to ensure they are operating normally. |
| SaskPower did not adequately consider the possibility for significant meter failures resulting in damage to homes. | SL&P has been installing Elster meters since 2008, and have received no reports of any meter-related fires. SL&P considered this issue, and Elster has offered as a term of the contract an optional warranty that provides a remedy if any meter gives rise to a public safety issue that could potentially result in property damage or fire. |
| SaskPower does not have two formal processes to distinguish between regular procurements and complex procurements (like those covered in the AMI program). Complex procurements have additional complexities and should be managed by a different set of processes. | The procurement has involved staff from several other divisions within the City of Saskatoon. Early review and input was sought from Finance, Purchasing, Information Services, and the City Solicitor's Office. Contract negotiations with Elster began in July of 2014 and have been comprehensive. The degree of diligence was beyond what occurs during the course of a standard procurement. |

| CIC SaskPower Smart Meter Review | SL&P Smart Meter Program Comparison |
|--|--|
| <p>Roles and responsibilities were not clearly defined to effectively identify initial risks, manage ongoing/added risks as incidents in other jurisdictions became public, complete adequate due diligence (i.e. assessment of product liability insurance needs), and manage the project.</p> | <p>A Steering Committee made up of division Directors provides overall direction for the project, and a single project manager has been assigned from the start of the project. A consulting firm has also been engaged since the fall of 2013, with extensive expertise related to AMI and smart meter deployments across Canada and the US. Elster does not maintain product liability insurance, and it would likely be prohibitively expensive.</p> |
| <p>There were three critical points that, taken together, could have prompted SaskPower to re-evaluate the risk to customer safety throughout the Smart Meter Program (i.e.: correspondence from another meter supplier related to the Sensus product; litigation in 2010 in Alabama that alleged fault with the Sensus product for similar fires to those in Saskatchewan; in August 2012 PECO was dealing with issues related to overheating in meters provided by Sensus)</p> | <p>Elster meters are designed, manufactured, and guaranteed to operate in accordance with American National Standards Institute (ANSI) standards. Elster has been engineering and manufacturing meters for 125 years (beginning as Westinghouse in the US). Over the past ten years since Elster started manufacturing smart meters, they have deployed over 8 million smart meters worldwide, with major deployments in the provinces of Ontario and Alberta. There have been no similar reports of problems with the Elster product like the fire incidents reported by SaskPower with the Sensus product.</p> |

Installation of New Elster Smart Meters Since 2008

SL&P began a gradual roll-out of the first smart meters in 2008, with the procurement of 2,000 new smart meters from Elster, installed them over the next twelve months, and monitored their performance in the field. A stepped procurement process continued through 2013, and SL&P has now installed new smart meters for 55% of its meter population.

Minor defects have been reported in 166 of approximately 33,000 meters in-service (0.5%, or 1 in 200), and of these, 16 were reported during the initial warranty period (0.05%, or 1 in 2,000). These meters were immediately removed from service and returned to the manufacturer, and if under warranty were replaced or repaired. Reported defects were mostly issues with displays and miscellaneous error codes; although two issues were reported with faulty disconnect switches. None of the defects were considered to be a safety risk and posed no risk to any customers. There have been no reports of any meter-related fires. SL&P reports all meter defects and nonconformities to Measurement Canada. The number of defects reported to date has been within the accepted industry-average manufacturing defect rate of 0.5% (1 in 200).

Over the past several years, smart meters have been installed by electric, water, and natural gas utilities throughout North America, including most Canadian provinces. Elster smart meters have been installed at many other utilities across Canada including at SaskPower, with major deployments in the provinces of Ontario and Alberta. There have been no reports of any public safety incidents caused by any Elster meters over the past ten years since Elster began manufacturing and deploying smart meters. Elster has been engineering and manufacturing meters for 125 years (beginning as Westinghouse in the United States), and now have over 8 million smart meters and 110 AMI/smart grid systems deployed worldwide. Elster meters are designed, manufactured, and guaranteed to operate in accordance with American National Standards Institute standards.

UL Safety Verification Testing

SL&P joined with a group of Canadian electric utilities that are implementing smart meters to conduct third-party independent meter testing for various meter manufacturers, and to monitor compliance with current ANSI and UL standards for electricity meters. All testing was performed in the Underwriters Laboratories test facility in Raleigh, North Carolina, USA. SL&P provided forty (40) of its Elster brand smart meters to undergo a series of tests as defined in the ANSI C12 standard series (American National Standard Code for Electricity Metering) and the UL2735 standard (Electric Utility Meter Safety Standard, May 2013). The Elster meters were 100% in compliance with all ANSI and UL tests performed. This provides additional confidence in the expected performance of the Elster smart meters in the field.

Certified Installers used for all Meter Installations

SL&P uses its own certified meter installers for all installations, and training is provided both internally and through an external program. All meter installers have the necessary certification to comply with the provincial Occupational Health and Safety Regulations.

SL&P is committed to ensuring public safety for all of its customers, and has decided to conduct safety checks on all installations of smart meters and the older style mechanical meters. During the safety checks, SL&P staff look for any visual indication of problems, and ensure meters are operating normally. All safety checks are expected to be complete by April 1, 2015.

Options to the Recommendation

SL&P is confident it has reviewed and addressed the issues that the SaskPower Smart Meter Review highlighted. If City Council wishes to conduct an external review of the procurement process before proceeding to enter into a further contract with Elster, the Administration could be directed to retain the services of its Internal Auditor, PWC. Cost and schedule impacts will be presented verbally at Committee, as they were not available at the time of writing this report.

Public and/or Stakeholder Involvement

SL&P issued a letter to all customers in the summer of 2014 to provide information about its Smart Meter Program, and to reassure customers of its commitment to public safety. A follow-up letter was issued to all customers in January of 2015, providing an update on the safety checks and the Smart Meter Program.

Communication Plan

A Communication Plan has been developed to inform customers about smart meters, how they work, and the installation process. As the project progresses, significant milestones and updates will be communicated with the news media, on the City of Saskatoon website, and through the City's Twitter and Facebook accounts.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

The AMI system is expected to be complete and operational in 2016, with all electricity meters installed by the end of 2017, and all water meter communication modules installed by the end of 2019.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C91-021, Public Notice Policy, is not required.

Attachment

1. Crown Investments Corporation of Saskatchewan Report – Smart Meter Review
<http://www.saskatchewan.ca/government/news-and-media/2014/october/27/smart-meter-review>

Report Approval

Written by: Kevin Hudson, Metering & Sustainable Electricity Manager
Reviewed by: Trevor Bell, Director of Saskatoon Light & Power
Approved by: Jeff Jorgenson, General Manager Transportation & Utilities Department

EUCS KH - Summary of SaskPower Smart Meter Review -Crown Investments-Feb 10-2015

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Introduction and Background

In August 2010, SaskPower commenced its Automated Metering Infrastructure (AMI) Program, a program designed to make use of new technology to improve the efficiency and effectiveness of metering customers' electricity usage. Between 2010 and 2011, SaskPower completed key project vendor procurements, and selected Sensus USA Inc. (Sensus) for the supply of the AMI technology, including smart meters, and Grid One Solutions Inc. (Grid One) for the installation in January 2012.

SaskPower's equipment delivery began in early 2012, as did laboratory and field testing activities. These activities continued through the fall of 2013 when full meter and module deployment commenced. A pilot project in Hanley, Saskatchewan began in the summer of 2012, where 400 smart meters were installed and tested. At the end of July 2014, close to 108,000 electric meters were installed, and 280 network sites had been commissioned.

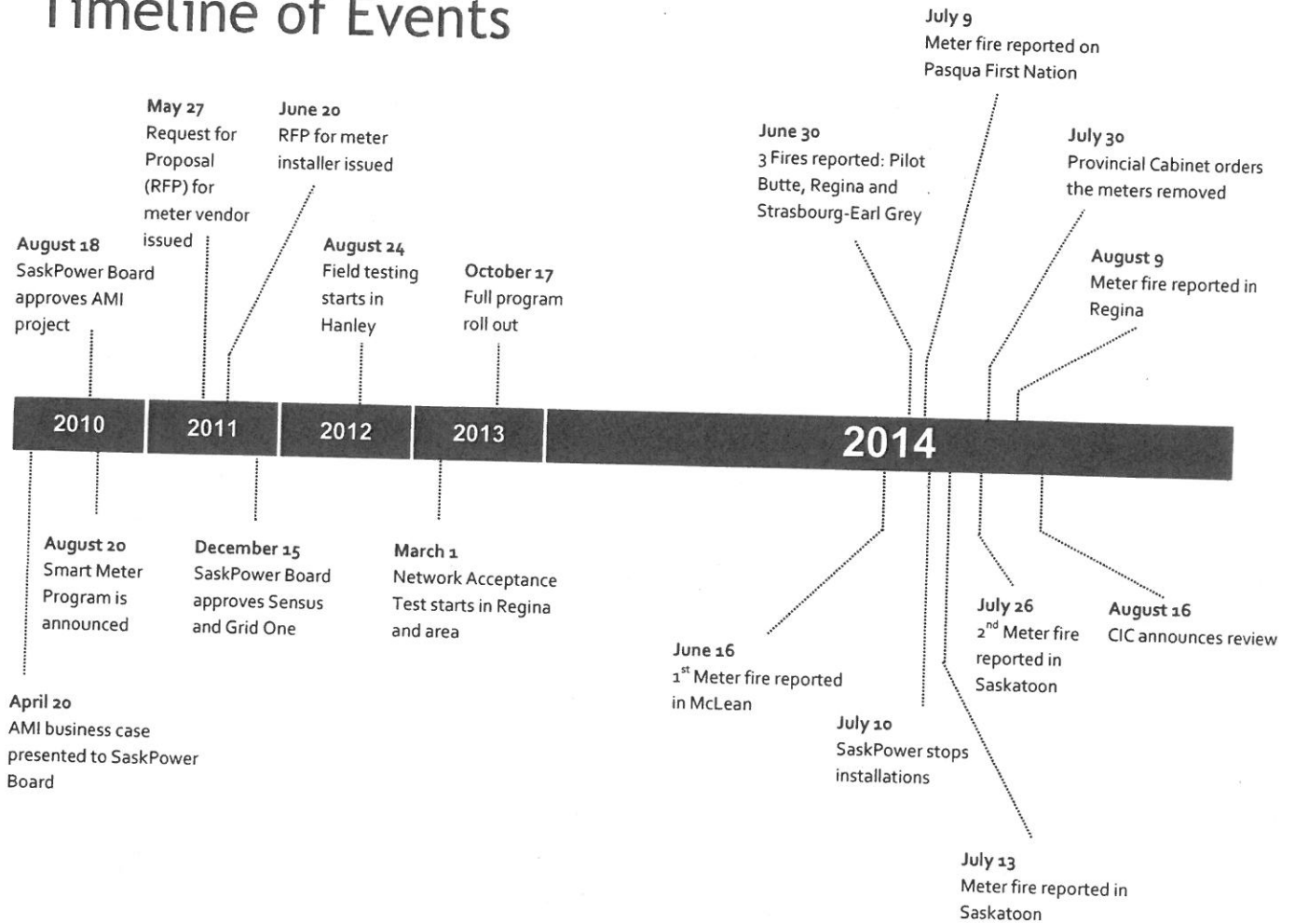
Over a period of three weeks in the summer of 2014, in various parts of the Province, eight meters failed catastrophically, melting or burning, and in some cases damaging the sides of houses.¹ These incidents were considered sufficiently serious for SaskPower to halt the installation program. Shortly thereafter, the Government of Saskatchewan (the Government) ordered the removal of all of the Sensus smart meters.

Public safety and transparency are of paramount importance to the Government. Under the direction of the Government, CIC conducted a series of independent third party reviews of SaskPower's Smart Meter Program, following the eight meter related fires. The reviews assessed the Smart Meter Program from legal, technical, and procurement perspectives as well as contract management.

The reports prepared by PricewaterhouseCoopers (PwC) and Ritenburg & Associates (Ritenburg) are attached. The report prepared by CIC's independent legal experts, Robertson Stromberg LLP, will not be released in order to protect SaskPower's legal privilege in the event that future litigation is considered. However, a summary report of the legal review has been included.

¹ A catastrophic failure has been defined by the consultants and industry as a meter which has burnt, melted, blackened, caught fire, arced, sparked or exploded/blown from the premise.

Timeline of Events



Advanced Metering Infrastructure (AMI)

Smart meters are widely used across North America and many parts of the world. They represent a generational shift in metering technology as power companies move to a more automated system that provides the operators with much more information on the performance of the power grid.

The shift to smart meters also represents a huge infrastructure renewal challenge. SaskPower's AMI Program consists of the replacement of SaskPower's existing electric meters with an AMI electric meter (smart meter) with a two-way AMI communication module, installed at a customer's home, farm or business.

AMI also includes a provincial communication network to deliver information from the smart meters to SaskPower, where it will be integrated into corporate systems for customer billing and other operational purposes. The key customer benefit associated with smart meters is that they record actual power usage details, so bills are based on actual electricity used, rather than estimates. Meter readings can be done remotely, eliminating the cost of manual readings.

This is accomplished through a wireless communications system, which takes measurements throughout the day. The data is transmitted over a secure network to a central data management system. This capacity allows the meters to detect power outages, meaning customers no longer have to call in to SaskPower when there is an outage. This remote communications ability also allows for a quicker transfer process for customers who move. Despite problems with a specific model of meter, smart meter technology is, in the long run, the best option for improving and expanding electrical infrastructure in the province.

Scope of Review

The scope of the Review included:

1. SaskPower's due diligence exercised in the selection of the supplier of smart meters, including, but not limited to:
 - ▶ the factors used to evaluate the suppliers, measured against good practices;
 - ▶ compliance of technology with safety and measurement regulations;
 - ▶ compliance with SaskPower's internal policies;
 - ▶ consideration of company reputation and product history; and,
 - ▶ the ongoing supplier contract management.

2. SaskPower's due diligence exercised in the selection process for the contract of installation services, including, but not limited to:
 - ▶ the process used to evaluate installation service providers;
 - ▶ review documentation; including the request to the Ministry of Labour Relations and Workplace Safety regarding the qualifications of the installers;
 - ▶ the examination of smart meter installation programs in other jurisdictions;
 - ▶ compliance with SaskPower's internal policies; and,
 - ▶ the contract management oversight of meter installation work by Grid One, to ensure the safe installation of meters.

3. Legal due diligence related to, but not limited to:
 - ▶ breach of contract, termination, and dispute resolution if performance or safety issues emerge;
 - ▶ payment terms and hold backs to protect SaskPower's financial interests in the event of problems; and,
 - ▶ SaskPower's ability to receive compensation recovery.
4. Assessment of the cause of the smart meter fires. CIC's legal consultant engaged an engineering firm on CIC's behalf.

Selection of Independent Experts

In selecting independent experts to conduct the Smart Meter Review, CIC considered a number of factors including experience and industry knowledge, level of involvement in other SaskPower projects to ensure independence, and their level of credibility to ensure public confidence. Three firms were engaged to undertake the review.

PwC is a highly regarded, international accounting and consulting firm with extensive experience in procurement engagements of utility companies and smart meters. PwC was responsible for assessing the adequacy of SaskPower's due diligence, procurement, and contract management practices related to the Smart Meter Program; and compared to good practice, identifying weaknesses in SaskPower's procurement and contracting policies and procedures. PwC was asked to identify recommendations to enhance SaskPower's policies and procedures in the execution of both procurement and contract management going forward. PwC ran an evidence-based review, relying on documentation and interviews with key positions at SaskPower, Sensus, Grid One, and the Ministry of Labour and Workplace Safety, as well as drawing on the knowledge of PwC's smart meter specialists.

Saskatoon based, Robertson Stromberg LLP is one of Saskatchewan's leading law firms. They were selected to review the contracts between SaskPower and the vendors to advise on the strengths and weaknesses of the contracts and advise on possible legal options for SaskPower, including receipt of financial compensation.

Robertson Stromberg conducted extensive interviews with SaskPower, reviewed thousands of pages of SaskPower documentation, and reviewed external sources to develop a comprehensive understanding of this Smart Meter Project. Their investigation was widespread and thorough, including contacting the legal counsel and principal litigant in *Baker v. Sensus USA et al v. Alabama Power Company*.

After their preliminary findings were developed, Robertson Stromberg retained the services of Aird & Berlis, nationally recognized for their expertise in public sector procurement, for the purpose of gaining broader context against which the contractual and procurement analysis could benefit.

The full report prepared by Robertson Stromberg will not be released in order to protect SaskPower's legal privilege in the event that future litigation is considered.

After consulting with the Association of Professional Engineers & Geoscientists (APEGGS), Regina-based engineering firm, Ritenburg and Associates Ltd. (Ritenburg) was selected to provide an independent assessment of the cause of the fires. Ritenburg was engaged through Robertson Stromberg in order to protect SaskPower's legal privilege in the event of future litigation.

In performing its work, Ritenburg examined meters that burned, and meters that simply quit for various reasons, including overheating. They reviewed manufacturers' information, contracts, UL/CSA standards and surveyed publicly available information. They also conducted personal interviews with SaskPower staff who were directly involved in the Smart Meter

Project. A number of questions were also electronically posed by Ritenburg, which were subsequently answered by the topic's corresponding SaskPower employee.

SaskPower was cooperative throughout the review process by providing the consultants with necessary documentation, making staff available to be interviewed, and being forthcoming with information.

SaskPower's Settlement with Sensus

During the course of the Review, on September 8, 2014, SaskPower was able to negotiate an agreement with Sensus to recover \$47 million in costs. This included a cash refund of \$24 million for all meters that were already purchased, a credit of \$18 million for future meters, and \$5 million for research and development of a new meter designed specifically for Saskatchewan's conditions.

Key Findings

- ▶ Moisture and contaminants getting inside the meters were a major factor in the meter fires.
- ▶ There is no evidence to indicate the fires were the result of improper installation or hot sockets.
- ▶ SaskPower did not adequately consider the potential for significant meter failures resulting in damage to homes.
- ▶ SaskPower does not have two formal processes to distinguish between regular procurements and complex procurements (like those covered in the AMI Program). Complex procurements have additional complexities and should be managed by a different set of processes.
- ▶ Roles and responsibilities were not clearly defined to effectively identify initial risks, manage ongoing/added risks as incidents in other jurisdictions became public, complete adequate due diligence (i.e., assessment of product liability insurance needs), and manage the project.
- ▶ There were three critical points that, taken together, could have prompted SaskPower to re-evaluate the risk to customer safety throughout the Smart Meter Program.

Summary of Review

Overall, the issues that arose in the Smart Meter Program (Program) can be linked back to SaskPower's approach to the project. SaskPower treated the Program as a complex initiative insofar as it engaged specialist advisors to augment in-house capabilities. However, good practice would suggest complex procurements should be managed by a different set of processes than typical procurements, with increased due diligence. SaskPower does not have two formal processes to distinguish between regular procurements and procurements of high risk goods and services (like those covered in the AMI Program). SaskPower followed their approved policies and procedures, which reflect a typical procurement. While SaskPower did exercise due diligence by closely following existing procurement policies and procedures, and preparing comprehensive legal contracts with its vendors, there were several areas that the consultants indicate SaskPower fell short in terms of good practice.

SaskPower's overreliance on external consultants led to an inadequate risk management process. The majority of procurement advice was provided by external consultants who tend to have a narrow focus, which excluded SaskPower's interest or accountability for public safety. This is evident by the fact that the potential for catastrophic meter failure was never identified as a possible risk. Therefore, SaskPower did not develop controls to respond to unexpected occurrences or issues. Had this occurred, the risks associated with the Program might have been appropriately identified and managed, triggering a different reaction and/or decision at critical points throughout the project. There are a number of activities SaskPower could have taken to improve risk management and customer safety activities.

Shortcomings in Product Design

The portion of the CIC review conducted by Ritenburg concluded that there was no evidence to suggest a problem with either the sockets or the competency of the installation crews. There has been considerable public interest in SaskPower's use of "competent labour" for the installation of the meters. Of the eight fires, five were installed by journeyman electricians or journeyman linemen. Conditions such as high electricity loads, which can lead to hot sockets, were not present at the time of the fires, and Ritenburg believes it is unlikely that hot sockets caused the fires.

There are, however, shortcomings in the design of the Sensus Generation 3.3 Meters. There is evidence that this particular model does not seal properly to keep out moisture and contaminants, both of which could affect meter function. Precipitation levels at the site of several of the fires were unusually high prior to the incidents. Prior to SaskPower installing the meters, Sensus was working on a new model to correct the moisture issue. Features included a breather hole with a Gore-Tex filter, a drain hole at the bottom of the meter, a reduced number of moisture entry points, and improved insulation over the bus bars.

Additional Policies and Procedures Needed for Complex Procurements

SaskPower management did treat the AMI Program as a complex initiative, which is evidenced by the fact that SaskPower engaged specialist advisors to augment in-house capabilities. However, SaskPower followed the same "Purchasing Policy & Procedures" used in non-complex, low-risk procurements. Good practice involves a differentiated process, with increased controls to handle complex procurement needs, based on the level of risk associated with the equipment or service and the amount of expertise required. Some of the key activities that would be expected in complex procurements were missed, such as more rigorous due diligence. SaskPower should have taken additional precautions, such as enhancing its risk management to better respond to critical points in the project.

The Smart Meter Program was the first large scale, multi-year project to take place on customers' premises in fifty years. Although SaskPower management believed the project to be complex, SaskPower's "Purchasing Policy & Procedures" are not designed to manage complex procurements any differently than routine procurements, including increased controls to better manage risk.

Critical Points

The consultants identified three critical points in the Project that could have served as warning signs, requiring additional due diligence and, perhaps, changed SaskPower's course of action.

1. Correspondence from one of the proponents of the RFP process whose proposal was ultimately rejected in favor of Sensus. This correspondence raised the prospect that more due diligence should have been directed towards both Sensus and the product they offered. SaskPower consultants considered and, subsequently, dismissed the concerns raised by the proponent, concluding that their due diligence was adequate.
2. Litigation was initiated in 2010 in Alabama (Baker litigation) that alleged fault with the Sensus product that resulted in fires similar to those that occurred in Saskatchewan. While this litigation appears to have been dismissed by April 2011, there was no mention of this litigation by Sensus at the time it was negotiating its contract with SaskPower. SaskPower became aware of the Baker litigation in late March 2012; after the Sensus procurement contract was effective, but prior to any significant work orders being executed. This flag was dismissed by consultants as involving an earlier version meter and, thus, concluding that the litigation should not be of concern.
3. In August 2012 SaskPower became aware that PECO was dealing with issues related to overheating in meters provided by Sensus. Subsequently PECO announced the replacement of several thousand Sensus meters. We found that the implications of PECO's actions were clearly appreciated by the legal department. This concern was shared with other members of the team, who then visited PECO to learn more. However, one of the lessons available from that visit was the need to have the meters independently tested by UL, which was not done.

SaskPower became aware of these critical points and did take some additional steps, including increasing its efforts to detect faulty sockets, enabling an extra temperature sensor in the meters, and seeking assurances from Sensus that the meters were safe. The temperature sensors and remote reading function never did work properly and there were a large number of high temperature alarms, which SaskPower could not investigate due to the large volume. Even after more than 100,000 installations, SaskPower continued to read the meters manually.

According to PwC's report, good practice suggests that the PECO incident should have triggered an independent re-evaluation of the risk, which may have prompted a heightened level of caution while proceeding with the Smart Meter Program. However, no additional tests on the meters were ordered after the PECO fires became public. SaskPower did not conduct an independent due diligence assessment of Sensus, but relied on Sensus' representations of legal actions against them.

Insufficient Risk Management

All three reports, PwC, Ritenburg, and Robertson Stromberg, maintain that SaskPower had insufficiently managed risk throughout the Smart Meter Program. PwC explains that because SaskPower's procurement policies inadequately address complex procurement management, the risks associated with the Program were not appropriately identified.

Although SaskPower did many things correctly in terms of good procurement process and adhering to policy and procedure, the Corporation's risk management process was found to be lacking. While SaskPower did identify a number of risks, it did not consider the risk of a wholesale replacement of the meters due to catastrophic meter failures. Had this risk

been identified, SaskPower may have undertaken more vigorous testing and included additional safeguards in its contract with Sensus.

According to Robertson Stromberg, the risk of a safety defect is one that can be more readily identified by engineers, or by specialists in meter procurement and deployment, but no such risk was identified prior to the completion of the major contractual documents.

SaskPower received expert advice that it should purchase small batches of meters through a “stepped procurement” process, install them gradually, and watch for problems. SaskPower instead purchased over 100,000 meters in a three-week period and initiated a full-scale installation program.

Unclear Project Leadership

Leadership roles were not clearly defined to effectively manage risk, complete due diligence, and manage the contracts and vendor performance through the duration of the project. This led to unclear lines of accountability and inadequate risk assessment, communication, and follow up. Instead, critical positions were filled with external consultants whereby SaskPower overly relied on consultants to provide expertise in the areas of smart meter technology. Filling critical positions with external consultants was problematic as they lacked familiarity with SaskPower’s operating environment and did not share SaskPower’s interest or accountability for public safety.

Contract Development - Lacking Protection Against Product Failure

Robertson Stromberg has indicated that the contracts with Sensus and Grid One were comprehensive in addressing business issues identified by SaskPower management. Robertson Stromberg noted that improvements could have been made if proper risk identification would have taken place across various areas of SaskPower (i.e., engineering, management, and legal). The failure to adequately identify the risks led to a disconnect between the procurement team and the contract drafters who failed to include specific protection against complete product failure.

Recommendations

PwC made several recommendations including:

- ▶ The risk assessment processes should be strengthened in SaskPower’s “Purchasing Policy & Procedures” to clearly require a more thorough consideration, documentation, and evaluation of risks during the development of a procurement strategy, as part of project planning, and monitored for new or changing risks.
- ▶ Roles and responsibilities regarding risk management, encompassing each enterprise risk category, especially safety risk, should be clearly identified in the “Purchasing Policy & Procedures”, and assigned at the outset of the project for the duration of the procurement and subsequent contract management.
- ▶ A specific role should be defined and assigned in a complex procurement that provides for each of the following:
 - strategic procurement advice;
 - identification of all risks and requirements associated with the procurement of higher risk goods and service; and,
 - support to the contract owner in managing vendor performance and risk for the duration of the contract.

- ▶ A single point of accountability should be assigned in a complex procurement that would bring together the inputs and findings of all of these individual roles and responsibilities, and would ensure that risks are evaluated as a whole during the procurement process and subsequently throughout the lifetime of a contract.
- ▶ SaskPower should consider enhancing their "Purchasing Policy & Procedures" to provide guidelines for identifying the risk level of procurement and clear steps to manage both routine and complex procurement needs.
- ▶ SaskPower should consider formalizing a Process Safety Management Program, assigning responsibility for the Program, and integrating it into the procurement and contract management policies, procedures, and processes.
- ▶ SaskPower should continue to build and enhance vendor and contract management capabilities and procedures – including assigning a single contract owner responsible for vendor performance, and a specific governance process for managing risk.

Ritenburg made several recommendations including:

- ▶ Documentation of customer sites to help assess the factors which can impact smart meter performance (i.e., taking photos of the socket and premises before and after installation of the new meter).
- ▶ Detailed analysis of any returned meters to identify trends or problem areas (i.e., location, condition, etc.).
- ▶ Detailed documentation of the fires should be incorporated into a single safety and technical report in order to monitor trends and problems with certain types of meters. SaskPower has prepared several reports related to the eight meter fires, but they have not been consolidated into a single document, nor have they been finalized.
- ▶ SaskPower should ensure that the meters' full capabilities are tested (i.e., temperature alarms) and working in small rollouts (stepped procurement) prior to implementation including the communications system.
- ▶ Existing Sensus (Generation 3.3) meters should be replaced as soon as possible, and no later than the end of winter, prior to the spring thaw and rains. This is due to the close relationship between the previous meter fires and precipitation levels.

Robertson Stromberg made several recommendations including:

- ▶ Given that no one involved in the AMI project was alert to the risks that would flow from a safety defect, advice from risk management consultants should be sought for projects such as the smart meter initiative in order to establish processes and procedures to better identify and manage associated risks.
- ▶ Consideration should also be given to the possibility of allocating risk through the use of product liability insurance, which would be purchased by the vendor to protect the buyer, or SaskPower in this case.
- ▶ Roles and responsibilities with respect to risk management and for how to deal with external legal counsel should be more clearly defined and understood.

Next Steps

Cabinet has reviewed the reports and has directed:

- ▶ CIC to evaluate the effectiveness of the recommendations outlined in the reports and work with SaskPower to manage the implementation of those recommendations considered appropriate;
- ▶ CIC to consider the recommendations outlined in the report and determine if they can be implemented more broadly across the Crown Sector; and,
- ▶ SaskPower to remove all remaining Sensus smart meters no later than March 15, 2015.

As part of its settlement agreement with SaskPower, Sensus will develop a meter to suit Saskatchewan's conditions. It is already working on a new, more waterproof generation of meters. At that time, SaskPower and the Government will determine if they are satisfied that a new generation meter is safe and reliable, and only then will resume the smart meter installation program.



STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES & CORPORATE SERVICES

Advanced Metering Infrastructure Project – Award of Contract for Meter Data Management System

Recommendation of the Committee

1. That the proposal submitted by Harris Utilities/Smartworks for the supply of a Meter Data Management System for the Advanced Metering Infrastructure project, for a total cost of \$894,430.07 (including taxes) be accepted; and,
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

History

At the February 10, 2015 Standing Policy Committee on Environment, Utilities & Corporate Services meeting, a report of the General Manager, Transportation & Utilities Department dated February 10, 2015 was considered.

Attachment

February 10, 2015 Report of the General Manager, Transportation & Utilities.

Advanced Metering Infrastructure Project - Award of Contract for Meter Data Management System

Recommendation

That the Standing Policy Committee on Environment, Utilities and Corporate Services recommend to City Council:

1. That the proposal submitted by Harris Utilities/Smartworks for the supply of a Meter Data Management System for the Advanced Metering Infrastructure project, for a total cost of \$894,430.07 (including taxes) be accepted; and,
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

Topic and Purpose

That City Council award a contract to Harris Utilities/Smartworks for the supply of a Meter Data Management System as part of the Advanced Metering Infrastructure (AMI) project for both the electricity and water utilities. An AMI system is used to transmit electricity and water consumption data from the individual meters to the utilities. A Meter Data Management System is used to process and store the vast amounts of data coming from the AMI system, and provides the interface to other critical information systems including the City's existing Customer Information System (billing system).

Report Highlights

1. A Meter Data Management System is an important part of the overall AMI system for the City's electricity and water utilities.
2. Six proposals were received in response to a Request for Proposal (RFP) issued on July 21, 2014.
3. The proposal submitted by Harris Utilities/Smartworks was the highest rated respondent to the RFP, based on a combination of price and quality factors, and is within budget.

Strategic Goal

This report supports the long-term strategy to increase productivity by being more efficient in the way the City does business, and to leverage technology and emerging trends to reach City goals and service citizens, under the Strategic Goal of Continuous Improvement. This report also supports the long-term strategy to reduce lost revenues under the Strategic Goal of Asset and Financial Sustainability. By eliminating the need to read meters manually, greenhouse gas (GHG) emissions tied to City operations will also be reduced, under the Strategic Goal of Environmental Leadership.

Background

At its meeting on June 23, 2014, City Council directed Administration to issue an RFP for the supply of a Meter Data Management System and to report back with the appropriate recommendations.

Report

Meter Data Management System

A Meter Data Management (MDM) System is the central repository for all meter related data. The MDM System will integrate with the AMI system collecting the raw data from electricity and water meters for the City's utilities. The MDM System is also used to facilitate remote connection and disconnection of services for Saskatoon Light & Power (SL&P) customers.

The integration with other core information systems used by the City is an integral part of the AMI implementation. Other information systems include the Customer Information System (CIS), Geographical Information System (GIS), and Supervisory Control and Data Acquisition Systems (SCADA) for the electricity and water utilities.

The MDM System will also integrate with other advanced applications that may be implemented in the future, including an Outage Management System for SL&P, and a Water Leak Detection System for Saskatoon Water.

Six Proposals Received

An RFP was issued July 21, 2014 for supply of the MDM System. Six proposals were received on September 3, 2014.

Two of the proposals did not fully meet the requirements of the RFP, as they offered a hosted data solution rather than an on-site software solution, and were not considered further.

The following four proposals were evaluated by an evaluation team with members from SL&P, Saskatoon Water, Corporate Revenue, Information Technology, and the City's consultant (Util-Assist). All vendors also provided an on-site demonstration of their MDM System for the evaluation team. Evaluations were based 40% on total price, and 60% on other quality factors.

| Name of Firm | MDM Product Name | Location |
|------------------------------|------------------|----------------|
| Elster Solutions Canada | EIServer | Burlington, ON |
| Harris Utilities/SmartWorks | MeterSense | Ottawa, ON |
| Jomar SoftCorp International | JOMAR MDM | Cambridge, ON |
| Siemens Canada | EnergyIP | Oakville, ON |

Successful Proponent Selected

The proposal submitted by Harris Utilities/Smartworks rated the highest in the evaluation and was determined to be the most favourable for the City. The total price of \$894,430.07 (including taxes) is within budget.

Options to the Recommendation

The recommendations could be rejected and the AMI system server could interface directly with the Customer Information System (billing system). This option would provide a 'meter-to-cash' solution only, and would not offer several other benefits possible with implementation of AMI, and is therefore not being recommended by Administration.

Public and/or Stakeholder Involvement

Open houses were held on February 11 and 12, 2014 to provide information on AMI and answer questions. Online consultation was also facilitated through 'Shaping Saskatoon' between January 27 and March 14, 2014.

Communication Plan

A Communication Plan has been developed to inform stakeholders about smart meters, how they work, and the installation process. As the project progresses, significant milestones will continue to be communicated with citizens, the news media, on the City website and through other appropriate communication channels.

Financial Implications

Adequate funding is available in approved capital project budgets for SL&P Capital Project #1250 – AMI Implementation, and Saskatoon Water Capital Project #1055 – AMR Infrastructure. A breakdown of the proposal price is as follows:

| | |
|----------------------|--------------------|
| Proposal price | \$813,118.25 |
| GST (5%) | 40,655.91 |
| PST (5%) | <u>40,655.91</u> |
| Total Cost | \$894,430.07 |
| Less GST Rebate | <u>(40,655.91)</u> |
| Net Cost to the City | \$853,774.16 |

The cost of the MDM System will be shared 55% by SL&P, and 45% by Saskatoon Water, as shown in the following table.

| Division | Capital Project | Expenditure |
|-------------------------|---------------------------|--------------|
| Saskatoon Light & Power | 1250 – AMI Implementation | \$491,936.54 |
| Saskatoon Water | 1055 – AMR Infrastructure | \$402,493.53 |

The financial benefits of the MDM system are estimated at \$22 million over the next 20 years, and are summarized below:

- \$12.75 million from reduced electrical network losses (i.e. due to meter failure, power theft, voltage issues).
- \$6.03 million from reduced water network losses (i.e. due to meter failure, water theft, and ability to detect water leaks).
- \$3.31 million from improved utility billing reading verifications for both utilities (the MDM automatically verifies all meter data to avoid billing errors).

Environmental Implications

The recommendation is expected to have positive implications for water resources resulting from a reduction in losses of pumped water through the distribution system due to improved detection of leaks. The GHG emissions reductions created by the reduced water use are estimated at 3,300 tonnes CO₂e, which is the equivalent of removing over 685 vehicles from the road each year.

Privacy Implications

The City of Saskatoon complies with the Province of Saskatchewan's privacy legislation, and will apply the same privacy protection standards for the MDM System as are used for the current billing system. All consumption data collected is only used to ensure accurate billing. All data and meter identification information is encrypted and transmitted over a secure network, and does not include any personal information.

Other Considerations/Implications

There are no policy or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

The AMI system is expected to be complete and operational in 2016, with all electricity meters installed by the end of 2017, and all water communication modules installed by the end of 2019.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C91-021, Public Notice Policy, is not required.

Report Approval

Written by: Kevin Hudson, Metering & Sustainable Electricity Manager

Reviewed by: Trevor Bell, Director of Saskatoon Light & Power

Reid Corbett, Director of Saskatoon Water

Shelley Sutherland, Director of Corporate Revenue

Approved by: Jeff Jorgenson, General Manager Transportation & Utilities
Department

EUCS KH – AMI Project – Award Contract for Meter Data Management System



EXECUTIVE COMMITTEE

Notice of Annual General Meeting – The Saskatoon Gallery and Conservatory Corporation

Recommendation of the Committee

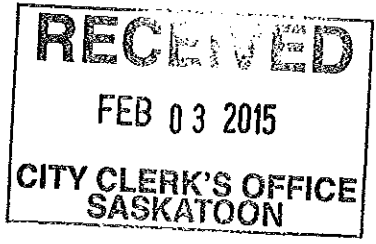
That the City of Saskatoon, being a member of The Saskatoon Gallery and Conservatory Corporation, appoint Donald Atchison, or in his absence, Tiffany Paulsen or Charlie Clark of the City of Saskatoon, in the Province of Saskatchewan, as its proxy to vote for it on its behalf at the Annual General Meeting of the members of The Saskatoon Gallery and Conservatory Corporation, to be held on the 17th day of March, 2015, or at any adjournment or adjournments thereof.

History

At the February 11, 2015 meeting of Executive Committee, a notice from the Executive Assistant, Mendel Art Gallery, was considered regarding the above.

Attachment

Notice from Darlene Walker, Executive Assistant, Mendel Art Gallery dated February 3, 2015



February 3, 2015

To: His Worship the Mayor and City Council,
 c/o Office of the City Clerk
 Alain Gaucher, Q.C., Chair
 Darrell Bell
 Cheryl Carver
 Councillor Charlie Clark
 Danielle Favreau
 Lynda Haverstock
 Ineke Knight
 Keitha McClocklin
 Councillor Tiffany Paulsen, Q.C.
 Ken Smith
 Peter Stoicheff
 Alexander Sokalski
 Michelle Wildeman
 Gregory Burke, Executive Director & CEO
 Angie Larson, Director, Finance & Operations
 PricewaterhouseCoopers LLP, Corporate Auditors
 MacPherson Leslie & Tyerman LLP, Corporate Solicitors

From: Darlene Walker, Executive Assistant

**NOTICE OF ANNUAL GENERAL MEETING
 THE SASKATOON GALLERY AND CONSERVATORY CORPORATION**

The Annual General Meeting of the Members of The Saskatoon Gallery and Conservatory Corporation will take place on **Tuesday, March 17, 2015, at 7:00 p.m.** The meeting will be held at the Saskatoon Club, 417 - 21st Street East, Saskatoon.

And further take notice that at this meeting an item of special business dealing with the removal of class members and resignation of trustees appointed by that class will be considered.

The agenda for the meeting is attached.

Please confirm your attendance with Darlene Walker by email dwalker@mendel.ca or phone 975-7669.

Thank you.

AGENDA

**ANNUAL GENERAL MEETING OF THE MEMBERS
THE SASKATOON GALLERY AND CONSERVATORY CORPORATION
Saskatoon Club, 417 – 21st Street East, Saskatoon, SK**

Tuesday, March 17, 2015, at 7:00 a.m.

- I. ROLL CALL
- II. APPOINTMENT OF SECRETARY
- III. NOTICE OF WAIVER OF IRREGULARITIES
- IV. APPROVAL OF AGENDA
- V. APPROVAL OF MINUTES
 - Annual General Meeting – March 25, 2014
 - Special General Meeting – January 7, 2014
 - Special General Meeting – June 17, 2014
- VI. INSTRUMENT OF PROXY
- VII. ANNUAL REPORTS
 1. Annual Report of the Chair & President
 2. Annual Report of the Executive Director & CEO
 3. Annual Report of the Treasurer
 - a. Review and approval of financial statements
- VIII. SPECIAL BUSINESS - REMOVAL OF CLASS MEMBERS AND RESIGNATION OF TRUSTEES APPOINTED BY THAT CLASS
- IX. APPOINTMENT TO BOARD OF TRUSTEES
- X. APPOINTMENT OF AUDITORS
- XI. RECOGNITION OF RETIRING TRUSTEES
- XII. VOTE OF THANKS
- XIII. ADJOURNMENT



EXECUTIVE COMMITTEE

Notice of Annual General Meeting – The Art Gallery of Saskatchewan Inc.

Recommendation of the Committee

That the City of Saskatoon, being a member of The Art Gallery of Saskatchewan Inc., appoint Donald Atchison, or in his absence, Tiffany Paulsen or Charlie Clark of the City of Saskatoon, in the Province of Saskatchewan, as its proxy to vote for it on its behalf at the Annual General Meeting of the members of The Art Gallery of Saskatchewan Inc., to be held on the 17th day of March, 2015, or at any adjournments or adjournments thereof.

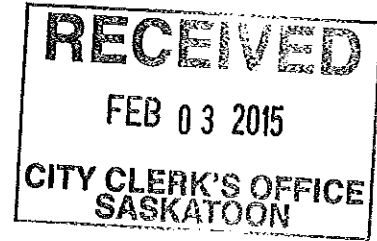
History

At the February 11, 2015 meeting of Executive Committee, a notice from the Executive Assistant, Mendel Art Gallery, was considered regarding the above.

Attachment

Notice from Darlene Walker, Executive Assistant, Mendel Art Gallery dated February 3, 2015

February 3, 2015



To: His Worship the Mayor and City Council,
c/o Office of the City Clerk
Alain Gaucher, Q.C., Chair
Darrell Bell
Cheryl Carver
Councillor Charlie Clark
Danielle Favreau
Lynda Haverstock
Ineke Knight
Keitha McClocklin
Councillor Tiffany Paulsen, Q.C.
Ken Smith
Peter Stoicheff
Alexander Sokalski
Michelle Wildeman
Gregory Burke, Executive Director & CEO
Angie Larson, Director, Finance & Operations
PricewaterhouseCoopers LLP, Corporate Auditors
MacPherson Leslie & Tyerman LLP, Corporate Solicitors

From: Darlene Walker, Executive Assistant

**NOTICE OF ANNUAL GENERAL MEETING
THE ART GALLERY OF SASKATCHEWAN INC.**

The Annual General Meeting of the Member of The Art Gallery of Saskatchewan Inc. will take place on **Tuesday, March 17, 2015, at approximately 7:30 p.m. (immediately following adjournment of the Annual General Meeting of The Saskatoon Gallery and Conservatory Corporation)**. The meeting will be held at the Saskatoon Club, 417 - 21st Street East, Saskatoon.

The agenda for the meeting is attached.

Please confirm your attendance with Darlene Walker by email dwalker@mendel.ca or phone 975-7669.

Thank you.

AGENDA

ANNUAL GENERAL MEETING OF THE MEMBERS THE ART GALLERY OF SASKATCHEWAN INC.

Saskatoon Club, 417 - 21st Street East, Saskatoon, SK

Tuesday, March 17, 2015, at approximately 7:30 p.m.

**(immediately following adjournment of the Annual General Meeting of
The Saskatoon Gallery and Conservatory Corporation)**

- I. ROLL CALL
- II. APPOINTMENT OF SECRETARY
- III. NOTICE OF WAIVER OF IRREGULARITIES
- IV. APPROVAL OF AGENDA
- V. APPROVAL OF MINUTES
 - Annual General Meeting - March 25, 2014
 - Special General Meeting - June 17, 2014
- VI. INSTRUMENT OF PROXY
- VII. ANNUAL REPORTS
 1. Annual Report of the Chair & President
 2. Annual Report of the Treasurer
 - a. Review and approval of financial statements
- VIII. APPOINTMENT TO BOARD OF TRUSTEES
- IX. APPOINTMENT OF AUDITORS
- X. APPOINTMENT OF OFFICERS
- X1. ADJOURNMENT



EXECUTIVE COMMITTEE

Strategic Plan: Proposed Performance Measures and Targets

Recommendation of the Committee

1. That the information be received; and
2. That the Administration proceed with public engagement and consultation on the performance targets as outlined in the report of the General Manager, Corporate Performance Department dated February 11, 2015.

History

At the February 11, 2015 meeting of Executive Committee, a report of the General Manager, Corporate Performance Department dated February 11, 2015, was considered regarding the above.

Attachment

Report of the General Manager, Corporate Performance Department dated February 11, 2015

Strategic Plan: Proposed Performance Measures and Targets

Recommendation

1. That the information be received; and
2. That the Administration proceed with public engagement and consultation on the performance targets as outlined in this report.

Topic and Purpose

The purpose of this report is to provide information on proposed performance measures and targets for the seven Strategic Goals within the City of Saskatoon (City) *Strategic Plan 2013 – 2023* in an effort to be more accountable, transparent and effective.

Report Highlights

1. Performance measures are a way of monitoring the progress toward achieving the City's Strategic Goals, and providing information to make well-informed decisions that will be reflected in the annual Business Plan and Budget.
2. A consistent process has been used in determining the indicators and targets including trends for Saskatoon and comparative cities, high level benefits and costs, and risks that could impact progress.
3. Citizens and stakeholders are being asked to provide input on the measures. A summary of the consultations will be provided to City Council to use as part of their deliberations when approving the targets and indicators.

Strategic Goal

A robust performance measurement program will contribute to the City's strategic goal of "Continuous Improvement" and becoming the best-managed city in Canada. Clear targets and indicators of success for the City's seven strategic goals will help the City focus efforts on achieving results in areas identified as important, measure progress, and take corrective action as needed.

Background

City Council adopted the Strategic Plan: 2013 - 2023 in 2013 which includes a vision and seven strategic goals, along with Strategies for the Long-Term and Priorities for the Short-Term. The Strategic Plan also outlines Success Drivers and examples of performance measures that could be used. This report is a follow-up to a report to City Council on June 23, 2014 which provided examples of potential performance measures and indicators. The Administration subsequently conducted a more thorough assessment of proposed performance targets and indicators which is presented in the following report.

Report

Performance Measures

Performance measures are a way of monitoring progress toward achieving the City's Strategic Goals and assessing whether investments are achieving results at a corporate or community level. Benefits to having performance measures and targets include:

- providing a communication tool that can contribute to success when used to quantify results and expectations;
- tracking progress toward goals and targets;
- ensuring the Administration is working toward the City's vision;
- providing a balance between risk and controls;
- assisting in managing the work being done throughout the organization;
- leading to overall performance improvement; and
- aligning budget decisions with planning decisions.

Process

The Administration has proposed 19 performance targets to assist in measuring progress toward achieving the City's Vision and the Strategic Goals, based on the following process:

1. Determine what to measure – confirm that the success drivers in the Strategic Plan continue to be what is important for the organization to measure.
 - For example, sufficient, appropriate, and attainable housing is a success driver and something that is important to measure progress toward achieving the Quality of Life Strategic Goal.
2. How to measure – determine the best way of measuring success.
 - For example, the number of new attainable housing units and vacancy rates for rental housing contribute to sufficient, appropriate, and affordable housing.
3. Set targets that are specific, measurable, achievable, realistic, and time-bound.
 - For example, set an annual target of 500 new units across the attainable housing continuum and an average vacancy rate of 3%.

In addition, seven performance indicators of success are proposed as measures which will be regularly monitored for changes in trends.

Attachment 1 provides a summary by Strategic Goal of the indicators and targets. Attachment 2, *Talking about Targets: Measuring the Success of our 2013-2023 Strategic Plan* provides more detailed information on the targets and indicators including Saskatoon trends, benchmarking information where possible, high level benefits and costs, and risks that could impact progress towards each target.

Next Steps

Over the course of the next few weeks, our citizens and stakeholders will be provided with an opportunity to provide input. In the second quarter, the Administration will provide City Council with the results of the public consultations as well as

recommendations for the performance targets and indicators. After City Council approves the performance targets, these targets will be used to inform the annual business plan and budget, and progress will be reported.

Communication Plan

On the *Shaping Saskatoon* website, which will be available mid-February, citizens will be able to view the following:

1. A summary of the proposed indicators and targets
2. Additional information on trends and benchmarks
3. A more detailed report including high level benefits and costs, and risks that could impact progress towards each target

Citizens and stakeholders will be invited to provide feedback on the website about the proposed targets and what is needed to achieve them. The process will be promoted through a public service announcement, City Pages notice, and social media. E-mails inviting feedback also will be sent to the City's advisory committees and stakeholders.

Other Considerations/Implications

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

Due Date for Follow-up

Results of consultations and recommended targets and indicators will be presented to City Council in second quarter, 2015.

Public Notice

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

Attachments

1. Summary of Proposed Indicators and Targets
2. Talking about Targets: Measuring the Success of Our 2013-2023 Strategic Plan

Report Approval

Written by: Angela Schmidt, Performance Measurement Consultant,
Strategic and Business Planning
Reviewed by: Kim Matheson, Director, Strategic and Business Planning
Approved by: Catherine Gryba, General Manager, Corporate Performance
Department
Murray Totland, City Manager

Summary of Proposed Indicators and Targets

City of Saskatoon Strategic Plan 2013-2023

Vision: Saskatoon is a great place to live, where sustainable growth enables the community to invest for the benefit of all.

| Strategic Goals | Indicators of Success |
|------------------------------------|---|
| Continuous Improvement | <ul style="list-style-type: none"> ➤ Satisfaction with Civic Services |
| Asset and Financial Sustainability | <ul style="list-style-type: none"> ➤ Municipal Property Tax Per Capita ➤ Municipal Property Tax as a Percentage of Total Municipal Revenues |
| Quality of Life | <ul style="list-style-type: none"> ➤ Perceived Quality of Life in Saskatoon |
| Sustainable Growth | <ul style="list-style-type: none"> ➤ Population Growth |
| Economic Diversity & Prosperity | <ul style="list-style-type: none"> ➤ Building Activity ➤ Retail Space per Capita |

Annual Business Plans and Budgets

City of Saskatoon Strategic Plan 2013-2023

Vision: Saskatoon is a great place to live, where sustainable growth enables the community to invest for the benefit of all.

| Strategic Goals | Targets for Success |
|------------------------------------|---|
| Continuous Improvement | <ul style="list-style-type: none"> ✓ The City of Saskatoon's workforce represents the diversity of Saskatoon's population ✓ Zero lost time incidents |
| Asset and Financial Sustainability | <ul style="list-style-type: none"> ✓ Annual municipal property tax increase equal to or less than Municipal Price Index (MPI) ✓ Maximum long-term tax-supported debt per capita of \$1,750 ✓ Maintain key civic infrastructure at annual "B Service Level" |
| Quality of Life | <ul style="list-style-type: none"> ✓ 500 new units annually across the attainable housing continuum ✓ Maintain an average rental housing vacancy rate of 3% ✓ Increase visits to City recreation & culture facilities to 6,600 visits/1,000 residents ✓ Decrease overall crime rates by 5.0% annually over the previous five-year average ✓ Respond to fire calls within six minutes and 20 seconds at least 90% of the time |
| Environmental Leadership | <ul style="list-style-type: none"> ✓ Divert 70% of waste from the Saskatoon landfill ✓ Reduce the City of Saskatoon's greenhouse gas emissions by 30% from 2006 levels |
| Sustainable Growth | <ul style="list-style-type: none"> ✓ At least 25% five-year rolling average of residential development is in infill neighbourhoods ✓ An 8% increase in residential development density within infill neighbourhoods |
| Moving Around | <ul style="list-style-type: none"> ✓ Increase transit ridership to 62 rides per capita ✓ 20% of people use cycling, walking or transit to get to work ✓ Increase the amount of cycling-specific infrastructure by 10% ✓ Decrease traffic collisions by 5% annually |
| Economic Diversity & Prosperity | <ul style="list-style-type: none"> ✓ A one-year inventory of land for single family units, a two-year inventory of land for multi-family units and a two-year inventory of industrial land |

Annual Business Plans and Budgets



EXECUTIVE COMMITTEE

City Representative – Steering Committee – Saskatoon South Perimeter Highway General Location Study

Recommendation of the Committee

That His Worship Mayor D. Atchison be appointed as the representative of the City of Saskatoon on the Steering Committee for the Saskatoon South Perimeter Highway General Location Study.

History

The City of Saskatoon has been requested by the Ministry of Highways and Infrastructure to appoint an elected official to the Steering Committee for the Saskatoon South Perimeter Highway General Location Study. Executive Committee is recommending the appointment of His Worship Mayor D. Atchison.



EXECUTIVE COMMITTEE

Appointment – Cultural Diversity and Race Relations Committee

Recommendation of the Committee

That Councillor Olauson be appointed to the Cultural Diversity and Race Relations Committee for 2015, to replace Councillor Davies.

History

Councillor Davies was previously appointed to the Cultural Diversity and Race Relations Committee for 2015. Due to scheduling conflicts, Executive Committee is recommending the appointment of Councillor Olauson for 2015.



EXECUTIVE COMMITTEE

Appointments – Saskatoon Gallery and Conservatory Corporation Board of Trustees and Remai Modern Art Gallery of Saskatchewan Board of Trustees

Recommendation of the Committee

That the City's representative be instructed to vote the City's proxy at the Annual General Meetings of The Saskatoon Gallery and Conservatory Corporation and The Art Gallery of Saskatchewan Inc. for the appointments of the following to the Board of Trustees for each, throughout a term expiring at the conclusion of the 2017 Annual General Meeting:

- Scott Verity
- Denise Dorfman
- Dr. Grant Stoneham

History

Executive Committee has considered the matter of appointments to The Saskatoon Gallery and Conservatory Corporation Board of Trustees and The Art Gallery of Saskatchewan Board of Trustees and is pleased to submit the above recommendations for appointment.



EXECUTIVE COMMITTEE

City Representation – P4G Regional Oversight Committee (ROC)

Recommendation of the Committee

That His Worship Mayor D. Atchison, Councillor R. Donauer, and Councillor E. Olauson be confirmed as the City's representatives on the P4G Regional Oversight Committee (ROC).

History

The P4G Regional Oversight Committee (ROC) consists of three Council members from each participating municipality, one of which is the Reeve or Mayor. Executive Committee is recommending confirmation of the appointments of His Worship Mayor D. Atchison, Councillor R. Donauer, and Councillor E. Olauson as the City's representatives on the P4G Regional Oversight Committee (ROC).

Inquiry – Councillor Donauer Council’s Authority and Delegated Authority to Administration

Recommendation: that the following report be received as information.

Topic and Purpose

This report provides information about the authority of City Council and its ability to delegate any of its powers and duties to the Administration.

Report Highlights

1. City Council’s authority to delegate comes from *The Cities Act* (the “Act”). The Act requires cities to act through Council, which must delegate by way of bylaw or resolution, including resolutions setting City policy.
2. City Council makes broad policy decisions while the Administration makes the day-to-day operational decisions to implement City Council’s direction within budget.
3. Section 101 of the Act prohibits delegation of certain matters by City Council including its legislative power, certain quasi-judicial powers, and its control over some financial matters.

Strategic Goal

This report supports the City’s strategic goal of continuous improvement. Effective governance is a crucial part of the City’s mission to provide excellent local government through leadership, teamwork, partnership and dedication to the community. How City Council and the Administration work together to govern and manage the City’s affairs is an important part of increasing productivity and efficiency.

Background

At the meeting of City Council on May 6, 2013, Councillor Donauer made the following inquiry:

“Would the Administration please report to Council with a summary of City Council’s authority and any instances where our authority under the Cities Act has been limited, for example, when we have delegated authority to the Administration.”

Report

City Council’s Authority

Cities are created and empowered by the Province of Saskatchewan. They exist for a number of purposes, one of which is to provide good government. Cities are subject to provincial laws, including limits and restrictions set out in the Act.

Cities are required to act through Council. City Council exercises powers by passing bylaws or resolutions. Cities have a broad jurisdiction to pass bylaws for City purposes that Council considers expedient. Section 8 of the Act lists the matters in relation to which Councils may pass bylaws. [See Attachment No. 1]

In general, City Council provides directions to the Administration by passing bylaws and resolutions, including resolutions which set City policies. In this manner, City Council makes broad policy decisions and funding choices to support actions taken by the Administration. The Administration makes the day-to-day operational decisions to implement City Council's directions within the budget allocated by City Council. For example, City Council has directed the Administration about roadway maintenance through resolutions and policy. City Council has approved the budget for roadway maintenance. Within this framework, the Administration makes operational decisions, including such things as what materials are used, whether outside work forces are hired, and where specific roadways fall on the list of required repairs.

Delegation

Through bylaws and resolutions, City Council may delegate any of its powers or duties to an employee, or an appointed agent or committee, except where prohibited by the Act. City Council may authorize an employee, agent or committee to further delegate. Section 101 of the Act sets out the matters that cannot be delegated. As a general rule, councils cannot delegate legislative power, certain quasi-judicial powers, or control over some financial matters. [See Attachment No. 2]

Delegation by Bylaw

The administration and enforcement of bylaws is routinely delegated to the Administration. There are numerous examples of this type of delegation. For example, enforcement and administration of:

- (a) *Adult Services Licensing Bylaw, 2013, The Business Licence Bylaw, 2002, and The Subdivision Regulations* have been delegated to the General Manager of the Community Services Department;
- (b) *The Animal Control Bylaw, 1999 and The Dangerous Animals Bylaw, 2003* have been delegated to the Saskatoon Animal Control Agency and the Poundkeeper;
- (c) *The Transportation of Dangerous Goods Bylaw, 2002, The Fire and Protective Services Bylaw, 2001 and The Property Maintenance and Nuisance Abatement Bylaw, 2003* have all been delegated to the Saskatoon Fire Department; and
- (d) *The Residential Parking Program Bylaw, 1999, The Sidewalk Clearing Bylaw, 2005 and The Traffic Bylaw* have all been delegated to the Transportation & Utilities Department.

Of particular note is *The City Administration Bylaw, 2003* (the "City Admin Bylaw") which establishes the powers, duties and functions of various municipal officials and employees, including the City Manager, the City Clerk, the City Solicitor, the City

Treasurer and the City Assessor. It also describes the City Council functions which have been delegated to each of these officials. The City Admin Bylaw delegates such things as the appointment and dismissal of civic staff, the commencement and settlement of legal proceedings and the award of contracts within prescribed limits.

The City Admin Bylaw delegates to the City Manager, or his designate, the authority to approve temporary road closures. It also delegates to the General Manager of Transportation & Utilities, or his designate, the authority to approve the granting of distribution line easements over City-owned land where the easement is not part of a subdivision application, and the authority to approve the placement of parking restrictions and prohibitions on City Streets.

Delegation by Resolution

Delegation by resolution is typically accomplished through the adoption of a City Council Policy. Most policies follow a standard format and set out the purpose, general policy and responsibilities under the policy. In some policies, City Council sets out guidelines and criteria for the decision-making process. The Administration is tasked with administering the policy according to these guidelines and criteria. In some policies, City Council makes the final decision based on the Administration’s recommendations. In other policies, City Council delegates the final decision to the Administration.

There are many City Council policies which delegate all or part of a decision to the Administration. No complete list of what has been delegated exists, but Attachment No. 3 summarizes some of the most important responsibilities delegated by City Council to the Administration.

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

Public Notice

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

Attachments

1. Jurisdiction to Enact Bylaws;
2. Matters that Must be Dealt With by Council; and
3. Matters Delegated to the Administration by Policy

Report Approval

Written by: Kim Bodnarchuk, Solicitor
Approved by: Patricia Warwick, City Solicitor

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Jurisdiction to Enact Bylaws

Council has a general power to enact bylaws in relation to the following matters:

- the peace, order and good government of the City
- the safety, health and welfare of people and the protection of people and property
- people, activities and things in, on or near a public place or a place that is open to the public
- nuisances, including property, activities or things that affect the amenity of the neighbourhood
- transport and transportation systems, including carriers of persons or goods
- subject to *The Traffic Safety Act*, the use of vehicles and the regulation of pedestrians
- streets, including temporary and permanent openings and closings
- businesses, business activities and persons engaged in business
- services provided by or on behalf of the City, including establishing fees for providing those services
- public utilities
- wild and domestic animals and activities in relation to them
- the abandonment, discontinuance, dismantling, removal or decommissioning of any use, building, or other structure, including former railway lines, and the reclamation of the land on which the use, building or other structure is located
- the enforcement of bylaws made pursuant to *The Cities Act* or any other Act

Matters That Must be Dealt With by Council

Council may not delegate:

- its power to make bylaws
- its power or duty to hold a public hearing and decide a matter after a public hearing
- its power to adopt a public notice bylaw
- its power to adopt budgets
- its duty to establish an investment policy
- its power to borrow money, lend money or guarantee the repayment of loans
- its duty to establish a records' retention and disposal schedule
- its power to exempt, forgive or defer taxes
- its power to move capital moneys to its operating budget or operating reserve
- its duty to establish a purchasing policy
- the sale or lease of land for less than fair market value and without a public offering
- the sale or lease of park land and dedicated lands
- its power to establish Council committees and other bodies and to define their functions
- its power to set the remuneration for members of Council and for members of Council committees and other bodies established by Council
- its power to establish a business improvement district
- its power to appoint, suspend, or dismiss a commissioner or manager, a clerk or a city solicitor
- its power to appoint a wards commission and to divide the City into wards
- its power to prohibit or limit the operation of a business or class of business

Matters Delegated to the Administration

The following is a list of matters which Council has delegated to the Administration. It is based on information provided by the Administration and on a review of City of Saskatoon Bylaws and Policies. This list is not complete, but it represents an attempt to consolidate the information.

A. Matters Delegated to the City Manager

- through *The City Administration Bylaw, 2003*:
 - exercise of the powers and functions assigned to a chief administrative officer by *The Cities Act*, any other acts, and all bylaws
 - implementation of City policies and programs
 - supervision of City operations
 - restructuring of civic departments
 - appointing and dismissing civic staff
 - responsibility for preparation and submission of budget estimates
 - monitoring and controlling civic spending within budgets established by Council
 - transferring funds between program budgets with Council approval
 - advising Council and making recommendations about budget, policies and programs
 - keeping the public informed about operations of the City through reports to Council
 - administration of labour relations matters and human rights complaints
 - settling claims, grievances, or lawsuits within an expenditure limit
 - arranging for and awarding contracts within certain limits
 - making routine expenditures
 - delegation of any of the above-noted to other City employees
- tendering and awarding of contracts (Purchase of Goods, Services and Work - Policy No. C02-030)
- approval of flypasts and parachute jumps (Flypasts and Parachute Jumps – City Approval Policy C01-009)
- approval of use of the City Crest or City Logo (Corporate Visual Identity Policy No. C02-014)

B. Matters Delegated to the City Clerk

- providing advice and proposing changes to the budget of the City Clerk in accordance with *The City Administration Bylaw, 2003*
 - approving Special Occasion Licenses (Special Occasion Licenses Policy C01-014)
 - signing standard proclamations (Proclamations Policy C01-004)
 - approving use and reservations of Council Chambers and Committee Rooms (Use of Council Chambers and Committee Rooms Policy C01-017)
 - recording all meetings of Council and arranging for the preparation of a transcript upon request (Audiotapes and Transcripts of City Council Meetings Policy C01-022)
 - administration of Councillor travel and training, including reimbursing travel and expense claims (City Councillors' Travel and Training Policy No. C01-023)
 - acting as the head under *The Local Authority Freedom of Information and Protection of Privacy Act*
- ** The authority and responsibility for many duties of the City Clerk come directly from *The Cities Act* and *The Local Government Elections Act*.

C. Matters Delegated to the City Solicitor

- through *The City Administration Bylaw, 2003*:
 - provision of legal services to Council, Committees of Council, the City Manager and the civic administration, and boards, agencies and other organizations as approved by Council
 - providing advice and proposing changes to the budget of the City Solicitor in accordance with *The City Administration Bylaw, 2003*
 - settling claims or lawsuits within limits
 - evaluation and settlement of insurance claims as delegated by the City Manager through the Risk Management Policy No. A02-004 (these matters were delegated to the City Manager pursuant to *The City Administration Bylaw, 2003*)
 - commencement and settlement of legal proceedings within prescribed limits pursuant to *The City Administration Bylaw, 2003*
- ** The authority and responsibility for prosecutions is derived from the provincial Department of Justice.
- ** The authority and responsibility to alert Council and the Administration of the legality of proposed or current actions and the responsibility to refrain from assisting in illegal conduct arise from The Code of Professional Conduct of the Law Society of Saskatchewan.

D. Matters Delegated to the Community Services Department

- marketing of land (Residential Lot Sales - General Policy No. C09-006)
 - making minor adjustments to sale prices for land based on servicing cost changes
 - approval of applications for facility rental assistance (Youth Sports Subsidy Program - Allocation Criteria Policy No. C03-034)
 - determining which groups to fund under the Community Grant Program based on pre-approved criteria and priority groups set by Council
 - administration of the Culture Grant Program
 - in conjunction with the Social Services Advisory Committee and based on pre-approved criteria and priorities set by Council, recommending groups for funding under the Cash Grant Social Program
 - setting fees for City leisure programs (Leisure Services Fees and Charges Policy No. C03-029)
 - setting rental rates for recreational facilities in accordance with cost recovery objectives established by Council (Recreation Facilities - Rental Fees Policy No. C03-030)
 - issuing and administrating business licenses (*The License Bylaw*)
 - subdivision approvals
 - evaluation of Condominium Conversion applications and making recommendations to Council (Condominium Approvals Policy No. C09-004)
 - vacant lot program grants (Vacant Lot and Adaptive Reuse Incentive Program Policy No. C09-035)
 - innovative housing grants and incentives (Innovative Housing Incentives Policy No. C09-002)
 - assisting in the identification of heritage sites (Civic Heritage Policy No. C10-020)
 - architectural control guidelines in DCD
 - numbering of buildings in accordance with *The Building Bylaw*
 - granting permits “for the temporary use of hoarding for decorative, artistic, or informative purposes”
 - approval of building moves, and approval of construction of retractable fixed frame awnings over City sidewalks
 - administration of public notice requirements and reporting to Industry CDA regarding land use issues respecting radio communication towers (Public Notice Policy C01-021)
- ** The authority and responsibility for many duties of the Community Services Department arise under *The Planning and Development Act, 2007*, including administration and enforcement of *The Zoning Bylaw*.

E. Matters Delegated to the Transportation & Utilities Department:

- installation, relocation and removal of stop and yield signs (Traffic Control - Use of Stop and Yield Signs Policy C07-007)
- changes to school zones (Reduced Speed Zones for Schools Policy C07-015)
- boulevard leases and renewals (Lease of City Boulevards Policy C07-016)
- parking restrictions and prohibitions (Parking Restrictions and Parking Prohibitions Policy C07-010)
- designation of loading zones and disability parking zones
- designation of pedestrian crosswalks (Traffic Control at Pedestrian Crossings Policy C07-018)
- installation, relocation and removal of bus stops
- installation and removal of traffic calming measures
- installation, relocation and removal of parking meters and loading zones
- enforcement of bylaws:
 - The Sidewalk Clearing Bylaw, 2005*
 - Temporary Sign Bylaw*
 - Street Use Bylaw*
 - The Traffic Bylaw*
 - The Impounding Bylaw, 2007*
- *The Recreation Facilities and Parks Usage Bylaw, 1998*, detours and temporary road closures (Temporary Road Closures Policy C07-003)
- walkway maintenance (Walkway Maintenance Policy C07-021)
- administration of permits:
 - truck routes: dimension and excess load (Traffic Bylaw Special Permits Policy C07-019)
 - special events and provision of Civic Services funding allocation, (Special Events Policy C03-007)
 - house and vessel moves, *The Building Bylaw*
 - right-of-way
 - driveway crossings
 - crossing boulevards
 - newspaper vending (Newspaper Vending Machines Policy C07-013)
 - parking: residential (including visitor and temporary), limited residential, veteran and disabled, (*The Traffic Bylaw* and Residential Parking Permit Program Policy C07-014)
- traffic operations in accordance with the Transportation Canada and Railway Association of Canada guidelines

- administration of distribution line easement applications on City-owned land (Utility Easements on City Property Policy C09-025)
- administration of parking ticketing and review/cancellation
- meter hooding
- approval of construction and design issues for demolition permits
- administration of matters related to trees on City property (Trees on City Property Policy C09-011)
- administration of the Woodlawn Cemetery Bylaw Regulations
- administration of gifts and memorials (Gifts and Memorial Program Policy C09-027)
- approval of requests to use “Saskatoon is Magic” panels (Requests to Use Saskatoon is Magic Panels Policy C01-010)
- approval of advertising on Transit property (Transit Advertising Policy No. C02-037)

F. Matters Delegated to Asset & Financial Management Department:

- light and water account write-offs
- schedule of accounts
- procurement and purchasing within policy
- disposal of surplus goods
- approval of outside user water applications within policy
- administration of investments within policy
- issuing of taxi licences and administration (Taxicab Licences - Allocation Criteria Policy No. C02-011)
- budget preparation (Budget Process Policy No. C03-001)
- accounting for utilities cross charges (Cross-Charges Levied on Civic Utilities and Boards Policy No. C03-005)
- through *The City Administration Bylaw, 2003* the following duties have been delegated to the City Treasurer:
 - signing, exchanging and transferring securities, maintaining a securities registry and effecting the transmission of securities issued by the City
 - certifying the date tax notices are sent, sending amended tax notices as required, providing receipts for the payment of taxes, applying tax payments, issuing tax certificates, certifying the tax roll and providing a statement of account to the school boards
 - distraining and seizing goods to satisfy the amount of outstanding taxes
 - sending a withdrawal of tax lien notice
 - arranging for the payment of executions against the City

- certifying a printout of an electronic record of a municipal violation
 - opening and closing bank accounts of the City
- ** The authority and responsibilities for many of the functions of the City Assessor and the City Treasurer are derived directly from *The Cities Act*.

G. Matters Delegated to Corporate Performance Department:

- design, construct and operate City facilities (Environmental Policy No. C02-036)
- administration and enforcement of *The Waste Bylaw*

H. Matters Delegated to the Saskatoon Fire Department:

- enforcement of bylaws:
 - *The Property Maintenance & Nuisance Abatement Bylaw, 2003*
 - *The Fire and Protective Services Bylaw, 2001*

** The authority and responsibility for many duties and responsibilities of the Saskatoon Fire Department arises under *The Fire Prevention Act, 1992*.

I. Matters Delegated to Multiple Departments of the Administration:

- administration of various reserves (Reserves for Future Expenses Policy No. C03-003)
- identification of goods or services that ought to be trademarked (Trademarks Policy No. C02-039)
- publishing, mailing and posting notices (Public Notice Policy No. C01-021)
- preparation of program overviews and evaluation of programs (Program Planning and Evaluation Policy No. C03-014)



STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES & CORPORATE SERVICES

Tall Wind Turbine Project Update

Recommendation of the Committee

That the report of the General Manager, Transportation & Utilities Department dated February 10, 2015, be received as information.

History

At the February 10, 2015 Standing Policy Committee on Environment, Utilities & Corporate Services meeting, a report of the General Manager, Transportation & Utilities Department dated February 10, 2015 was considered.

Attachment

February 10, 2015 Report of the General Manager, Transportation & Utilities.

Tall Wind Turbine Project Update

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated February 10, 2015, be forwarded to City Council for information.

Topic and Purpose

The purpose of this report is to provide an update on advances in wind turbine technology and possible applications within the Saskatoon Light & Power (SL&P) Service Area. Information is also included on a recent Health Canada study finding no link between wind turbine noise and negative health effects in people.

Report Highlights

1. Wind power is an attractive technology for Saskatchewan, but faces difficult challenges within SL&P's franchise area.
2. A new Health Canada Study has found no link between exposure to wind turbine noise and negative health effects in people.

Strategic Goals

This report supports the long-term strategy to increase use of renewable energy in City operations, and to reduce greenhouse gas (GHG) emissions tied to City operations under the Strategic Goal of Environmental Leadership.

Background

At its meeting held on January 16, 2012, City Council resolved:

- “1) that the Request for Proposal No. 11-0950 for the Tall Wind Turbine Project be cancelled, as the single proposal received exceeded the project budget and was non-compliant;
- 2) that the Administration be directed to monitor advances in wind turbine technology and report to the Administration and Finance Committee no later than mid-2014; and
- 3) that any remaining funds available within this project will be returned to their original funding source.”

Report

Advances in Wind Turbine Technology

According to the Canadian Wind Energy Association, the capital cost to build wind generation is very competitive in comparison with other generation technologies. Wind energy is one of the fastest growing major sources of new electricity around the world.

Canada is one of the fastest growing countries for newly added wind power capacity, ranking 5th globally at the end of 2013. Currently, Canada has over 8,500 megawatts (MW) of installed capacity. Saskatchewan has nearly 200 MW of installed wind

capacity, which represents 5% of the available provincial generation capacity according to SaskPower.

Wind power is an attractive electricity generation technology for Saskatchewan, but faces challenges inside the SL&P Service Area. Residential setback for large-scale wind is recommended at 550 metres and makes siting a wind turbine difficult within an urban area. Proximity to the airport and flight paths provides additional challenges.

The best wind resource inside the SL&P Service Area is on the top of the Saskatoon Landfill. The capital cost to build a single turbine is higher due to crane mobilization/demobilization, and the cost of the turbine foundation on a landfill increases costs further. Without funding assistance, to proceed with the same Tall Wind Turbine Project as considered in 2012 would not be economically feasible.

SL&P has also explored the use of small wind turbines in the SL&P Service area. A 1.3 kilowatt unit was installed and assessed over a one-year period at a SL&P substation in 2008. Based on the results of the one-year assessment, the application of small wind is not considered economically feasible within an urban area.

SL&P recently met with a local entrepreneur to explore the possible application of a vertical-axis wind turbine within the SL&P Service Area. A vertical-axis wind turbine differs substantially in construction from the horizontal-axis turbine considered in 2012. Further development needs to occur before this technology could be considered for Saskatoon; however, it does show promise for offering lower costs and improved performance in lower wind speed applications.

New Health Canada Study

Health Canada, in partnership with Statistics Canada, conducted a two-year study that was released in November 2014, to better understand any link between wind turbine noise and negative health effects in people.

The study involved an adult in 1,238 households at varying distances between 600 metres and 10 kilometres from wind turbines. The participants answered a questionnaire in person, as well as provided health measurements including blood pressure, heart rate, measures of sleep quality and levels of the stress hormone cortisol in hair samples. The researchers also measured 4,000 hours of wind turbine noise in order to calculate indoor and outdoor noise levels at different homes in the study. Following are some of the key points from the Health Canada study:

- Wind turbine noise did not have any measurable effect on illness and chronic disease, stress and sleep quality.
- However, the louder the wind turbine noise was, the more people reported being very or extremely annoyed.

Other Considerations/Implications

There are no options, public and/or stakeholder involvement, communication plan, policy, financial, environmental, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

SL&P will continue to monitor wind turbine technology and will update when appropriate.

Public Notice

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

Report Approval

Written by: Nathan Ziegler, Sustainable Electricity Engineer
Reviewed by: Trevor Bell, Director of Saskatoon Light & Power
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities

EUCS NZ - Tall Wind Turbine Project Update



STANDING POLICY COMMITTEE ON TRANSPORTATION

Capital Project No. 2236 – Stonebridge and Highway 11 Interchange

Recommendation of the Committee

That Capital Project No. 2236 - Stonebridge and Highway 11 Interchange be provided with an additional \$1.9 million of funding from the Interchange Reserve in order that this project be undertaken in 2015.

History

At the February 10, 2015 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation & Utilities Department dated February 10, 2015 was considered.

Your Committee discussed options of including Ramp 3 in the tender process. A further report in this regard is forthcoming.

Attachment

February 10, 2015 Report of the General Manager, Community Services

Capital Project No. 2236 – Stonebridge and Highway 11 Interchange

Recommendation

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

1. That Capital Project No. 2236 - Stonebridge and Highway 11 Interchange be provided with an additional \$1.9 million of funding from the Interchange Reserve in order that this project be undertaken in 2015.

Topic and Purpose

This report provides an update on the status and timing for Capital Project No. 2236 – Stonebridge and Highway 11 Interchange. Additional funding needs have been identified and requested. Information regarding the cost of additional access has been provided.

Report Highlights

1. The total cost of the proposed limited access interchange is \$19.0 million. An additional allocation of \$1.9 million is required from the Interchange Reserve to ensure that this project proceed in 2015.
2. Additional access from the Stonebridge neighborhood to Highway 11 southbound could be provided at a cost of \$3.7 million; however, it is not recommended at this time.
3. A further report on Interchange Reserve cash flow and levy rates will be provided later in 2015.

Strategic Goal

This report supports the City of Saskatoon's (City) Strategic Goal of Moving Around. The provision of adequate access to newly developed neighborhoods contributes to the overall development of an integrated transportation network.

Background

At its February 10, 2014 meeting, City Council considered a report on the Stonebridge and Highway 11 Interchange, and resolved:

- “1) That the Administration be requested to provide a report to the Administration and Finance Committee regarding the status of the interchange reserve; and
- 2) That the Administration be requested to report back to the Administration and Finance Committee, prior to going to tender for Capital Project 2236, regarding a funding strategy and feasibility of

including Ramp 3 as part of this project, and identifying potential savings to construct Ramp 3 at this time.”

Report

The Stonebridge Neighborhood Concept Plan identified three access points for the neighborhood, which includes Clarence Avenue, Preston Avenue, and Highway 11 via a limited access interchange. This report is an update on the progress of the interchange design and financing.

This interchange project is a requirement of the Development and Servicing Agreement between the City and Dundee Developments (now Dream Asset Management [Dream]). The agreement requires Dream to construct a limited access interchange at Highway 11.

Dream has hired AECOM Canada Ltd. to design the interchange and will be hiring the contractor for its construction as well. A detailed interchange design and cost estimate has been provided to the City. The limited access interchange design meets the requirements of the development agreement and includes provision to upgrade the interchange to a full access interchange, should there be a need or desire to do so by the City at a later date.

Total Cost and City Financing

The total cost of the proposed limited access interchange is \$19.0 million. Of this cost, \$18.4 million is to be shared equally between the City and Dream (\$9.2 million each).

A special levy has been collected on behalf of Dream for their portion. It is estimated that that the total amount collected in the special levy will be \$8.3 million. The remaining funds will be provided directly by Dream.

The City has committed to finance its portion through the Interchange Reserve. In 2014, the project received a budget allocation of \$7.9 million from the Interchange Reserve. An additional \$1.3 million is required from the Interchange Reserve to fulfill the requirements of the development agreement.

In order to provide the flexibility to expand the interchange to provide full access for traffic movements in all directions, additional works are required during the initial construction. Those works total \$0.6 million.

Therefore, a total of \$1.9 million in additional funding is required from the Interchange Reserve in order to ensure this project proceed in 2015. A further report on Interchange Reserve cash flow and levy rates will be provided later in 2015.

Additional Access – Ramp No. 3 and No. 4 (Refer to Attachment 1)

City Council has requested that the cost to construct a southbound ramp to Highway 11 be provided (Ramp No. 3). This ramp is not included in the development agreement

Capital Project No. 2236 – Stonebridge and Highway 11 Interchange

with Dream and would need to be financed outside of the current development agreement.

The total cost for Ramp No. 3 is estimated at \$3.7 million. There is currently no funding source for this construction. No revenue has been collected for this item by the Interchange Reserve levy. Funding through this source would limit the ability to fund other projects that have been identified in the establishment of the levy rates.

To build the final ramp that would complete the interchange (Ramp No. 4) and complete the bridge deck to allow for full access to all traffic movements would cost an additional \$7.4 million. A financing strategy and funding responsibility will be determined when, and if, there is the need or desire to provide full access in concert with the development of lands currently in the Rural Municipality (RM) of Corman Park to the east of Highway 11.

Options to the Recommendation

Options pertaining to the additional \$1.9 million are limited. Of this funding, \$1.3 million fulfills the City's obligation under the servicing agreement and the remaining \$0.6 million is required in order to ensure that, in the future, the City has the option of providing access east of Highway 11. This funding could be recovered from benefiting landowners at the time of development.

Regarding Ramp 3, the City could choose to construct this ramp in conjunction with interchange construction.

Public and/or Stakeholder Involvement

Extensive public consultation regarding the Stonebridge neighborhood was undertaken at the time that the neighborhood concept plan was being considered. This consultation included neighborhood access and the configuration of the Stonebridge and Highway 11 interchange.

Communication Plan

Project communication will be carried out during the construction phase of this project and will include dynamic information on the City's website and regular updates provided to the neighborhood community association.

Financial Implications

In total, an additional allocation of \$1.9M is required from the Interchange Reserve in order that this project proceed in 2015.

| Budgeted | Unbudgeted | Capital | Operating | Non-Mill Rate | External Funding |
|---------------|---------------|---------------|---------------|---------------|------------------|
| \$7.9 million | \$1.9 million | \$9.8 million | \$0.0 million | \$9.8 million | \$0.0 million |

Environmental Implications

The construction phase of this project will result in consumption of natural resources (fuel) and generation of greenhouse gas emissions. The overall impact on greenhouse gas emissions has not been quantified.

Safety/Crime Prevention Through Environmental Design (CPTED)

A CPTED review of the detailed design will be undertaken prior to tender and construction.

Other Considerations/Implications

There are no policy or privacy implications or considerations.

Due Date for Follow-up and/or Project Completion

Construction of some limited earthworks began in fall 2014, with completion anticipated for fall of 2016.

Public Notice

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

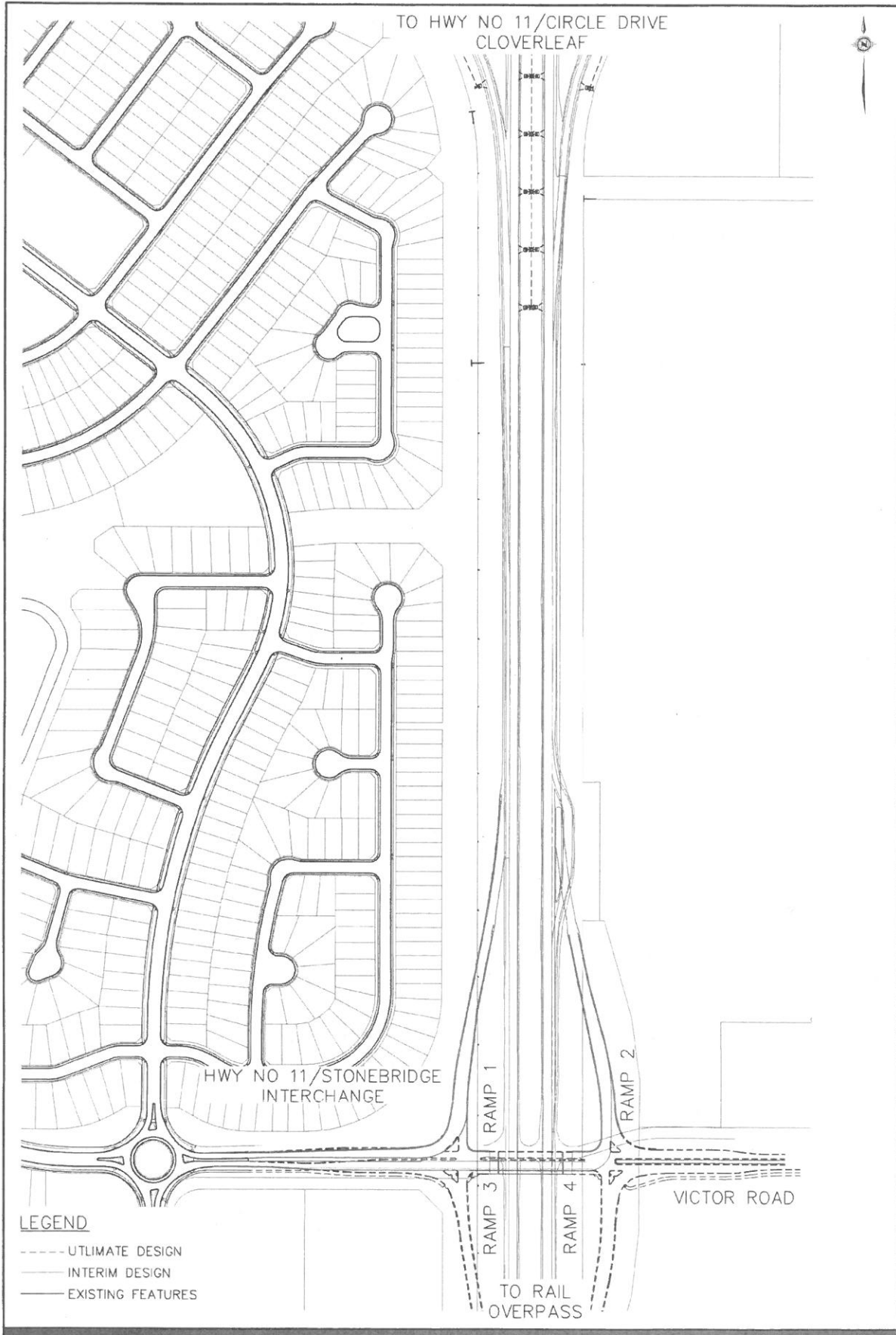
Attachment

1. Stonebridge and Highway 11 Interchange Design

Report Approval

Written by: Don Cook, Manager, Long Range Planning, Planning and Development
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Jeff Jorgenson, General Manager, Transportation and Utilities Department
Approved by: Randy Grauer, General Manager, Community Services Department
Approved by Murray Totland, City Manager

S:\Reports\CP\2015\TRANSPORTATION – Capital Project No. 2236 – Stonebridge and Highway 11 Interchange\kt
FINAL/APPROVED – R. Grauer/M. Totland – Feb. 3/15



DUNDEE DEVELOPMENTS
STONEBRIDGE INTERCHANGE
REVISED INTERIM DESIGN
PROJECT NO. 60290428

AECOM



STANDING POLICY COMMITTEE ON TRANSPORTATION

Sidewalk Snow Clearing Enforcement Process

Recommendation of the Committee

That the Administration be directed to draft the appropriate policy based on Option 3 as outlined in this report.

History

At the February 10, 2015 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation & Utilities Department dated February 10, 2015 was considered.

Your Committee has requested the Administration to include information on charging of tax exempt properties when the report is before City Council.

Attachment

February 10, 2015 Report of the General Manager, Transportation & Utilities

Sidewalk Snow Clearing Enforcement Process

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:
That the Administration be directed to draft the appropriate policy based on Option 3 as outlined in this report.

Topic and Purpose

The purpose of this report is to provide information regarding the sidewalk snow clearing enforcement process and how to speed up the process for owners who repeatedly fail to clear their sidewalk.

Report Highlights

1. Adjusting timelines for bylaw inspections is possible within Bylaw No. 8463, The Sidewalk Clearing Bylaw, 2005.
2. Options to address properties with repeat violations, including issuing Notices of Violation are available in the current bylaw.

Strategic Goals

Acceleration of snow clearing enforcement supports the Strategic Goals of Continuous Improvement, Quality of Life and Moving Around. Accelerated enforcement of sidewalk clearing increases responsiveness to citizen calls, and provides a coordinated approach to maintenance of properties by establishing service levels for the maintenance of sidewalks. It is consistent with the philosophy that safety is a top priority for the City, and improves accessibility of sidewalks for wheelchair users and citizens with limited physical mobility.

Background

During consideration of the Inquiry - Councillor A. Iwanchuk (January 7, 2013) Options and Costs – Comprehensive Snow Clearing and Removal report, City Council, at its meeting held on November 24, 2014, resolved that Administration speed up the compliance process to the extent possible, in particular for repeat bylaw offenders, and report back to the Standing Policy Committee on Transportation.

Bylaw No. 8463, The Sidewalk Clearing Bylaw, 2005 outlines the requirements for clearing a sidewalk after a snowfall. Section 9 outlines the ability for the City of Saskatoon to clear the sidewalk and charge the property owner for the costs. Section 10 outlines the Notice of Violation offences with fines starting as follows:

- First offence \$100
- Second offence \$200
- Third or subsequent offence, a fine of not less than \$200 and not more than \$1,000 in the case of an individual or \$2,000 in the case of a corporation.

Sidewalk Snow Clearing Enforcement Process

To date, the City has issued Bylaw Notices rather than using the Notice of Violation process. This results in the requirement where property owners either clear the sidewalk themselves, or if they remain non-compliant the City does the work and charges the homeowner through property taxes.

Report

Timelines for Enforcement

Currently, the bylaw inspector determines the date and approximate time the snowfall stopped. Inspection occurs only after the 24 hour (commercial properties) or 48 hour (residential properties) clearing time has expired. A Bylaw Notice is issued to the property owner of non-compliant properties. An additional 24 (or 48) hours is provided for the occupant to comply. The bylaw inspector, on the return visit, initiates snow removal by the City if the property is still not in compliance and the cost of the service is charged to the property tax roll.

The additional 48 hours to comply, after initial inspection, was chosen based on the level of resources available to conduct the re-inspection. This timeframe is not outlined in the bylaw and can be adjusted as required, although additional inspection staff would be required during peak periods.

Options for Enforcement of Properties with Multiple Violations

Although Bylaw No. 8463, The Sidewalk Clearing Bylaw, 2005 provides for the ability to issue a Notice of a Violation and accompanying fine (in addition to the costs for clearing the sidewalk), this has not been done to date. Section 10 of the Bylaw outlines increasing penalty amounts and reduced penalty amounts for early payment. Notices of Violation can be served by personal service (hand delivery to the person in violation), by registered mail, or by posting on the property to which the violation relates. The Notice of Violation process only imposes a penalty and the property owner is not compelled to clear the sidewalk. Once ticketed for a particular snowfall, that person cannot be ticketed again for that same snowfall as there is no continuing offence in the Bylaw.

A number of options are available to improve compliance with Bylaw No. 8463, The Sidewalk Clearing Bylaw, 2005:

1. Reduce the 48 hour waiting period for re-inspection of violations to 24 hours. This option would require additional inspectors for bylaw inspection after a snowfall.
2. Issue only a Notice of Violation upon inspection of a complaint after a snowfall. This option would not achieve the goal of clearing sidewalks as the Notice of Violation provides a penalty and cannot compel compliance with the Bylaw.
3. This is the recommended option. For first offences, the current Bylaw Notice would be used. For subsequent offences by the same property owner, the City would issue a Notice of Violation and also proceed with the Bylaw Notice process to ensure the violation is remediated. This would not only act as a penalty and deterrent, but also ensure that the sidewalk is cleared to improve mobility. Further violations would result in increasing fines as per the bylaw.
4. Continue with the existing process of issuing Bylaw Notices to remedy the violation and issue Notices of Violation for properties with repeat violations.

Sidewalk Snow Clearing Enforcement Process

The Administration recommends Option 3, as it is felt to be an appropriate escalation of impact to property owners. If this is approved, the Administration will draft a new policy. The implementation would occur during the 2015/2016 winter season, which would provide the ability to finalize operational details and implement a communications plan focused on properties that have received sidewalk-clearing Bylaw Notices in the past.

Communication Plan

Changes will be communicated to the general public through a variety of measures. General communications will include the City website, social media, advertising, and news release. Targeted letters will be provided to homeowners who have received Bylaw Notices in the past. This issue may also be made the topic of a Better Winter Roads weekly media conference.

Financial Implications

A communication plan will require funding for advertising. The requirements will be dependent on the significance of the changes made to the enforcement process, and are estimated to be less than \$9,000. Implementation of Option 3 will not have a direct budget impact corporately, as revenues would be expected to match any cost increases. Future budgets will be adjusted to adjust these revenues and expenditures.

Other Considerations/Implications

There are no public and/or stakeholder involvement, policy, environmental, privacy, or CPTED considerations or implications.

Due Date for Follow-up and/or Project Completion

There is no due date for follow-up or project completion.

Public Notice

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

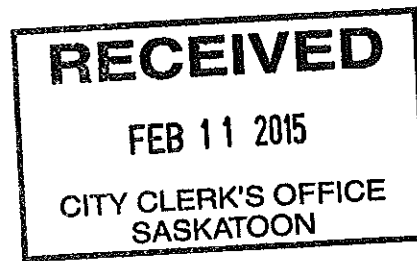
Report Approval

Written by: Nick Bakker, Customer Service Manager, Transportation
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

TRANS NB - Snow Clearing Enforcement Process.docx

6290-1

From: Web NoReply
Sent: February 11, 2015 9:59 AM
To: City Council
Subject: Form submission from: Write a Letter to Council



Submitted on Wednesday, February 11, 2015 - 09:59
Submitted by anonymous user: 207.47.255.243
Submitted values are:

Date: Wednesday, February 11, 2015
To: His Worship the Mayor and Members of City Council
First Name: Ed
Last Name: Hipkin
Address: 654 Highlands Cresc
City: Saskatoon
Province: Saskatchewan
Postal Code: S7H-4Y4
Email: stick4@sasktel.net

Comments:

For the record I oppose imposing fines for delays in clearing or failure to clear sidewalks in residential areas. I own a home on a corner lot with 200 feet of sidewalk and City road clearing crews continue to push snow and ice onto it when clearing streets. This material is too hard for most household snowblowers to move. When I purchased the home, city crews ran a scraper down the sidewalks a few times each winter. I recommend this practice be revived. It would make it much easier for we seniors to keep the walks clear after lighter snowfalls. I, for one, feel my tax dollars should first go to essential services-those used by all taxpayers (police, fire, roads and infrastructure construction and repair, garbage collection, etc) before they are spent on optional projects. As I see it currently, many of our essential services (those still provided) carry surcharges and many are inferior to those provided prior to the surcharges. Your consideration of this comment would be greatly appreciated.

Thank you.

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/1368>



**REVISED AGENDA
PUBLIC HEARING MEETING OF CITY COUNCIL**

**Monday, February 23, 2015, 6:00 p.m.
Council Chamber, City Hall**

| | Pages |
|--|--------------|
| 1. CALL TO ORDER | |
| 2. CONFIRMATION OF AGENDA | |
| 2.1 Additional Proclamation Request for March 11, 2015 - 'World Plumbing Day' - Item 6.2.5 (File No. CK. 205-5) | 6 |
| 2.2 Proclamation Request - City of Saskatoon - March 16-22, 2015 - 'Water Week' (File No. CK. 205-5) | 7 |
| <i>Recommendation</i> | |
| 1. That the agenda be amended by adding Item 2.1 during consideration of Item 6.2.5; | |
| 2. That Item 2.2 be considered as Item 6.2.10; and | |
| 3. That the agenda be confirmed, as amended. | |
| 3. DECLARATION OF PECUNIARY INTEREST | |
| 4. ADOPTION OF MINUTES | |
| 4.1 Minutes of Public Hearing Meeting of City Council held on January 26, 2015 | |

5. PUBLIC HEARINGS

5.1 Land Use, etc.

5.1.1 Discretionary Use Application - Private School (Kumon Learning Centre - 1025 Boychuk Drive, Bay #1 - B2 District by Agreement (File No. CK. 4355-015-001)

8 - 16

Attached are copies of the following:

- Letter from the Committee Assistant, Municipal Planning Commission dated January 30, 2015; and
- Report of the General Manager, Community Services Department dated January 27, 2015.

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

Recommendation

That the application submitted by Calvin and Laurie Fehr requesting permission to operate a private school (Kumon Learning Centre) at 1025 Boychuk Drive be approved, subject to the following conditions:

1. That the applicant obtain a Development Permit and all other relevant permits and licenses, including a building permit for the conversion of Bay No. 1 to a private school; and
2. That the final plans submitted be substantially in accordance with the plans submitted in support of this Discretionary Use Application.

5.1.2 Proposed Rosewood Neighbourhood Concept Plan Amendment (File No. CK. 4351-015-001 x 4110-40)

17 - 23

Attached are copies of the following:

- Letter from the Committee Assistant, Municipal Planning Commission dated January 30, 2015;
- Report of the General Manager, Community Services Department dated January 27, 2015; and
- Notice published in local press February 7 and 8, 2015.

Recommendation

That the proposed Rosewood Neighbourhood Concept Plan amendment be approved.

- 5.1.3 Proposed Zoning Bylaw Amendment - Rezoning from FUD to R1A - Glen H. Penner Park and Neighbourhood School Sites - Rosewood Neighbourhood (File No. CK. 4351-015-001 x 4100-40)** 24 - 26

Attached are copies of the following:

- Letter from the Committee Assistant, Municipal Planning Commission dated January 30, 2015 (see attachments 5.1.2);
- Report of the General Manager, Community Services Department dated January 27, 2015 (see attachments 5.1.2);
- Notice published in local press February 7 and 8, 2015; and
- Proposed Bylaw No. 9263, The Zoning Amendment Bylaw, 2015 (No. 8).

Recommendation

That City Council consider Bylaw No. 9263.

5.2 Public Notice Matters

6. PROCLAMATIONS AND FLAG RAISINGS

6.1 Flag Raising Requests

- 6.1.1 Cultural Diversity and Race Relations Office and Committee, City of Saskatoon - March 5 - 31, 2015 (File No. CK. 205-1)** 27

Recommendation

That the request to fly the Cultural Diversity and Race Relations Flag at City Hall from March 5 - 31, 2015, be approved subject to any administrative conditions.

- 6.1.2 Federation des Francophones de Saskatoon - March 6 - 22, 2015 (File No. CK. 205-1)** 28

Recommendation

That the request to fly the Franksaskois Flag at City Hall from March 6 to March 22, 2015, be approved subject to any administrative conditions.

| | | |
|-------|--|----|
| 6.1.3 | The Avenue Community Centre for Gender & Sexual Diversity - March 31, 2015 (File No. CK. 205-1) | 29 |
|-------|--|----|

Recommendation

That the request to fly the Pink Revolution flag at City Hall on March 31, 2015, be approved subject to any administrative conditions.

6.2 Proclamation Requests

| | | |
|-------|--|---------|
| 6.2.1 | Cultural Diversity and Race Relations Office and Committee, City of Saskatoon - Month of March 2015 - 'Cultural Diversity and Race Relations Month' (File No. CK. 205-5) | |
| | * see attachment 6.1.1 | |
| 6.2.2 | The Avenue Community Centre for Gender & Sexual Diversity - March 29 to April 4, 2015 - 'Pink Revolution - Bully Prevention Week' (File No. CK. 205-5) | |
| | * see attachment 6.1.3 | |
| 6.2.3 | Telemiracle 39 - March 2-8, 2015 - 'Telemiracle Week' and March 8, 2015 - 'Bob McGrath Day' (File No. CK. 205-5) | 30 - 31 |
| 6.2.4 | LymphFx Physiotherapy - March 6, 2015 - 'Lymphedema Awareness Day' (File No. CK. 205-5) | 32 |
| 6.2.5 | Canadian Institute of Plumbing & Heating - March 11, 2015 - 'World Plumbing Day' (File No. CK. 205-5) | 33 |
| 6.2.6 | The Canadian Association of Nurses in Oncology - April 7, 2015 - 'Canadian Oncology Nursing Day' (File No. CK. 205-5) | 34 - 35 |
| 6.2.7 | The Love Foundation Inc. - May 1, 2015 - 'Global Love Day' (File No. CK. 205-5) | 36 - 41 |
| 6.2.8 | The Power in Sport - ' 2015 - The Year of Women in Sport!' (File No. CK. 205-5) | 42 - 43 |
| 6.2.9 | The Power in Sport - June 28, 2015 - 'Play it Forward Day' (File No. CK. 205-5) | 44 |

Recommendation

1. That City Council approve all proclamations as set out in Section 6.2; and
2. That the City Clerk be authorized to sign the proclamations, in the standard form, on behalf of City Council.

7. URGENT BUSINESS

8. ADJOURNMENT

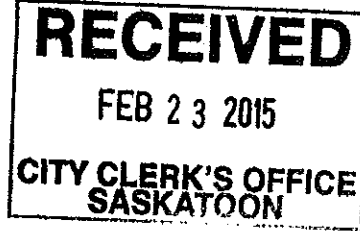
205-5

Mechanical Contractors Association of Saskatchewan Inc.

#105-2750 Faithfull Avenue, Saskatoon, Saskatchewan S7K 6M6

Tel (306) 664.2154 / Fax (306) 653.7233

www.mca-sask.com



February 19, 2015

Office of the Mayor of Saskatoon
222 Third Avenue North
Saskatoon, SK S4S 0B3

RE: World Plumbing Day – March 11, 2015

Dear Mayor Atchinson:

On March 11, 2015, the World Plumbing Council will once again recognize World Plumbing Day. This day is set aside to celebrate the important role plumbing plays in the health and safety of our society. We often take for granted our supply of clean water. The World Health Organization estimates that globally, 1.8 billion people use a drinking source that is contaminated.

The Mechanical Contractors Association of Saskatchewan represents the plumbing contractors in the province who help to ensure, that here in Saskatchewan, we are taking care of one of our most important natural resources. The plumbing industry plays an important environmental role in water conservation.

I would ask that you consider proclaiming March 11, 2015 World Plumbing Day in the City of Saskatoon, and together, we can celebrate and recognize this important day.

We would be pleased to offer any information you require regarding this event. Please contact our Executive Director, Carolyn Bagnell, at 306-664-2154 with any questions.

Sincerely,

Ryan Tynning
President
Mechanical Contractors Association of Saskatchewan Inc.

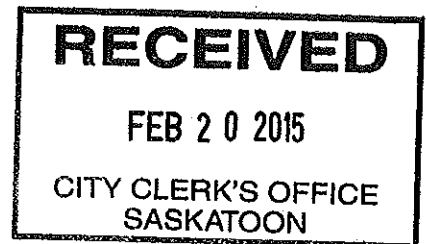


Saskatoon Water
1030 Avenue H South
Saskatoon SK S7M 1X5

www.saskatoon.ca
tel (306) 975.2534
fax (306) 975.2553

February 20, 2015
File No. 205-1

His Worship Mayor Donald Atchison &
Members of City Council
City of Saskatoon
City Hall
Saskatoon SK S7K 0J5



Your Worship and City Councillors,

Re: Proclamation of Water Week – March 16 to 22, 2015

Saskatoon Water and Public Works request that the week of March 16 to 22, 2015, be proclaimed **Water Week** in Saskatoon, in conjunction with Canada Water Week and World Water Day, which is March 22.

The City of Saskatoon and communities across Canada are celebrating the critical role that water plays in our daily lives, contributing to the overall quality of life we enjoy in Canada.

The 2015 Canada Water Week theme is **Know Your H2O!** and we will take this opportunity to educate residents about the City's water resources; and how residents can be responsible stewards of this resource to reduce the impact on the environment.

Water Week is dedicated to all of the people who work hard to treat and deliver safe drinking water to Saskatoon residents.

Thank you for your support and consideration of our request.

Sincerely,

for: **Reid Corbett, Director**
Saskatoon Water

Pat Hyde, Director
Public Works

January 30, 2015

City Clerk

Dear City Clerk:

**Re: Municipal Planning Commission Report for Public Hearing
Discretionary Use Application – Private School
Kumon Learning Centre – 1025 Boychuk Drive
(File No. CK. 4355-015-001)**

The Municipal Planning Commission considered a report of the General Manager, Community Services Department, dated January 27, 2015, on the above application and supports the following recommendation of the Community Services Department:

That the application submitted by Calvin and Laurie Fehr requesting permission to operate a private school (Kumon Learning Centre) at 1025 Boychuk Drive be approved, subject to the following conditions:

1. That the applicant obtain a Development Permit and all other relevant permits and licenses, including a building permit for the conversion of Bay No. 1 to a private school; and
2. That the final plans submitted be substantially in accordance with the plans submitted in support of this Discretionary Use Application.

The Commission respectfully requests that the above report be considered by City Council at the time of the public hearing with respect to the above proposed application.

Yours truly,



**Penny Walter, Committee Assistant
Municipal Planning Commission**

PW:sj

Attachment

Discretionary Use Application – Private School (Kumon Learning Centre) – 1025 Boychuk Drive

Recommendation

That a report be forwarded to City Council at the time of the public hearing, recommending that the application submitted by Calvin and Laurie Fehr requesting permission to operate a private school (Kumon Learning Centre) at 1025 Boychuk Drive be approved, subject to the following conditions:

- 1) That the applicant obtain a Development Permit and all other relevant permits and licenses, including a building permit for the conversion of Bay No. 1 to a private school; and
- 2) That the final plans submitted be substantially in accordance with the plans submitted in support of this Discretionary Use Application.

Topic and Purpose

The purpose of this report is to consider a Discretionary Use Application from Calvin and Laurie Fehr to operate a private school (Kumon Learning Centre) at 1025 Boychuk Drive.

Report Highlights

1. A private school is proposed at 1025 Boychuk Drive to accommodate up to 25 students at a time.
2. This proposal meets all relevant Zoning Bylaw No. 8770 (Zoning Bylaw) requirements.
3. The proposed expansion is not anticipated to impact the surrounding land uses.

Strategic Goal

This application supports the City of Saskatoon's (City) Strategic Goal of Quality of Life as the proposal supports extended educational opportunities in a neighbourhood setting.

Background

The subject property at 1025 Boychuk Drive is located in the East College Park neighbourhood and is zoned B2 District By Agreement under the Zoning Bylaw (see Attachment 1). A rezoning agreement from B1 District to B2 District By Agreement was made for this property on August 15, 2005, in part to allow for a medical clinic as part of the shopping centre. A private school is considered a discretionary use as part of this agreement. Calvin and Laurie Fehr have submitted an application requesting City Council's approval to operate a private school in Bay No. 1 at this location. They are currently operating at the Lakewood Civic Centre, where a private school is a permitted use.

Report

Zoning Bylaw Requirements

A “private school” means a facility which meets provincial requirements for elementary, secondary, post-secondary, or other forms of education or training, and which does not secure the majority of its funding from taxation or any governmental agency, and may include vocational and commercial schools, music or dance schools, and other similar schools.

Kumon Learning is an academic program focused on math, reading, and active learning. A Kumon Learning Centre is used by children of all ages to improve their academic skills through short individualized assignments. A typical session is 30 minutes, attended twice a week at the centre.

The parking requirement for a private school is 1.2 spaces per classroom, plus one space per four students at design capacity. The applicant has indicated that one classroom will be used with approximately 25 students at a time, resulting in an on-site parking requirement of seven spaces. In conjunction with the shopping centre, the total on-site parking required is 27 spaces. Plans submitted by the applicant indicate that a total of 45 parking spaces are provided, resulting in a balance of 18 additional spaces (see Attachment 2).

This proposal meets all relevant Zoning Bylaw requirements.

Comments from Other Divisions

No concerns were noted by other divisions with respect to this proposal. Refer to Attachment 3 for the full remarks.

Conclusion

The proposed private school meets all relevant Zoning Bylaw provisions and is not anticipated to have any significant impact on surrounding land uses.

Options to the Recommendation

City Council could deny this Discretionary Use Application. This option is not recommended as the proposal complies with all relevant Zoning Bylaw requirements and has been evaluated as a discretionary use, subject to the provisions of Section 4.7 of the bylaw.

Public and/or Stakeholder Involvement

Notices to property owners within a 75 metre radius of the site were mailed out in November 2014 to solicit feedback on the proposal. The East College Park Community Association was also advised. The East College Park Community Association responded to the correspondence and was supportive of the development.

A public information meeting was held on December 17, 2014, and was attended by the Ward Councillor and one resident. Calvin and Laurie Fehr described the type of private school they would be operating and outlined the expected operating times and number

of students. The resident in attendance asked general questions about the proposed school and was satisfied with the responses provided (see Attachment 4).

Communication Plan

No further communication is planned beyond the stakeholder involvement noted above and the required notice for the public hearing.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

Public Notice is required for consideration of this matter, pursuant to Section 11(b) of Public Notice Policy No. C01-021.

Once this application has been considered by the Municipal Planning Commission, a date for a public hearing will be set. The Community Services Department will give notice by ordinary mail to assessed property owners within 75 metres of the subject site and to the East College Park Community Association. Notification posters will also be placed on the subject site.

Attachments

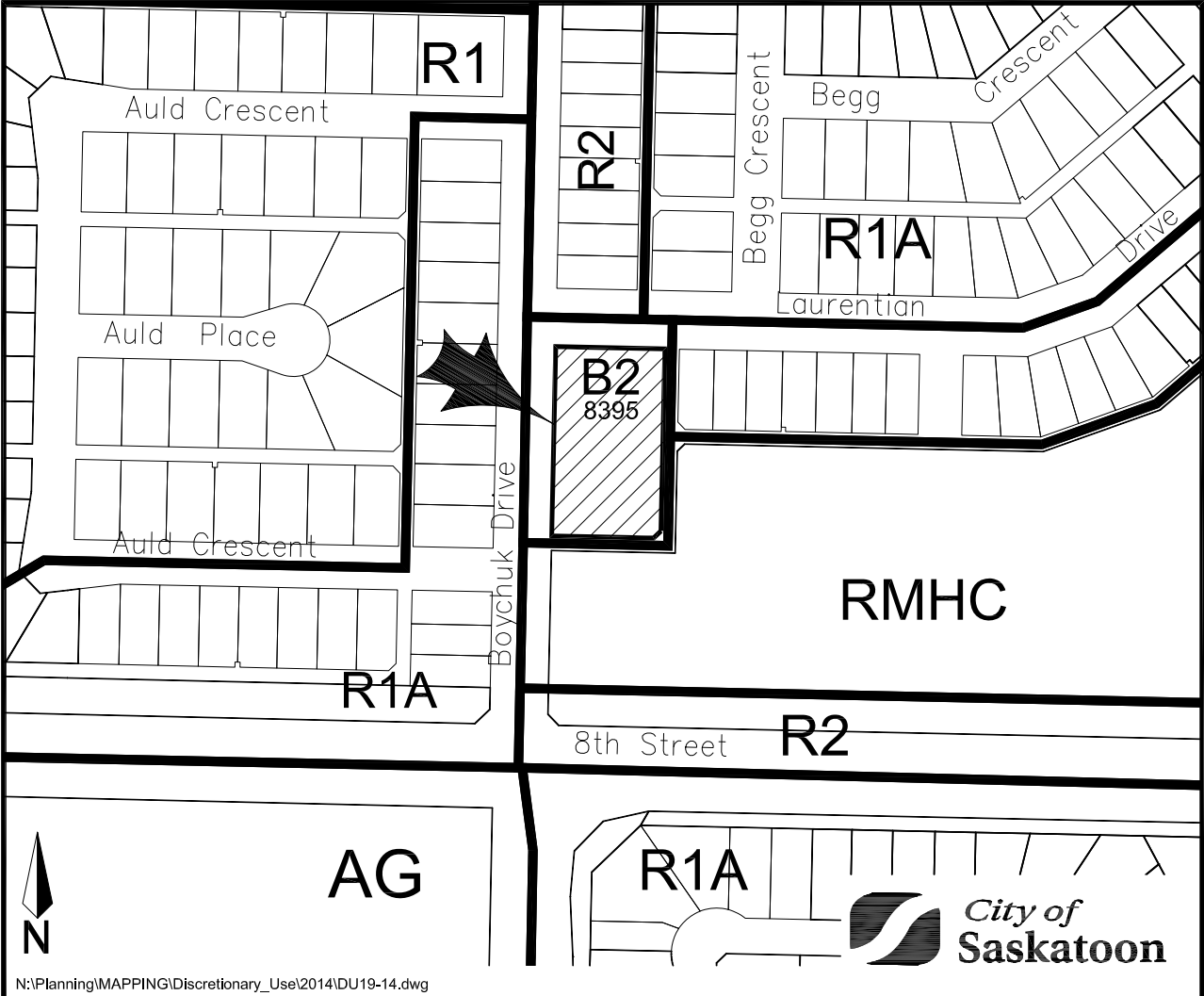
1. Location Plan – 1025 Boychuk Drive
2. Site Plan – 1025 Boychuk Drive
3. Comments From Other Divisions
4. Community Engagement Summary

Report Approval

Written by: Daniel McLaren, Planner, Planning and Development
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/DS/2015/MPC – Disc. Use App. – Private School (Kumon Learning Centre) – 1025 Boychuk Drive/ks

Location Plan - 1025 Boychuk Drive

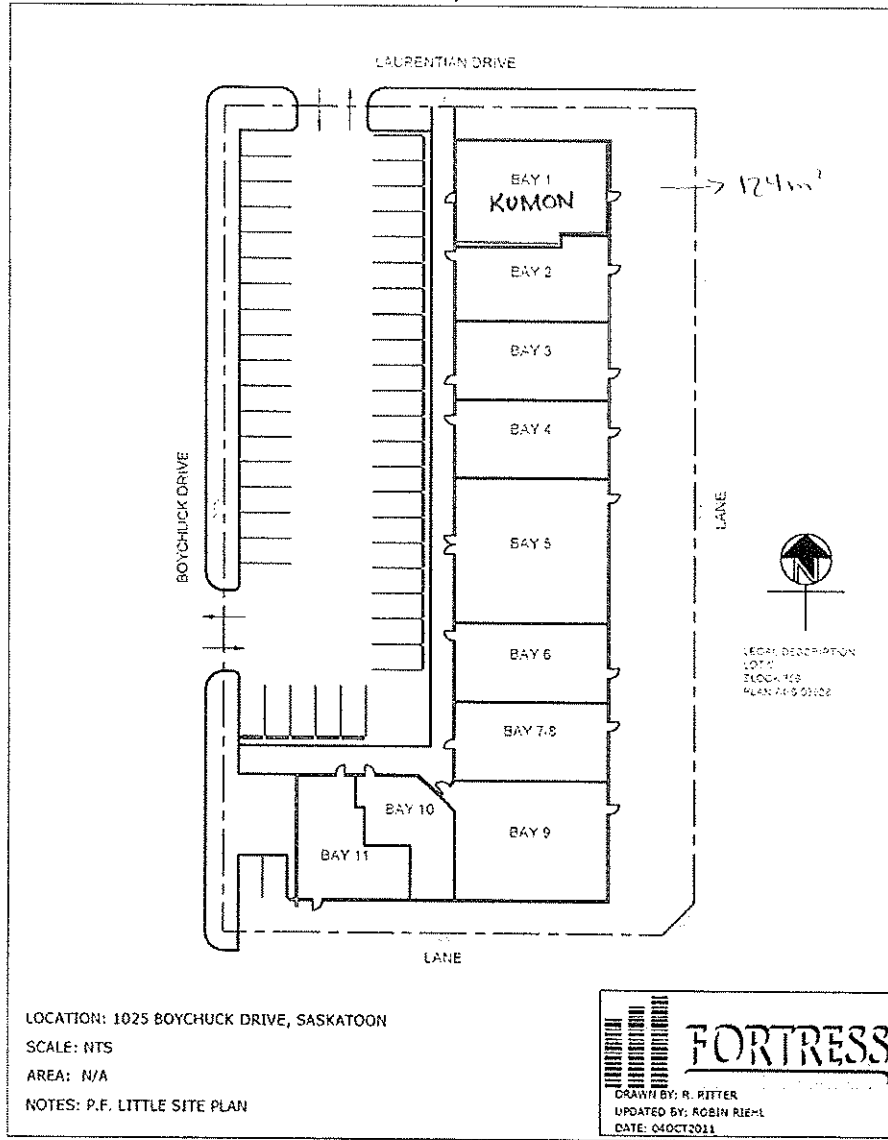


N:\Planning\MAPPING\Discretionary_Use\2014\DU19-14.dwg

Site Plan - 1025 Boychuck Drive

- 18 -

SCHEDULE II
(Site Plan)



LOCATION: 1025 BOYCHUCK DRIVE, SASKATOON
SCALE: NTS
AREA: N/A
NOTES: P.F. LITTLE SITE PLAN

FORTRESS
DRAWN BY: R. FITTER
UPDATED BY: ABBIN RIEM
DATE: 04OCT2011

| | |
|----------|--------|
| LANDLORD | TENANT |
|----------|--------|

Comments From Other Divisions

1. Transportation and Utilities Department Comments
The proposed Discretionary Use Application is acceptable to the Transportation and Utilities Department.

2. Saskatoon Transit Division, Transportation and Utilities Department, Comments
The closest stop to this location is at Laurentian Drive and Boychuk Drive and is serviced by the Route 3 – College Park/Hudson Bay Park. The other option is the stop on the corner of 8th Street and Boychuk Drive which is serviced by the Route 5 – Briarwood/McCormack.
Saskatoon Transit has no concerns with this Discretionary Use Application.

3. Building Standards Division, Community Services Department, Comments
The Building Standards Division of the Community Services Department has no objection to the proposed Discretionary Use Application provided that:
 - a) A building permit is obtained for the conversion of Bay No. 1 to a private school.



Shaping Saskatoon

Bridging to Tomorrow... for a 21st Century City



Community Engagement Summary Public Information Meeting for Proposed Discretionary Use 1025 Boychuk Drive Bay No. 1 to be Used for a Private School (Applicants: Calvin and Laurie Fehr for Kumon Learning)

Project Description

A public information meeting was held regarding a proposed Private School located at 1025 Boychuk Drive. The meeting provided residents of East College Park, specifically those within 75 metres of the subject site, the opportunity to learn more about the proposed development and the discretionary use process and to have the opportunity to comment on the proposal and ask any questions that they may have.

The meeting was held at Roland Michener School on December 17, 2014, at 7 p.m.

Community Engagement Strategy

Notice to residents within a 75 metre radius of the subject site were sent out on November 3, 2014. Letters, along with the public meeting notice, were also sent to the Community Association, Ward Councillor, and Community Consultant.

The purpose of the meeting was to inform and consult with the nearby residents. Interested or concerned individuals were provided with an opportunity to learn more about the proposal and to provide perspective and comments for consideration. Questions and comments were received for consideration by both the proponent and municipal staff regarding the impact of this proposal.

The public information meeting provided an opportunity to listen to an informal presentation by the applicant and create a dialogue between the applicant and nearby residents. City staff were also available to answer questions regarding the discretionary use process and general zoning regulations.

Summary of Community Engagement Feedback

Two representatives of the applicant organization, two city staff, one nearby property owner, and the ward councillor attended the public information meeting.

The applicants and resident engaged in a conversation about expectations and the type of private school being proposed. The applicants outlined the operation of the school:

- Would likely operate twice a week for 4 hours at a time, after school or in the early evening, in half-hour time blocks for the students.
- They expect about 25 students per half hour time slot.
- Approximately 6 to 8 staff per evening.
- The school would never operate in the morning or early afternoon and never late at night.
- The age of the students would be K to 12, mostly elementary students.

The resident expressed no concerns, noting that he had never seen the parking lot full, and the street parking in front of the shopping centre was rarely used. He had no concerns regarding the hours of operation.



Next Steps

Feedback from the meeting will be summarized and presented as part of the report to the Municipal Planning Commission and City Council.

Once this application has been considered by the Municipal Planning Commission, a date for a public hearing will be set, and notices will be sent by ordinary mail to property owners within 75 metres of the subject site and to the East College Park Community Association. Notification posters will also be placed on the subject site. No other public engagement is planned.

| ACTION | ANTICIPATED TIMING |
|---|------------------------|
| Planning and Development Division prepares and presents to Municipal Planning Commission (MPC). MPC reviews proposal and recommends approval or denial to City Council. | January 27, 2015 |
| Public Notice - Community Consultant, Ward Councillor, as well as all participants that attended the public information meeting will be provided with direct notice of the Public Hearing, as well as all residents who were notified previously. A notification poster sign will be placed on site. | February 9 to 23, 2015 |
| Public Hearing – Public Hearing conducted by City Council, with opportunity provided to interested persons or groups to present. Proposal considered together with the reports of the Planning and Development Division, Municipal Planning Commission, and any written or verbal submissions received by City Council. | February 23, 2015 |
| Council Decision - may approve or deny proposal. | February 23, 2015 |

Prepared by:
Daniel McLaren, Planner
Planning and Development
January 2, 2015

January 30, 2015

City Clerk

Dear City Clerk:

**Re: Municipal Planning Commission Report for Public Hearing
Proposed Rosewood Neighbourhood Concept Plan Amendment
and Proposed Rezoning from FUD to R1A –
Glen H. Penner Park and Neighbourhood School Sites
(File No. CK. 4351-015-001, CK 4100-40)**

The Municipal Planning Commission considered a report of the General Manager, Community Services Department, dated January 27, 2015, on the above application and supports the following recommendation of the Community Services Department:

1. That the proposed Rosewood Neighbourhood Concept Plan amendment be approved; and
2. That the proposed amendment to Zoning Bylaw No. 8770, to rezone land from FUD – Future Urban Development District to R1A – 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 with respect to the above proposed application.

Yours truly,



**Penny Walter, Committee Assistant
Municipal Planning Commission**

PW:sj

Attachment

Proposed Rosewood Neighbourhood Concept Plan Amendment and Proposed Rezoning from FUD to R1A – Glen H. Penner Park and Neighbourhood School Sites

Recommendation

1. That at the time of the public hearing, City Council consider the Administration's recommendation that the proposed Rosewood Neighbourhood Concept Plan amendment be approved; and
2. That at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to Zoning Bylaw No. 8770, to rezone land from FUD – Future Urban Development District to R1A – One-Unit Residential District, be approved.

Topic and Purpose

An application has been submitted by Boychuk Investments Ltd. requesting to amend the Rosewood Neighbourhood Concept Plan (Concept Plan) and rezone land, as shown in Attachment 1, from FUD – Future Urban Development District to R1A – One-Unit Residential District, which partially comprises the proposed Glen H. Penner Park and site of the neighbourhood schools. The Concept Plan amendment and rezoning will facilitate development of the joint-use elementary schools and neighbourhood core park.

Report Highlights

1. An amendment to the Concept Plan is required to reflect a change to the configuration of the neighbourhood school site in order to accommodate the joint-use facility.
2. A zoning designation of R1A – One-Unit Residential District will facilitate development of the neighbourhood core park and joint-use elementary schools.

Strategic Goal

Under the City of Saskatoon's (City) Strategic Goal of Sustainable Growth, this application supports the creation of "complete community" neighbourhoods.

Background

The Concept Plan was originally approved by City Council in May 2008. In 2013, the Government of Saskatchewan announced that joint-use elementary schools would be constructed in the Rosewood neighbourhood.

Report

Concept Plan Amendment

The configuration of the neighbourhood school site is proposed to be amended on the Concept Plan because the new joint-use elementary schools require a standard rectangular-shaped site. As part of this reconfiguration, the neighbourhood school site

Proposed Rosewood Neighbourhood Concept Plan Amendment and Proposed Rezoning from FUD to R1A – Glen H. Penner Park and Neighbourhood School Sites

is proposed to be increased to 7.18 acres from 7.0 acres. Attachment 1 illustrates this proposed change.

Zoning Bylaw No. 8770 Amendment

A rezoning from FUD – Future Urban Development District to R1A – One-Unit Residential District will accommodate the proposed schools and neighbourhood core park. Elementary schools and neighbourhood parks are permitted uses in the R1A District. Attachment 2 illustrates the proposed rezoning.

Comments from Other Divisions

No concerns were identified through the administrative referral process.

Options to the Recommendation

City Council could choose to deny this application. This option is not recommended as it would not permit the construction of the schools and neighbourhood park to proceed.

Public and/or Stakeholder Involvement

As part of a public engagement event held on May 6, 2014, for a major amendment to the Concept Plan involving changes to the eastern part of the Rosewood neighbourhood, including a new commercial and employment area east of Zimmerman Road, information regarding the proposed change to the neighbourhood school site was displayed. Attendees of the meeting had the opportunity to view the proposed site configuration, in conjunction with the other changes to the neighbourhood that were displayed and discussed. The Rosewood Community Association has been advised of the amendments proposed in this report. No comments or concerns regarding the school site configuration have been received by our office to date.

Communication Plan

No further communication is planned beyond the stakeholder involvement noted above and the required notice for the public hearing detailed below.

Safety/Crime Prevention Through Environmental Design (CPTED)

A CPTED review was completed as part of the administrative review process of the Concept Plan amendment. No issues related to the school site configuration were identified through this review.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

Public Notice is required for consideration of this matter, pursuant to Section 11 (a) of Public Notice Policy No. C01-021.

Proposed Rosewood Neighbourhood Concept Plan Amendment and Proposed Rezoning from FUD to R1A – Glen H. Penner Park and Neighbourhood School Sites

Once this application has been considered by the Municipal Planning Commission, it will be advertised in accordance with Public Notice Policy No. C01-021, and a date for a public hearing will be set. The Planning and Development Division will notify all property owners within a 75 metre (246 feet) buffer of the proposed site of the public hearing date by letter. A notice will be placed in The StarPhoenix two weeks prior to the public hearing.

Attachments

1. Concept Plan Amendment
2. Zoning Amendment

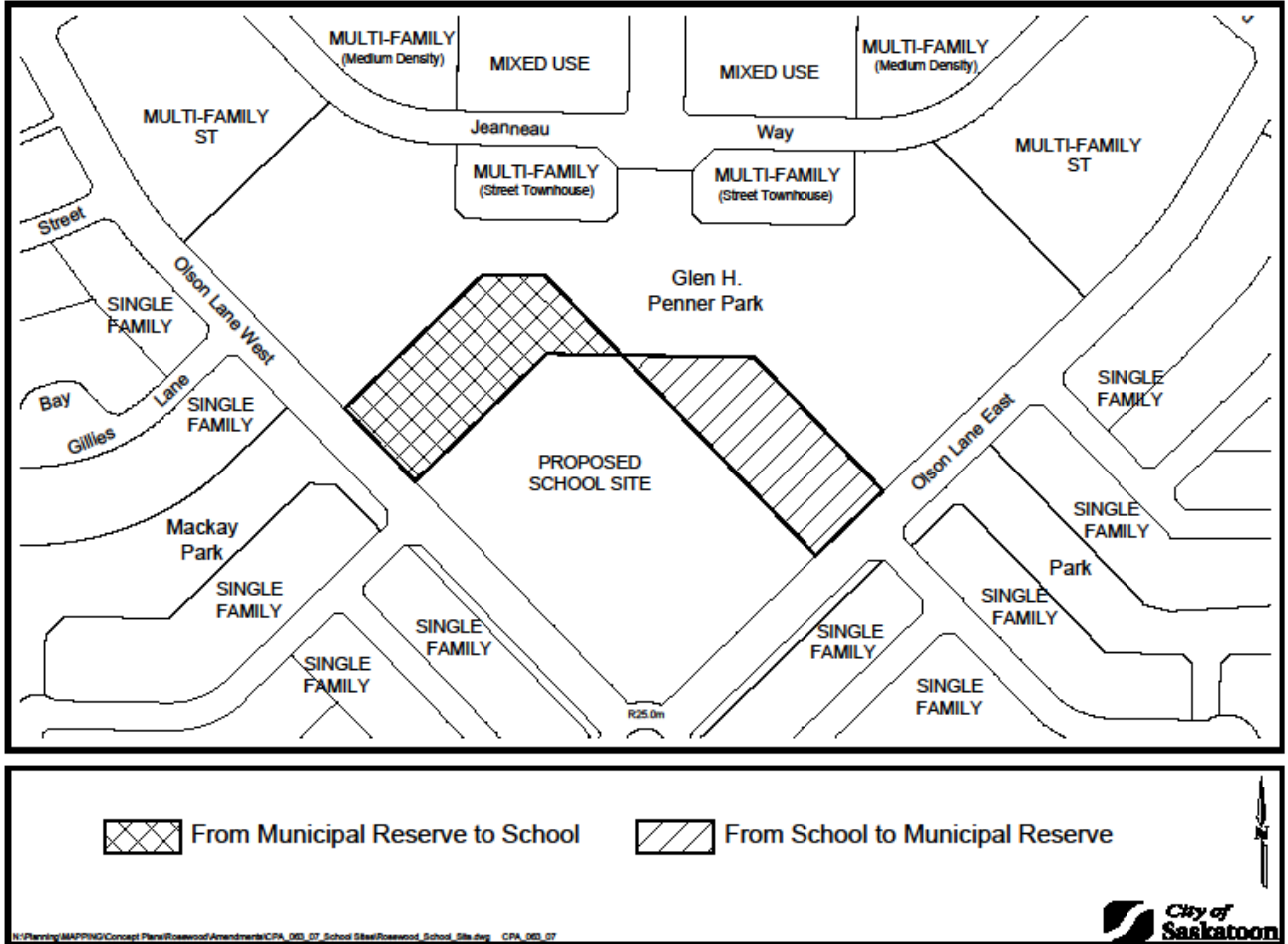
Report Approval

Written by: Brent McAdam, Planner, Planning and Development Division
Reviewed by: Alan Wallace, Director of Planning and Development
Approved by: Randy Grauer, General Manager, Community Services Department

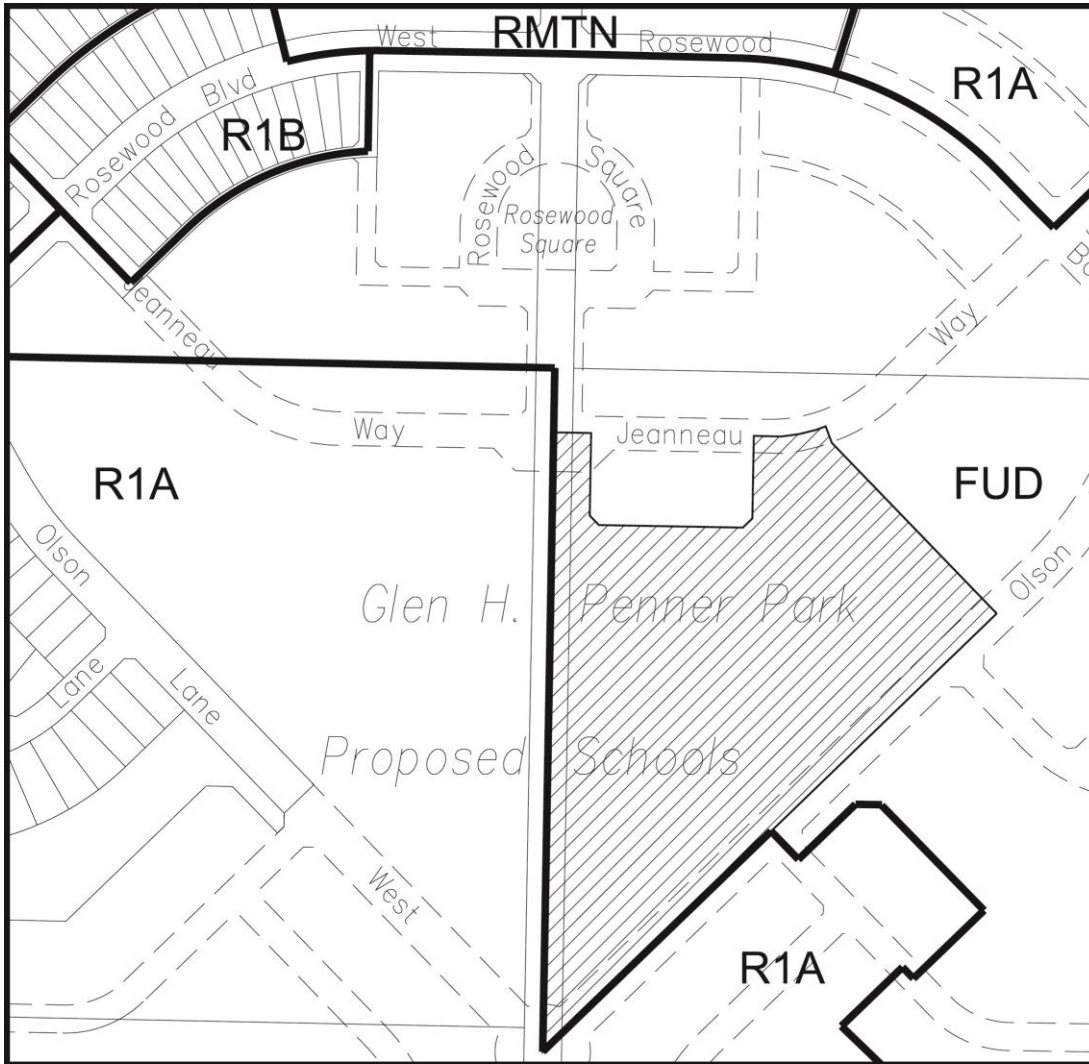
S:\Reports\DS\2015\MPC – Proposed Rosewood Neighbourhood Concept Plan Amendment and Proposed Rezoning from FUD to R1A – Glen H. Penner Park and Neighbourhood School Sites\kt

Concept Plan Amendment

PROPOSED CONCEPT PLAN AMENDMENT - ROSEWOOD SCHOOL SITE



Zoning Amendment



ZONING AMENDMENT

 From FUD to R1A



N:\Planning\MAPPING\Rezoning\2014\RZ35_14.dwg

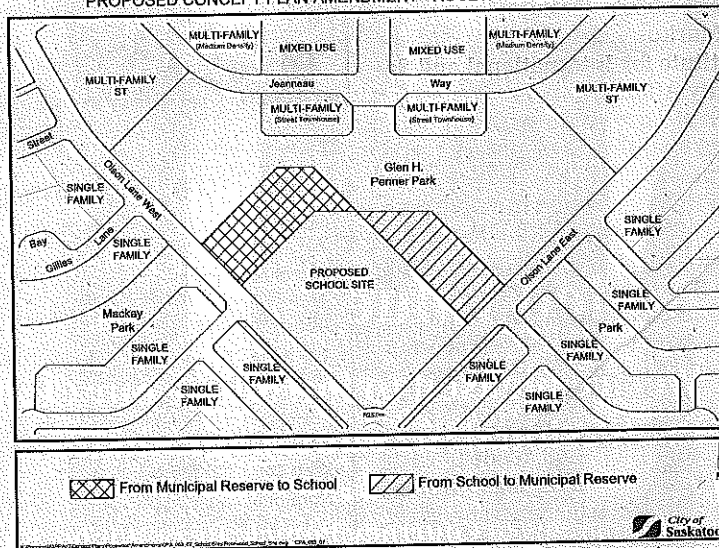
PUBLIC NOTICE

**PROPOSED ROSEWOOD NEIGHBOURHOOD CONCEPT PLAN
AMENDMENT**

Saskatoon City Council will consider an amendment to the Rosewood Neighbourhood Concept Plan, submitted by Boychuk Investments. The proposed amendment will reconfigure the neighbourhood school site within the Municipal Reserve (Glen H. Penner Park).

REASON FOR THE AMENDMENT – The amendment is required to reconfigure the school site to accommodate the design for the proposed joint-use elementary schools.

PROPOSED CONCEPT PLAN AMENDMENT - ROSEWOOD SCHOOL SITE



INFORMATION - Questions regarding the proposed amendment may be directed to the following:

Community Services Department, Planning and Development
Phone: 306-986-0902 (Brent McAdam)

PUBLIC HEARING - City Council will hear all submissions on the proposed amendment, and all persons who are present at the City Council meeting and wish to speak on **Monday, February 23, 2015 at 6:00 p.m. in City Council Chamber, City Hall, Saskatoon, Saskatchewan.**

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

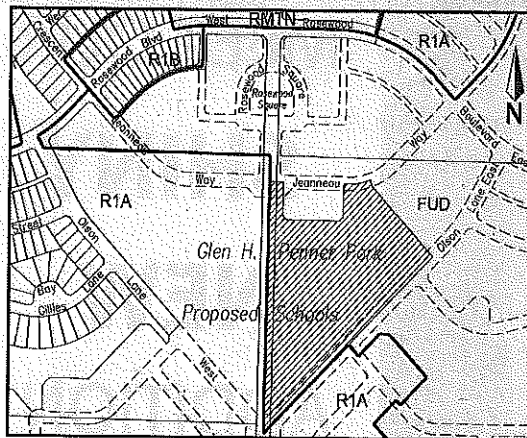
All submissions received by the City Clerk by **10:00 a.m. on Monday, February 23, 2015** will be forwarded to City Council. City Council will also hear all persons who are present and wish to speak to the proposed Bylaw.

ZONING NOTICE

ROSEWOOD NEIGHBOURHOOD PROPOSED ZONING BYLAW AMENDMENT – BYLAW NO. 9263

Saskatoon City Council will consider an amendment to the City's Zoning Bylaw (No. 8770). By way of Bylaw No. 9263, The Zoning Amendment Bylaw, 2015 (No. 8), land in the Rosewood neighbourhood will be rezoned from FUD – Future Urban Development District to R1A – One-Unit Residential District as shown in the map below.

LEGAL DESCRIPTION – Part of Parcel EE, Plan No. 102028586



PROPOSED ZONING AMENDMENT

 From FUD to R1A

File No. RZ35-2014



REASON FOR THE AMENDMENT – The proposed rezoning will accommodate the development of the joint-use elementary schools and Glen H. Penner Park (neighbourhood core park) 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
Phone: 306-986-0902 (Brent McAdam)

PUBLIC HEARING - City Council will hear all submissions on the proposed amendment, and all persons who are present at the City Council meeting and wish to speak on **Monday, February 23, 2015 at 6:00 p.m. in City Council Chamber, City Hall, Saskatoon, Saskatchewan.**

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

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

All submissions received by the City Clerk by **10:00 a.m. on Monday, February 23, 2015** will be forwarded to City Council. City Council will also hear persons who are present and wish to speak to the proposed Bylaw.

BYLAW NO. 9263

The Zoning Amendment Bylaw, 2015 (No. 8)

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as *The Zoning Amendment Bylaw, 2015 (No. 8)*.


Purpose

2. The purpose of this Bylaw is to amend Bylaw No. 8770, *The Zoning Bylaw*, to rezone the lands described in the Bylaw from an FUD District to an R1A District.

Bylaw No. 8770 Amended

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

FUD District to R1A District

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

- (a) Portion of Surface Parcel No. 164941319
Legal Land Description: Blk/Par EE – Plan 102028586 Ext 0

Coming Into Force

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

Read a first time this _____ day of _____, 2015.

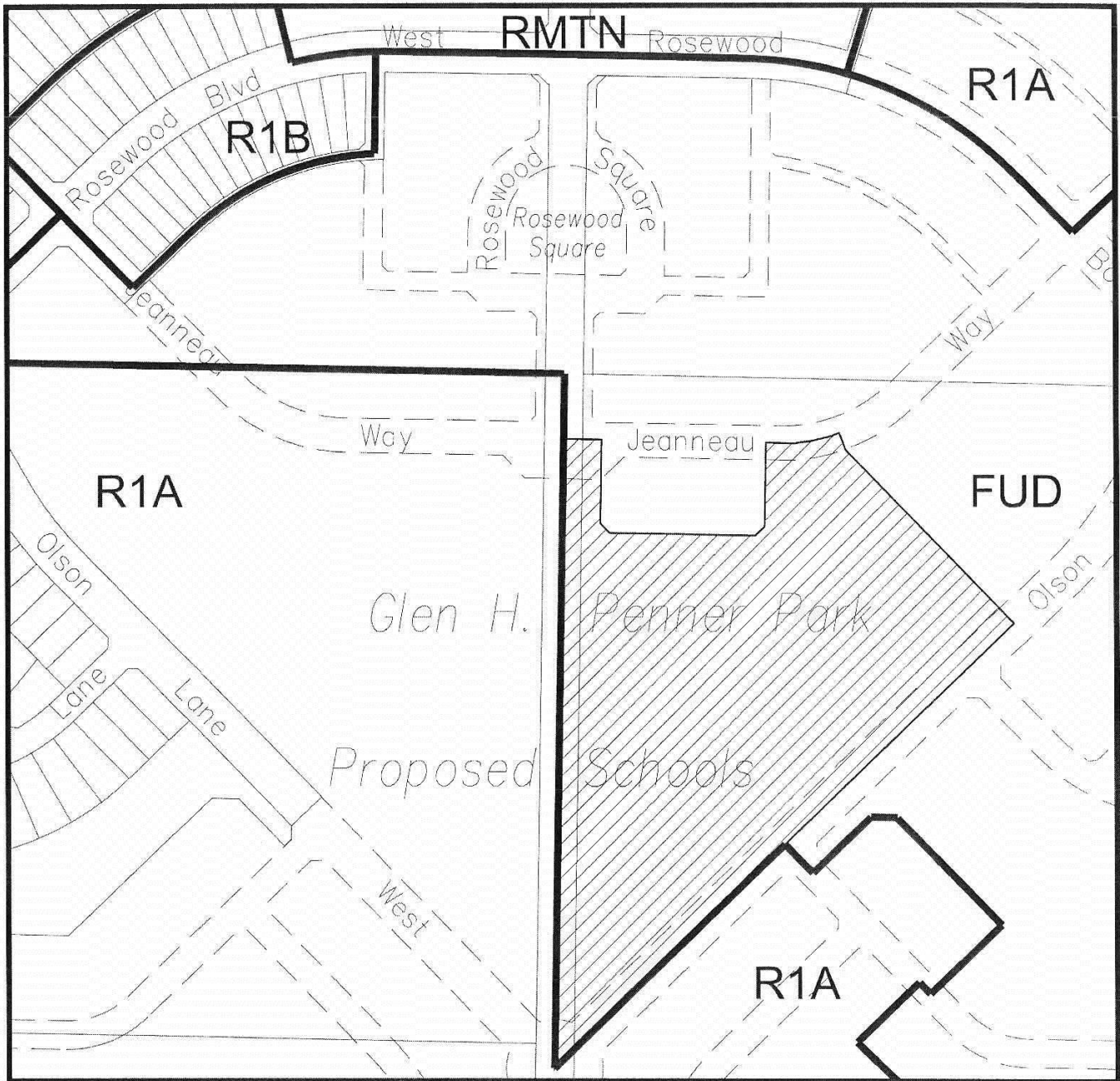
Read a second time this _____ day of _____, 2015.

Read a third time and passed this _____ day of _____, 2015.

Mayor

City Clerk

Appendix "A"



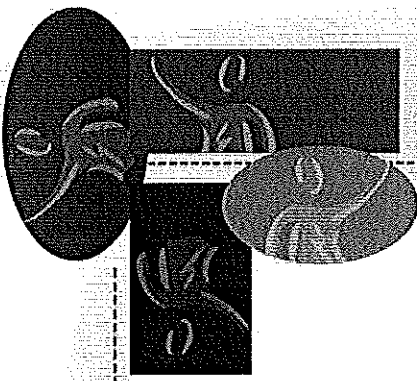
ZONING AMENDMENT



From FUD to R1A

205-5

Cultural Diversity and Race Relations



RECEIVED
JAN 28 2015
CITY CLERK'S OFFICE
SASKATOON

Community Development Branch
3130 Laurier Drive, Saskatoon, SK S7L 5J7
Phone (306) 975-7826 Fax (306) 975-2324

January 28, 2015

His Worship the Mayor
And Members of City Council
222 Third Avenue North
Saskatoon, SK S7K 0J5

Re: Cultural Diversity and Race Relations Month Proclamation and Flag Raising

The United Nations has designated March 21 as "International Day for the Elimination of Racial Discrimination." I am writing on behalf of the City of Saskatoon Cultural Diversity and Race Relations Office and Committee, to request City Council declare March 2015 as "Cultural Diversity and Race Relations Month" in Saskatoon.

We would also like permission to raise the Cultural Diversity and Race Relations Flag in the civic square at the Opening Ceremony on March 5, 2015, and have it remain flying during the entire month of March.

City Council's granting of these requests in past years has presented a great opportunity for public awareness programs and community participation. The Cultural Diversity and Race Relations Committee and several other organizations in Saskatoon, are planning a number of activities that will take place throughout the month of March. Your continued support of these initiatives is greatly appreciated!

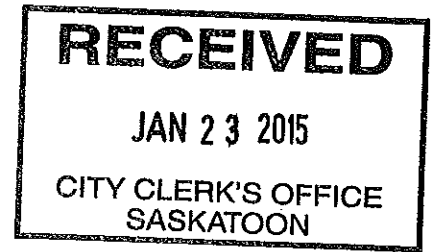
Yours truly,

Becky Sasakamoose Kuffner, Cultural Diversity and Race Relations Coordinator
975-7826

City of Saskatoon
Community Development Branch
Building an Inclusive Community

205-1

From: CityCouncilWebForm
Sent: January 23, 2015 2:55 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Eric Lefol
308 4th Avenue North
Saskatoon, Saskatchewan
S7K2L7

EMAIL ADDRESS:

eric.lefol@francosaskatoon.ca

COMMENTS:

On behalf of the Francophone community of Saskatoon, «Fédération des Francophones» wishes, as in previous years, to receive permission from the City Council to raise the Fransaskois Flag in City Square, March 06th 2015 to mark the beginning of the 2015 Rendez-vous de la Francophonie, national event held from march 06th to March 20th, 2015.

The Fransaskois Flag is an official provincial flag. The flag-raising for two weeks is an expression of the celebration of the cultural and economic presence of Francophones in Canada and in the city of Saskatoon.

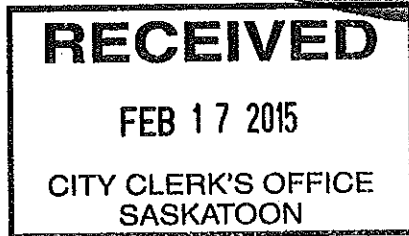
The «Fédération des Francophones de Saskatoon» regroups twelve member organizations, reaches 700 families with its weekly newsletter, and serves over 15,000 French speaking persons within the City of Saskatoon.

Thank you in advance for your attention to this request. Best regards.

E. Lefol, Director, Federation des Francophones de Saskatoon.

PINK REVOLUTION

February 17, 2015



Dear Mayor and City Councillors,

Please accept this letter as a request to proclaim the week of March 29 to April 4, 2015 as **Pink Revolution – Bully Prevention Week**, and also to have a flag raising ceremony in the civic square at 12pm on Tuesday, March 31, 2015.

Pink Revolution is a Saskatchewan-made initiative to promote diversity, prevent bullying, and take action to make our world a safer place. Through the work of the Bullying Prevention Network, a committee of organizations in Saskatoon, Pink Revolution aims to raise awareness of and counteract the realities of bullying.

Last year's Pink Revolution was a great success. Schools, businesses, individuals and organizations from all across Saskatchewan participated in Pink Revolution by wearing pink, raising awareness of bullying and attending many of our Pink Revolution events throughout the week. This year, our theme is "Say Something!" and we are combining Pink Revolution with Transgender Awareness Week to draw attention to the issue of gender-based bullying.

We invite the City of Saskatoon to participate in Pink Revolution through the declaration of Pink Revolution – Bully Prevention Week.

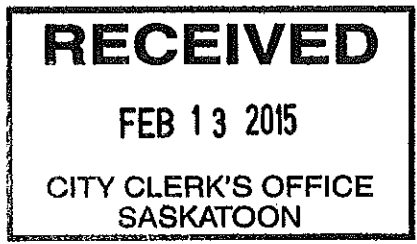
Thank you very much for your time and consideration,

Joe Wickenhauser
Communications & Events Coordinator
The Avenue Community Centre for Gender & Sexual Diversity

#201-320 21st St W
Saskatoon, SK S7M 4E6

Phone: 306-665-1224
Email: events@avenuecommunitycentre.ca

From: Web NoReply
Sent: February 13, 2015 3:54 PM
To: City Council
Subject: Form submission from: Write a Letter to Council



Submitted on Friday, February 13, 2015 - 15:54
Submitted by anonymous user: 174.2.172.127
Submitted values are:

Date: Friday, February 13, 2015
To: His Worship the Mayor and Members of City Council
First Name: Jody
Last Name: Diakow
Address: 231 Brookhurst Crescent
City: Saskatoon
Province: Saskatchewan
Postal Code: S7V1C5
Email: saskbanker@gmail.com
Comments:
Your Worship & Members of City Council,

I am writing on behalf of Telemiracle as the Public Relations Chair for Telemiracle 39, which takes place March 7 & 8, 2015 here in Saskatoon.

Over the past 38 years, more than \$100million has been raised by the citizens of Saskatchewan (as well as former residents who donate from around the world) through Telemiracle, with all of these funds being allocated exclusively to Saskatchewan residents across more than 400 communities. Kinsmen & Kinettes from across the province participate through community fundraisers as well as providing the volunteer manpower to staff the 20-hour show, along with a crew of production volunteers.

As you may be aware, Mr. Bob McGrath has been an integral part of our show, participating in 37 of the past 38 telecasts, and is again confirmed to be part of our National Cast for Telemiracle 39. While he holds US citizenship & resides south of the border, Bob is essentially an honorary Saskatchewanian for all of the energy and support he has shown to our great province through his involvement in Telemiracle.

In the past, Bob has worked tirelessly in the week leading up to the show's broadcast to visit not only our valued corporate donors, but more importantly, organizations, institutions, and individuals whose lives have been positively impacted through funding provided through Telemiracle & the Kinsmen Foundation. His presence at these visits, as well as at the show, causes even the most stoic and steadfast individual to revert back to a child that squeals in delight at the prospect of meeting "Bob from Sesame Street".

At age 82, Bob continues to be a proud supporter of the fundraising efforts of Telemiracle and the subsequent funding allocations across our great city and province. His efforts have been recognized by the Queen, through the Commemorative Medal for the Centennial of Saskatchewan, as awarded by former Lt-Gov Lynda Haverstock (March 2006), as well as the Saskatchewan Distinguished

Service Award, presented by Premier Brad Wall in 2013. This latter award is the highest honour that may be awarded to a non-resident of Saskatchewan.

This brings me to the reason for my message to you.

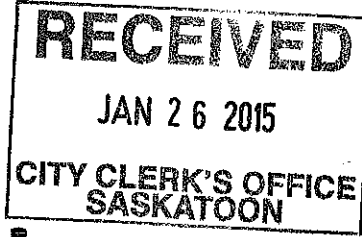
On behalf of the Telemiracle 39 committee, I respectfully request that the week of March 2-8 be declared "Telemiracle Week" in Saskatoon, with Sunday March 8 designated "Bob McGrath Day". Given Bob's incredible contribution to Telemiracle and the resulting funding that has been provided to many individuals, organizations & institutions in our City, it feels like an appropriate consideration to be made.

It would give the Telemiracle 39 committee, Kinsmen Foundation Board of Directors, and Kinsmen & Kinettes across this City, great pride to have Bob recognized with this honour during Telemiracle weekend, March 7 & 8 in Saskatoon.

Many thanks for your consideration for my request.
Kind regards,

Jody Diakow
Public Relations Chair, Telemiracle 39

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/2099>



205-5

Proclamation

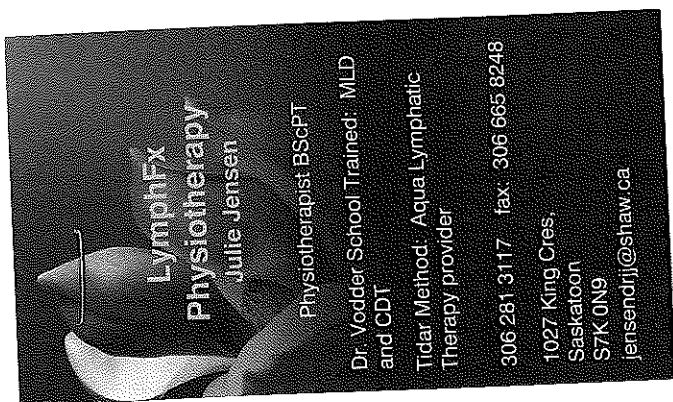
Lymphedema Awareness Day

- Whereas** lymphedema is an accumulation of lymphatic fluid that causes swelling in the arms, legs and other areas of the body and affects men, women , and children; and
- Whereas** the swelling caused by lymphedema can lead to severe infection or loss of the use of limbs; and
- Whereas** patients suffering from lymphedema must endure physical discomfort and disfigurement and cope with the distress caused by these symptoms; and
- Whereas** no drug or effective surgical treatment for lymphedema currently exists; and
- Whereas** research in all areas of lymphedema has been notably limited; and
- Whereas** lymphedema, which has no cure and can occur anytime, has a severe financial, physical, and psychological impact on patients;

Now therefore, let it be known that I, (Don Atchison), (Mayor) do hereby proclaim March 6, 2015 as

Lymphedema Awareness Day

In Saskatoon/Saskatchewan and do commend its thoughtful observance to all citizens of our city.





CANADIAN INSTITUTE OF PLUMBING & HEATING
L'INSTITUT CANADIEN DE PLOMBERIE ET DE CHAUFFAGE

A National Voice With Regional Roots | Une histoire régionale, une voix nationale

CIPH Saskatchewan Region

RECEIVED

FEB 02 2015

CITY CLERK'S OFFICE
SASKATOON

205-5

January 19, 2015

His Worship Donald J. Atchison
Office of the Mayor
222 Third Avenue North
Saskatoon, SK
S7K 0J5

SUBJECT: Request for Proclamation World Plumbing Day - March 11, 2015

Thank you for proclaiming World Plumbing Day in 2014. On behalf of the Board of Directors of the Canadian Institute of Plumbing & Heating, I am submitting this request to please ask you to have March 11, 2015 proclaimed "World Plumbing Day" in the City of Saskatoon.


With an increased global focus on climate change, the plumbing industry round the world, across Canada and in Saskatoon is a major player in relation to water conservation, use and reuse issues and in the installation and maintenance of equipment using renewable sources of energy. The work of the plumbing industry in Saskatoon contributes directly to the health and safety of the city's residents.

The Canadian Institute of Plumbing & Heating (CIPH), the Mechanical Contractors Association of Canada and the World Plumbing Council along with related organizations around the world will join together on March 11, 2015 to raise awareness of this importance of proper plumbing in relation to protecting the planet and its citizens.

CIPH is a not for profit trade association. Our members are the manufacturers, wholesaler distributors, master distributors, manufacturers' agents and allied companies who manufacture and distribute plumbing, hydronic (hot water) heating, industrial, waterworks and other mechanical products in Canada. CIPH Wholesalers operate over 700 warehouses and showrooms across the country. More than 10,000 Canadians are directly employed by CIPH members.

The World Health Organization estimates that over 3 million children under the age of 5 die each year due to water related diseases: simple plumbing solutions could make all the difference in saving lives. In many developing countries, plumbing is either very limited or even non-existent and the lack of an effective plumbing infrastructure is a huge factor in the tragic statistics which show that an unacceptably high proportion of the world population does not have access to safe water or to effective sanitation systems.

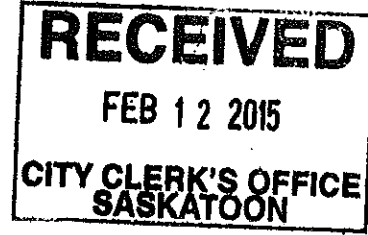
Respectfully submitted,
Canadian Institute of Plumbing & Heating


Nicole Ursu
President CIPH
Saskatchewan Region

CIPH SASKATCHEWAN REGION, 202-1275 Broad Street, Regina, Saskatchewan S4R 1Y2
deanne.cairns@b-creative.ca, Fax. 306-585-1765 www.ciph.com, Tel. 306-570-8813



Canadian Association of Nurses in Oncology
Association canadienne des infirmières en oncologie



His Worship Mayor Donald J. Atchison
Office of the Mayor 222 Third Avenue North
Saskatoon, Saskatchewan
S7K 0J5

January 30, 2015

His Worship Mayor Donald J. Atchison,

We are pleased to inform you that Tuesday April 7th, 2015 is Oncology Nursing Day in Canada. This year our theme is "People, Purpose, Passion."

Each year, Oncology Nursing Day brings together oncology nurses, other health care professionals, government leaders, the media and members of the public in collaborative activities that acknowledge the professionals of oncology nursing.

In an effort to recognize the tremendous work of oncology nurses in Canada, the Canadian Association of Nurses in Oncology is requesting that April 7th, 2015, be proclaimed as Canadian Oncology Nursing Day in the city of Saskatoon in honour of the oncology nurses who live and work in your city.

We have enclosed a sample proclamation for your review below.

We thank you for your consideration of our requests. For further information, please contact us at cano@malachite-mgmt.com or by telephone at 604.874.4322.

Sincerely,

The Canadian Association of Nurses in Oncology



**12th Annual Canadian Oncology Nursing Day
Tuesday, April 7, 2015**

...

To designate Tuesday, April 7, 2015, as Canadian Oncology Nursing Day

- **Whereas**, oncology nurses are committed to providing quality oncology care;
- **Whereas**, oncology nurses have demonstrated excellence in patient care, teaching, research, administration, and education in the field of oncology nursing;
- **Whereas**, oncology nurses endeavour to educate the public in the prevention and treatment of cancer,

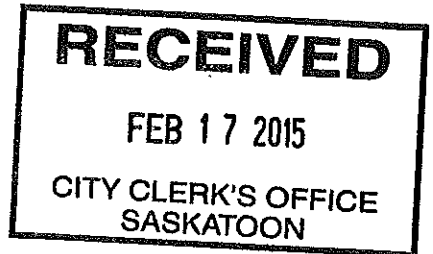
Therefore I, (Mayor/Premier's name), hereby proclaim April 7, 2015 as "Canadian Oncology Nursing Day" in (City/Province) and urge all residents of (City/Province) to join in observance of and participate in activities to recognize the special contribution oncology nurses provide to the public.

Signed: _____

Date: _____

Attested by: _____

From: City Council
To: Web E-mail - Mayor's Office
Subject: RE: Form submission from: Contact the Mayor



-----Original Message-----

From: Web NoReply
Sent: Friday, February 13, 2015 3:50 PM
To: Web E-mail - Mayor's Office
Subject: Form submission from: Contact the Mayor

Submitted on Friday, February 13, 2015 - 15:50 Submitted by user: Anonymous

Submitted values are:

First Name: Harold
Last Name: Becker
Organization: The Love Foundation
Street Address: PO Box 691911
City: Orlando
Province: Saskatchewan
Postal Code: 32869
Phone: (407) 308-7742
Fax Number:
Email: hwbecker@thelovefoundation.com
Confirm Email: hwbecker@thelovefoundation.com

Comments:

Dear Mayor Atchison, I thought you may be interested in participating again this year; please see the following announcement from our foundation. Already over 450 amazing proclamations from prominent governors, mayors, and councils and greetings from senators and congressmen have been presented to offer their support (listed on our site and at the end of this email). We would be honored to include your city again this year. A sample proclamation is included below for consideration. We have local coordinators if you wish in-state representation. Please email or call if you have any questions at 407-308-7742. Thank you for your kind support.

Harold W. Becker
President/Founder
The Love Foundation, Inc.

The Love Foundation Announces the 12th Annual "GLOBAL LOVE DAY", May 1, 2015

Orlando, FL, February 2015 — It's all about LOVE in global proportions! The Love Foundation is once again inviting people around the world to join together in celebrating and expanding LOVE during a one day planetary event encompassing all nations, all people, and all life on May 1, 2015. This twelfth annual Global Love Day with the theme "Love Begins With Me" will take place as various celebrations around the globe.

Since its initial launch in 2004, The Love Foundation has already received responses from individuals and organizations in over 150 countries along with over 450 proclamations from governors, mayors and councils endorsing the idea. Equally inspiring is their core message which has been translated into 36 languages sharing the vision of the day. TLF Founder, Harold W. Becker, states, "This day is a global recognition of humanity and the power of love within each individual." Awareness for this event is spreading largely by the internet and numerous volunteers. By accessing the Foundation's

main web site at www.thelovefoundation.com people of all backgrounds including musicians, artists, government and religious leaders, authors, homemakers, students, NGO's, and businesses from around the world are sharing their support.

The Love Foundation is a 501(c)3 nonprofit organization with the mission of inspiring people to love unconditionally. Established in 2000, TLF has become the internationally recognized leading resource for understanding and applying unconditional love. Their vision is to assist people by building a practical foundation and experience of love within individuals and society as a whole, through their education, research and charitable programs. For more information, contact Harold W. Becker, President, at email hwbecker@thelovefoundation.com Be a part of it. Spread the word.

Think: Global Love Day
Feel: Love Begins With Me
Remember: May 1, 2015

Proclamation
(Sample)

Whereas, The Love Foundation, Inc., a non-profit organization, has announced GLOBAL LOVE DAY to facilitate in establishing LOVE & PEACE on our planet;

Whereas, GLOBAL LOVE DAY will establish a worldwide focus towards "unconditionally loving each other as we love ourselves";

Whereas, We are One Humanity on this planet;

Whereas, All life is interconnected and interdependent;

Whereas, All share in the Universal bond of love;

Whereas, Love begins with self acceptance and forgiveness;

Whereas, With respect and compassion we embrace diversity;

Whereas, Together we make a difference through love;

Whereas, The Love Foundation, Inc. invites mankind to declare May 1, 2015 as GLOBAL LOVE DAY, a day of forgiveness and unconditional love. GLOBAL LOVE DAY will act as a model for all of us to follow, each and every day;

NOW, THEREFORE, I, _____ of _____, hereby dedicate and proclaim May 1st, 2015 as: GLOBAL LOVE DAY in _____ and invite all citizens to observe this day, which honors the public cause for Global Love, World Peace, and Universal Joy.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Great Seal of _____ to be affixed this ____ day of _____, 2015

List of Governors, Mayors and Councils Acknowledging Global Love Day to date:
(All are viewable on our website)

Governor Alaska
Governor Connecticut
Governor Florida
Governor Idaho
Governor Iowa
Governor Kentucky
Governor Maine
Governor Montana
Governor New Jersey
Governor New Mexico
Governor Oklahoma
Governor Oregon
Governor Tennessee
Governor Puerto Rico
Governor Rhode Island
Governor Utah

US Senators of FL
US Congressman of NY

Addison, TX
Akron, OH
Albany, OR
Alexandria, VA
Altamonte Springs, FL
Anchorage, AK
Arlington, VA
Asheville, NC
Atlanta, GA
Atlanta City Council, GA
Baltimore, MD
Bay City, MI
Beverly, MA
Beverly Hills, CA
Binghamton, NY
Bolingbrook, IL
Boston, MA
Buffalo, NY
Burbank, CA
Calabasas, CA
Cambridge, MA
Canton, OH
Cathedral City, CA
Cerritos, CA
Charleston, SC
Charlotte, NC
Cincinnati, OH
Clearwater, FL
Cleveland, OH
Colorado Springs, CO
Columbus, OH

Cooper City, FL
Cupertino, CA
Dallas, TX
Daly City, CA
Dayton, OH
Deerfield Beach, FL
Delaware, OH
Denver, CO
Durham, NC
Edgewater, FL
Elk Grove, CA
Elkhart, IN
El Paso, TX
Fairfield, CA
Fullerton, CA
Gainesville, FL
Gilroy, CA
Greenville, SC
Hamden, CT
Harrisburg, PA
Henderson, NV
Hillsborough County, FL
Hoffman Estates, IL
Houston, TX
Huntington Beach, CA
Huntington Park, CA
Indio, CA
Iowa City, IA
Irving, TX
Jackson, MI
Jackson, MS
Kalamazoo, MI
Key West, FL
Lakeland, FL
Largo, FL
La Crosse, WI
La Verne, CA
Longview, TX
Louisville, KY
Lowell, MA
Madison, WI
Malibu, CA
Manchester, CT
Massillon, OH
Maui, HI
Memphis, TN
Miami-Dade, FL
Michigan City, IN
Middlesborough, KY
Milpitas, CA
Milwaukee, WI
Minneapolis, MN

Mobile, AL
New Castle, PA
New Orleans, LA
New Smyrna Beach, FL
New York City, NY
Noblesville, IN
North Miami, FL
North Port, FL
Oklahoma City, OK
Orange County, FL
Orlando, FL
Ormond Beach, FL
Palm Bay, FL
Palm Springs, CA
Petersburg, VA
Philadelphia, PA
Pine Bluff, AR
Pinellas County, FL
Pinellas Park, FL
Pittsburgh, PA
Plant City, FL
Pomona, CA
Portland, ME
Port St. Lucie, FL
Poughkeepsie, NY
Pueblo, CO
Raleigh, NC
Reading, PA
Rochelle, IL
Rockford, IL
Royal Palm Beach, FL
Sacramento, CA
Salt Lake City, UT
San Diego, CA
San Fernando, CA
San Francisco, CA
Santa Clara, CA
Sarasota, FL
Sarasota County, FL
Savannah, GA
Sioux Falls, SD
Solon, OH
South Daytona, FL
Sparks, NV
St Petersburg Council, FL
Stamford, CT
Suisun City, CA
Tampa City Council, FL
Tampa, FL
Tarpon Springs, FL
Trenton, NJ
Tyler, TX

Vineland, NJ
Warren, OH
Warwick, RI
Watauga, TX
West Hollywood, CA
Westlake, OH
Wichita, KS
Wilmington, DE
Wisconsin Rapids, WI

Burnaby, Canada
Calgary, Canada
Edmonton, Canada
Halifax, Canada
Ottawa, Canada
Regina, Canada
Saskatoon, Canada
Surrey, Canada
Victoria, Canada

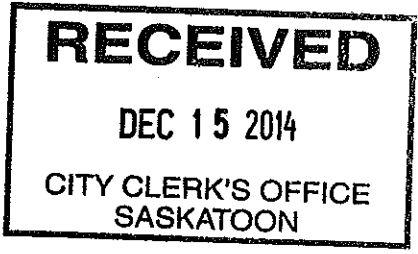
Mailing Address:
The Love Foundation, Inc.
P.O. Box 691911
Orlando, FL 32869-1911

Ph: 407-308-7742
www.thelovefoundation.com

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/395/submission/2097>



Linda Diano
The Power in Sport
c/o linda@thepowerinsport.com cell. 604-219-5001



Monday, December 15, 2014

Mayor Donald J. Atchison
Saskatoon, Saskatchewan
c/o mayors.office@saskatoon.ca

The City of Saskatoon is asked to

Declare "2015 - The Year of Women in Sport!"

Mayor Atchison,

The City of Saskatoon is asked to declare "2015 - The Year of Women in Sport!"

This initiative recognizes the amazing year that is coming that is bringing the single largest elite sporting event for women in the world to Canada - the Women's World Cup of Soccer.

The FIFA Women's World Cup of Soccer will electrify and engage citizens in Canada in new ways never experienced before - both in the media buildup during the coming months and in the month-long tournament (Jun 6 - Jul 5).

We are inviting all large Canadian cities to participate.

To date, municipalities in BC and New Brunswick have participated with more on the way.

To expedite matters, we have a draft declaration and attached it here.

We would be delighted for you to declare in early January. We look forward to hearing from you.

Regards,

Linda Diano

Linda Diano cell. 604-219-5001
The Power in Sport
1906 Commercial Drive
Vancouver, B.C.
V5N 4A7

Declaration "2015 - The Year of Women in Sport!"

Whereas sport is a great builder of character and teacher of skills including esteem, self worth, perseverance despite adversity, teamwork, fair play, respecting others, inclusion of others, and leadership, to name a few.

Whereas Canada is hosting for the first-time ever, the Women's World Cup of Soccer, the single largest elite sporting event for women in the world.

Whereas Canada is also hosting the Pan and Parapan American Games - the third largest international sporting event in the world.

Whereas Canada will soon see images of healthy empowered women during the Women's World Cup, the largest ever with 24 countries competing.

Whereas the City of Saskatoon is a proponent of sport for women and girls in Canada and around the world.

We declare "2015 - The Year of Women in Sport!"

Declaration "Sunday, June 28 - Play it Forward Day"

Whereas we recognize the value of bringing society together - men and women, boys and girls - to honour girls and women.

Whereas we recognize 2015 as the Year of Women in Sport.

Whereas we recognize the need to unite our society to reduce violence against women.

We hereby declare "Sunday, June 28 - Play it Forward Day"

* PLAY IT FORWARD DAY is the Day to play a game of soccer, set a record, and help your community. Get started at goplayitforward.net