

**THE INDUCTION CEREMONY FOR COUNCILLOR-ELECT ANN IWANCHUK WILL BE HELD AT 6:00 P.M. IMMEDIATELY PRECEDING CITY COUNCIL'S REGULAR ORDER OF BUSINESS.**

**ORDER OF BUSINESS**

**REGULAR MEETING OF CITY COUNCIL**

**MONDAY, OCTOBER 24, 2011 AT 6:00 P.M.**

- 1. Approval of Minutes** of the regular meeting held on October 11, 2011.
  
- 2. Public Acknowledgements**
  - Saskatchewan Rental Housing Supplement Program to Fire and Protective Services
  - Presentation of the 2011 CUPE 59/City of Saskatoon Joint Scholarship Awards to Mr. Nathan Ablass and Ms. Ashley Laturnus by His Worship the Mayor.
  
- 3. Unfinished Business**
  
- 4. Reports of Administration and Committees:**
  - a) Administrative Report No. 19-2011;
  - b) Legislative Report No. 13-2011;
  - c) Report No. 15-2011 of the Planning and Operations Committee;
  - d) Report No. 11-2011 of the Administration and Finance Committee; and
  - e) Report No. 16-2011 of the Executive Committee.
  
- 5. Communications to Council – (Requests to Speak to Council regarding reports of Administration and Committees)**

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

**7. Question and Answer Period**

**8. Matters of Particular Interest**

**9. Enquiries**

**10. Motions**

**11. Giving Notice**

**12. Introduction and Consideration of Bylaws**

Bylaw No. 8976 - The License Amendment Bylaw, 2011 (No. 5)

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

His Worship the Mayor and City Council  
The City of Saskatoon

**ADMINISTRATIVE REPORTS**

**Section A – COMMUNITY SERVICES**

**A1) Land-Use Applications Received by the Community Services Department  
For the Period Between September 29, 2011 and October 12, 2011  
(For Information Only)  
(Files CK. 4000-5, PL. 4132, PL. 4355-D, PL. 4115, PL. 4350, and PL. 4300)**

**RECOMMENDATION:** that the information be received.

The following applications have been received and are being processed:

**Condominium**

- Application No. 4/11: 103 Klassen Crescent (13 New Units)  
Applicant: Webb Surveys for CCL Classic Communities SK Ltd.  
Legal Description: Unit 1, Condominium Plan No. 102070932  
Current Zoning: RMTN1  
Neighbourhood: Hampton Village  
Date Received: September 29, 2011

**Discretionary Use**

- Application No. D10/11: 16 23<sup>rd</sup> Street East  
Applicant: Terry Novakovski  
Legal Description: Lots 10, 11, and 12, Block 16, Plan No. G3042  
Current Zoning: RA1  
Proposed Use: Live/Work Units in RA1 District  
Neighbourhood: Central Business District  
Date Received: October 4, 2011

**Official Community Plan**

- Amendment No. OCP 13/11: Kensington  
Applicant: City of Saskatoon Land Branch  
Legal Description: W ½ 35-36-6 W3M and LSD 3, 5, and 6 in  
S ½ 2-37-6 W3M  
Current Land Use Designation: Urban Holding  
Proposed Land Use Designation: Residential

Current Land Use Designation: Phase 2  
Proposed Land Use Designation: Phase 1  
Neighbourhood: Kensington  
Date Received: October 3, 2011

#### Rezoning

- Application No. Z12/11: 915 and 923 Kristjanson Road  
Applicant: Northridge Development Corporation  
Legal Description: Surface Parcels 153894752 and 153894741  
Current Zoning: B2  
Proposed Zoning: M2  
Neighbourhood: Silverspring  
Date Received: October 4, 2011

#### Subdivision

- Application No. 61/11: Preston Avenue/Circle Drive  
Applicant: Altus Geomatics Ltd.  
Legal Description: Parcel D, Plan No. 101991427 and  
Parcel M, Plan No. 101850825  
Current Zoning: DCD3  
Neighbourhood: U of S Land Management Area  
Date Received: September 29, 2011
- Application No. 62/11: 100 Dunlop Street  
Applicant: Larson Surveys for Peters Ventures  
Legal Description: Lot 15, Block 11, Plan A7429  
Current Zoning: R2  
Neighbourhood: Forest Grove  
Date Received: October 4, 2011
- Application No. 63/11: Kloppenburg  
Applicant: City of Saskatoon  
Legal Description: Part SE 1/4 18-37-4 W3M; Part Parcel A and S1, Plan  
78S34536; Part NE 1/4 7-37-4 W3M and Road  
Allowance South of 18-37-4 W3M  
Current Zoning: R1A  
Neighbourhood: Evergreen  
Date Received:

### **ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications and/or greenhouse gas implications.

### **PUBLIC NOTICE**

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

### **ATTACHMENTS**

1. Plan of Proposed Re-Division of Bareland Condominium Unit 1 – Application No. 4/11
2. Plan of Proposed Discretionary Use No. D10/11
3. Plan of Proposed Official Community Plan Amendment No. OCP13/11
4. Plan of Proposed Rezoning No. Z12/11
5. Plan of Proposed Subdivision No. 61/11
6. Plan of Proposed Subdivision No. 62/11
7. Plan of Proposed Subdivision No. 63/11

**A2) Pleasant Hill Village**  
**Proposed Funding for Project Completion**  
**(Files CK. 4131-31, x 1702-1 and PL. 951-22)**

- RECOMMENDATION:**
- 1) that City Council approve a post budget expenditure of \$1,737,000 to complete the Pleasant Hill Village project;
  - 2) that the source of funding be the declared Neighbourhood Land Development Fund dividend as reported to City Council on September 26, 2011; and
  - 3) that the Administration be requested to inform the Pleasant Hill Village committee of any recommended cost savings.

### **EXECUTIVE SUMMARY**

This report identifies that an additional \$1.75 million is required to complete the Pleasant Hill Village project, minus suggested cost savings of \$13,000. This report also provides City Council with a list of development features (including the \$13,000), which could be delayed or eliminated from the projected completion budget that are not directly tied to any formal agreements or commitments made to other partners in the Pleasant Hill Village project (see

Attachment 3 for reference). Administration is not recommending further cost reductions beyond the noted \$13,000.

## **BACKGROUND**

In August 2006, the City of Saskatoon (City) made a successful application for funding under the Urban Development Agreement (UDA) to undertake a redevelopment of lands formerly owned by one landlord (see Attachment 1).

During its July 16, 2007 meeting, City Council adopted a new redevelopment Concept Plan for Pleasant Hill containing five residential development sites, a new park, and a new school site (see Attachment 2).

During its November 30, 2009 meeting, City Council adopted an enhanced Concept Plan for Pleasant Hill Village, which incorporated the former Olfert Trucking site and Grover house creating the opportunity to add an additional development parcel (Parcel F) and more greenspace (see Attachment 3).

## **REPORT**

In 2002, the Pleasant Hill Local Area Plan (LAP) identified several major issues causing poor public perceptions and significant neighbourhood decline. Property values, maintenance and investment, and perception of safety all lagged behind city averages. Overall, the Pleasant Hill LAP stated that sustained public intervention and investment was required to “put the ‘Pleasant’ back in Pleasant Hill” (Pleasant Hill LAP, page 7, Executive Summary, 2002).

This report is intended to provide an update on development progress to date, identify budget pressures, and provide a revised budget and timeline to project completion. Rising costs have been an issue for this redevelopment project, which is now expected to span eight years (2006 to 2014), and includes brownfield sites requiring remediation. This report highlights several areas where costs have increased due to property acquisition, rising infrastructure and development costs, ownership costs and unbudgeted charges for utility relocates, expropriation, grade issues, and marketing.

The project budget was adjusted in 2008 and 2009. In March 2008, \$1 million was allocated towards the rising cost of property acquisitions along 20<sup>th</sup> Street. In August 2009, City Council allocated \$2.7 million to cover increased costs associated with environmental cleanup and the acquisition and redevelopment of the Olfert Trucking and Grover properties.

Please refer to Attachment 3 for parcel references below.

Parcel B

Cenith Developments Inc. (Cenith) completed construction of 12 townhouse units on Parcel B in December 2010. These units are family oriented with three bedrooms and three levels fully developed. The units are also equipped with two solar panel systems. Six units were sold to Cress Housing Corporation (Cress) and Quint Development Corporation (Quint) in accordance with the Sale Agreement with Cenith. These units will be rented initially, but both Cress and Quint are planning to offer these units for sale to the tenants. The remaining six units were placed for sale on the open market. To date, one market sale has occurred, leaving five units, which remain for sale. Pricing of units on Parcel B are fixed at \$213,638. An issue concerning site grading and drainage has arisen. Flooding of some units has occurred during heavy rainstorms due to issues of site grading and excessive runoff from adjacent, unfinished developments. There is an overall cost to correct the drainage issue. Attempts are being made to have some of these added costs covered by the builder.

Parcel D

Parcel D was developed by a partnership of two local builders – River Ridge Homes and Ehrenburg Homes Ltd. (Pleasant Hill Venture Corporation [PHVC]). PHVC completed construction of two unique stacked, family-oriented townhouses containing a total of 24 units in two buildings in November 2010. Each building contains 12 ground-oriented units. The buildings are both Energy Star certified.

As part of the Sale Agreement with the City, PHVC offered 50 percent (12) of the units to Cress and Quint prior to selling them on the open market. Cress has purchased seven units and Quint has purchased five units, after securing funding commitments from the Saskatchewan Housing Corporation. These units will be rented initially, but both Cress and Quint are planning to offer these units for sale to tenants. Of the remaining 12 units, three market sales have occurred since December 2010, leaving nine units available for sale. The pricing of units on Parcel D are fixed and range between \$189,500 and \$240,612.

Parcel E

During its November 30, 2009 meeting, City Council agreed to sell Parcel E to K.C. Charities Inc. (K.C. Charities). K.C. Charities is currently developing a four-storey, multi-unit dwelling containing 75 dwelling units for seniors. Although K.C. Charities paid \$1 for the site, the City's Affordable Housing Capital Grant was reduced by \$440,000, which is estimated full market value of the site. Completion of the project is expected in the spring of 2012. According to K.C. Charities, all of the dwellings are expected to be fully occupied upon opening, with several residents coming from within the Pleasant Hill neighbourhood.

Summary of Sales to Date

The following table summarizes the absorption of units within the Pleasant Hill to date:

<b>Project</b>	<b>Total Units Developed</b>	<b>Units Sold or Committed</b>	<b>Remaining</b>
Parcel B – Cenith	12	7	5
Parcel D – PHVC	24	15	9
Parcel E – KC Charities	75	75	0

It is important to note that the Canada Mortgage Housing Corporation (CMHC) has not agreed to provide mortgage underwriting (insurance) for any units in the Pleasant Hill Village project. Their position was based on early appraisals they received for the units during construction. Genworth Financial is currently providing mortgage insurance for all sales of any vacant units. CMHC is currently re-considering their position based on the five market sales, which have occurred since December 2010. The lack of CMHC underwriting may be leading to slower than anticipated sales.

New St. Mary School

The site for the new school was transferred to the Greater Saskatoon Catholic School Board (School Board) in March 2010 under an agreement to “swap” lands with the School Board once the new school is completed. The new school is currently under construction and is scheduled to be completed in March 2012. A new bus lay-by is planned for construction in front of the new school on Avenue N South to increase safety for children.

New Grace Adam Park

The first phase of the new park and greenspace commenced construction in June 2010 and is now complete. The new park was enlarged to include the additional land (Olfert Trucking) purchased by the City in 2009. The second phase of park development will commence once the new St. Mary School is open, and the existing St. Mary School is removed. The original budget for the park was estimated in 2008 and based on developing a new pocket park in 2008. The budget did not contemplate added expenses related to grade issues, accommodating community events (e.g. Pleasant Hill PowWow) during construction, final on-site design details, or annual increases in development costs.



### Future Development Parcels

The City's long-term goal is to build the marketability of parcels and properties in Pleasant Hill Village. The City started by selling Parcels B and D for \$1 and guaranteeing purchase of units in order to attract housing developers to this project during a construction boom. In exchange, the City asked the housing developers to construct unique, family-oriented, multi-unit dwellings at a fixed price, and market these units using typical marketing methods for a fixed period of time.

There are three development parcels remaining to be sold – Parcels A, C, and F. Parcel F is ready for development, but Parcels A and C cannot be offered until the old St. Mary School is deconstructed. No final decision has been made on the disposition of these three remaining parcels.

### Financial Summary

#### Revenue Sources

The Pleasant Hill Village project was undertaken at the direction of the 2002 Pleasant Hill LAP, which highlighted the need for re-investment in the neighbourhood to renew the housing stock and change perceptions of the neighbourhood. The Pleasant Hill Village project received its initial funding from a UDA between the Federal Government (Western Economic Diversification Canada [WD]), the Province of Saskatchewan (Province), and the City in 2006. The agreement provided \$3.3 million of funding to purchase the existing dwellings and complete infrastructure improvements, environmental remediation, and other requirements to create new development sites within Pleasant Hill. The UDA funding was intended to implement an early concept, which did not include a new school (see Attachment 1). Additional funding has been provided to the project to help cover estimated costs associated with a much larger redevelopment concept including a new school and expanded land area. The following table provides a breakdown of funding provided to the Pleasant Hill Village project.

<b>Funding Agency</b>	<b>Amount</b>	<b>Purpose</b>
Federal Government (Western Economic Diversification Canada)	\$ 789,471	<ul style="list-style-type: none"> <li>• Site Preparation</li> <li>• Demolition of Existing Buildings</li> <li>• Site Cleanup and Remediation</li> <li>• Infrastructure Upgrades</li> </ul>
Province of Saskatchewan (Government Relations)	\$ 789,471	<ul style="list-style-type: none"> <li>• Site Preparation</li> <li>• Demolition of Existing Buildings</li> <li>• Site Cleanup and Remediation</li> <li>• Infrastructure Upgrades</li> </ul>
City of Saskatoon UDA Contribution	\$1,000,000	<ul style="list-style-type: none"> <li>• Land Acquisition Costs</li> </ul>
<b>Total</b>	<b>\$2,578,942</b>	
<b>Additional Contributions:</b>		
City of Saskatoon (March 3, 2008)	\$1,000,000	<ul style="list-style-type: none"> <li>• Land Acquisition Costs</li> </ul>
Dedicated Lands Account (March 19, 2009) City UDA Contribution	\$ 360,000 \$ 240,000	<ul style="list-style-type: none"> <li>• Estimated Costs for Park Development</li> </ul>
City of Saskatoon (August 17, 2009)	\$2,705,000	<ul style="list-style-type: none"> <li>• Environmental Remediation</li> <li>• Land Acquisition Costs</li> <li>• Land Development Costs for Expanded Concept (Olfert/Grover Sites) (\$1 million in 2010; \$750,000 in 2011; \$955,000 in 2013)</li> </ul>
Miscellaneous Revenue	\$ 21,873	
<b>Total</b>	<b>\$6,905,815</b>	

The City has received the full funding allocations from both WD and the Province.

#### Cost Summary

Since 2006, costs have escalated. Construction of the new St. Mary School was delayed, unexpected environmental remediation costs were encountered, property acquisition and demolition has been more expensive, and the costs to own and operate vacant units have contributed to higher costs.

The Community Services Department has updated the cost projections for the Pleasant Hill Village project. Overall, the Community Services Department is projecting a funding shortfall of \$1.75 million to project completion (2014). The following table provides a summary of each cost category and the projected surplus/deficit to date.

Item	Current Funding Available	Projected Costs to Completion	Shortfall	Notes
Land Acquisition and Sales Costs	\$2,912,073	\$3,242,774	(\$330,701)	<ul style="list-style-type: none"> <li>Expropriation costs (Kubica property).</li> <li>Marketing, realtor, and occupancy costs for unsold units acquired by City.</li> </ul>
Environmental, Site Preparation and Demolition	\$863,300	\$968,358	(\$105,058)	<ul style="list-style-type: none"> <li>Unanticipated remediation in residential and park properties.</li> <li>Higher demolition and land fill fees.</li> </ul>
Infrastructure Upgrades	\$1,575,442	\$2,328,499	(\$753,057)	<ul style="list-style-type: none"> <li>Higher costs due to grade conditions, storm water and inflation.</li> <li>Unanticipated costs to bury existing power line.</li> </ul>
Land Acquisition (Expanded Concept)	\$445,000	\$599,354	(\$154,354)	<ul style="list-style-type: none"> <li>Higher costs to acquire Olfert Trucking and Grover House.</li> </ul>
Environmental, Site Cleanup (Expanded Concept)	\$58,500	\$147,080	(\$88,580)	<ul style="list-style-type: none"> <li>Site preparation, environmental testing, and remediation.</li> <li>Debris from former use was extensive.</li> </ul>
Infrastructure (Expanded Concept)	\$451,500	\$862	\$450,638	<ul style="list-style-type: none"> <li>Surplus due to no new roadways being constructed in expanded concept.</li> </ul>
Park Development (incl. Expanded Concept)	\$600,000	\$ 1,270,000	(\$670,000)	<ul style="list-style-type: none"> <li>Expanded concept added 1.46 acres to park area.</li> <li>Play area, retaining wall, fencing, lighting, and irrigation costs contributed to over expenditure.</li> </ul>
<b>Totals</b>	<b>\$6,905,815</b>	<b>\$8,556,927</b>	<b>(\$1,651,112)</b>	<ul style="list-style-type: none"> <li>A \$100,000 contingency is being recommended to cover cost increases to project completion.</li> </ul>

New Grace Adam Park Development

In 2008, the original approved concept envisaged a total of 2.6 acres of new park space divided into two phases: Phase 1 – \$240,000, and Phase 2 – \$360,000. The park development was

estimated to cost \$600,000 or \$230,769 per acre. During its May 19, 2009 meeting, City Council authorized the use of funds from the Dedicated Lands Account to fund the development of the new park space in Pleasant Hill Village.

Two items have contributed to increased park costs. Firstly, the enhanced concept added 1.46 acres of new park space to Phase 1 in November 2009. This additional park space has added \$330,000 to the park development costs. Secondly, the park development in the approved concept experienced cost increases of \$340,000.

The following are cited as the most significant reasons for higher costs:

- 1) Accessible, Larger Play Units - The larger, accessible play units are intended to satisfy both the needs of the residential community and also serve as play structures for school children. This added significant cost to the park project.
- 2) More Pathways and Lighting - The shape of the new Grace Adam Park was more like a linear park than a pocket park. As a result, more hard surfacing and lighting was needed.
- 3) Grading Issues - The new Grace Adam Park is being constructed on a hill with significant drainage issues. As a result, there were elements added to control surface runoff during rain events.
- 4) More Sod for Community Events and Erosion Control - All reasonable measures were made to accommodate the Pleasant Hill Community's wishes to host the Pleasant Hill PowWow during construction. In 2010 and 2011, more sod was added to allow this event to happen at the same location. More sod was also added for erosion control.
- 5) The 2008 estimate was based on the development of a typical pocket park in a new neighbourhood location. Existing conditions within an established area tend to put upward pressure on costs because the site is not pre-designed for a pocket park. Rising construction costs since 2008 also added to the cost increases.

Therefore, the total park estimate (approved plus enhanced area) is estimated to be completed for \$1,270,000.

#### Timeline to Completion

The Pleasant Hill Village project is over 50 percent complete. All land acquisitions, environmental screening and remediation and two housing developments are complete. The table below highlights the main developments remaining and their expected timing.

<b>Development Item</b>	<b>Purpose</b>	<b>Agency Responsible</b>	<b>Location</b>	<b>Expected Completion</b>
Columbian Place	75 unit seniors complex	K.C. Charities	Parcel E	Spring 2012
St. Mary School	New elementary school and wellness centre	Saskatoon Catholic School Board	327 Avenue N South	March 2012
Deconstruction of Existing St. Mary School and Existing Roadway	To develop Phase 2 park space	Saskatoon Catholic School Board	1510 19 <sup>th</sup> Street West	Summer 2012
Construction of Two Culs-de-Sacs and Storm Sewer	To complete the roadway design for Pleasant Hill Village	Infrastructure Services	19 <sup>th</sup> Street West and Columbian Place	Fall 2012
Development of Phase 2 Park	To complete the Grace Adam Park	Parks Branch	Pleasant Hill Village	Spring/Summer 2013
RFP for Remaining Parcels A, C, and F	Construction of new family housing units.	Planning and Development Branch	Avenue P South and Columbian Place	Fall 2013
Development of Remaining Parcels A,C, and F	Ground oriented family housing units.	Planning and Development Branch	Avenue P South and Columbian Place	Spring 2014

### **OPTIONS**

1. That funding of \$1.737 million be directed towards the substantial completion of the Pleasant Hill Village project, as recommended in this report.
2. That the direction of City Council issue on an alternative amount of funds to be directed towards the partial completion of the Pleasant Hill Village project.

Your Administration is recommending Option 1.

### **POLICY IMPLICATIONS**

There are no policy implications.

**FINANCIAL IMPLICATIONS**

**Suggested Cost Reductions**

Your Administration had originally requested \$1.75 million be directed towards the completion of the Pleasant Hill Village project. As there are numerous demands for additional funding for various City projects, your Administration was asked to identify the following development features, which are not directly tied to any formal agreements or commitments made to other partners, and consequently could be delayed or removed from the project. The potential impact of each expenditure delay or removal is also noted.

<b>Development Feature</b>	<b>Expected Timing</b>	<b>Possible Impact</b>	<b>Cost Saving</b>
Eliminate or Delay Skateboarding Area	2013	<ul style="list-style-type: none"> <li>• reduces active play area</li> <li>• eliminates attraction aimed at youth</li> <li>• youth may use elements in park (benches) for skateboarding</li> <li>• delaying raises costs by inflation over time</li> </ul>	\$ 7,700
Eliminate or Delay Outdoor Classroom	2013	<ul style="list-style-type: none"> <li>• no dedicated gathering point for outdoor classes and teaching</li> <li>• delaying raises costs by inflation over time</li> </ul>	\$ 7,000
Eliminate or Delay Irrigated Park Area North of School	2013	<ul style="list-style-type: none"> <li>• portion of park will have no irrigation and could be heavily used adjacent to school</li> <li>• reduces attractiveness especially in dry years</li> <li>• delaying raises costs by inflation over time</li> </ul>	\$ 4,000
Reduce Shrub Beds by 50 Percent	2013	<ul style="list-style-type: none"> <li>• reduces attractiveness of park</li> </ul>	\$ 6,000
Eliminate or Delay Lane Paving Behind Parkview Green	2012	<ul style="list-style-type: none"> <li>• lane will remain unpaved reducing attractiveness of overall development</li> <li>• delaying raises costs by inflation over time</li> </ul>	\$120,000
Eliminate or Delay Bus Lay-by In Front of New School	2012	<ul style="list-style-type: none"> <li>• buses will remain in travel lane for loading/unloading</li> <li>• school officials may be concerned about safety</li> <li>• delaying raises costs by inflation over time</li> </ul>	\$ 60,000
Eliminate or Delay Boulevard Trees Along Avenue P	2014	<ul style="list-style-type: none"> <li>• street trees currently do not exist along Avenue P South in front of former Olfert Trucking Site</li> <li>• reduces attractiveness of area</li> <li>• delaying raises costs by inflation over time</li> </ul>	\$ 5,000
<b>Total Potential Cost Savings</b>			<b>\$209,700</b>

All other projected costs are fixed and are key components of the final design.

It is the opinion within the Community Services Department that the following reductions could be made without having a significant impact on the overall project:

- reduction of shrub beds by 50 percent: \$6,000
- elimination of outdoor classroom: \$7,000

The recommended changes would reduce project costs by an estimated \$13,000. This course of action would keep the elements that would maintain attractiveness and add value to the area. Your Administration has concerns about the safety impacts of not proceeding with the bus lay-by in front of the school; therefore, is not recommending its removal. The skateboard area and boulevard trees along Avenue P are amenities that have high expectations from the community, which will add to the marketability of the properties and housing units in the development. Your Administration is of the view that the benefits of keeping these amenities in the funding plan outweigh the cost savings.

Your Administration has been working with our partners on the Saskatoon Housing Initiatives Partnership (SHIP) board to have the unsold units occupied through a rent-to-own program, which would reduce projected carrying and sales costs of these condominium units. It is also possible the projected contingency costs will not materialize. These savings could be redirected towards the cost reductions at some point in the future.

#### Other Sources of Revenue - Sale of Remaining Development Sites

In 2009, home builders were reluctant to invest risk capital to build homes in an uncertain market in Pleasant Hill. In order to kick start the Pleasant Hill Village project, incentives were provided to home builders, which included providing development sites for \$1 and a guaranteed purchase of unsold units. It is the opinion within the Community Services Department that the construction of the new St. Mary School, the development and sale of new housing units, the new Columbian Place (K.C. Charities Seniors' Complex), and the development of new park space have added considerable value to the Pleasant Hill Village area. To date, significant interest has been shown in the remaining development parcels. It is the opinion within the Community Services Department that the land sales incentives offered in 2009 are no longer required to be offered for the remaining development sites and these sites could be sold at market value.

In 2010, it was estimated that Parcel E (Columbian Place) was valued at \$440,000. This estimate was based on a value of \$10 per square foot. Using a conservative estimate of \$7 per square foot for less density on remaining Parcels A, C, and F, the estimated revenue from the sale of these

sites is \$520,000. Any proceeds from the sale of future parcels of land in Pleasant Hill will go back to the Property Realized Reserve.

### **STAKEHOLDER INVOLVEMENT**

The Pleasant Hill community has played a large role in the planning and development of Pleasant Hill Village. It is recommended that the Pleasant Hill Village committee be informed of any changes to the proposed implementation plan.

### **ENVIRONMENTAL IMPLICATIONS**

There are no environmental and/or greenhouse gas implications.

### **PUBLIC NOTICE**

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

### **ATTACHMENTS**

1. Redevelopment Concept Funded by UDA (2006)
2. Pleasant Hill Village Concept (2007)
3. Pleasant Hill Village Enhanced Concept Plan (2009)



**Section B – CORPORATE SERVICES**

**B1) Incentive Application  
Federated Co-operatives Limited  
(Files CK. 3500-13 and CS. 3500-1)**

**RECOMMENDATION:** 1) that the application from Federated Co-operatives Limited for a five-year tax abatement on the incremental portion of taxes at 607 – 46<sup>th</sup> Street East, as a result of their expansion in 2011, be approved as follows:

100% in Year 1  
80% in Year 2  
70% in Year 3  
60% in Year 4  
50% in Year 5; and,

2) that the City Solicitor be instructed to prepare the appropriate agreement.

**REPORT**

Attached is a report from Bryan Leverick, Chair, Saskatoon Regional Economic Development Authority Inc. (SREDA) Board of Directors. The report is self-explanatory and provides the required information for City Council to consider the request by Federated Co-operatives Limited for a five-year tax abatement.

**ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications.

**PUBLIC NOTICE**

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

**ATTACHMENT**

1. Report – Chair, SREDA Board of Directors.

**B2) 2010 Saskatoon Public Library Financial Report  
(Files CK. 1895-12 and CS. 1895-3)**

**RECOMMENDATION:** that the report be received as information.

Attached, for City Council's information, is the 2010 Audited Financial Statement of the Saskatoon Public Library.

In other years, this statement was tabled with the audited City of Saskatoon Financial Report, Public Accounts and Superannuation Report. However, due to the delayed meeting for financial statement approval by the Board of the Saskatoon Public Library on September 21, 2011, this statement is now being presented to City Council as information.

This statement has been prepared in accordance with the financial reporting recommendations of the Public Sector Accounting Board (PSAB) of the Institute of Chartered Accountants.

### **ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications.

### **PUBLIC NOTICE**

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

### **ATTACHMENT**

1. 2010 Saskatoon Public Library Financial Statement.

## **Section E – INFRASTRUCTURE SERVICES**

### **E1) Capital Project 1617 – Primary Water Main System Preservation Program 2011 Concrete Pressure Pipe Inspection and Assessment (Files CK. 7780-1 and IS. 7821-2)**

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- RECOMMENDATION:**
- 1) that the proposal submitted by Echologics for the 2011 Concrete Pressure Pipe Inspection and Assessment project, at a total estimated cost of \$142,986.80 (including P.S.T. and G.S.T.) be accepted; and
  - 2) that His Worship the Mayor and the City Clerk be authorized to execute the contract documents, as prepared by the City Solicitor, under the corporate seal.

### **REPORT**

Capital Project 1617 – Primary Water Main System Preservation Program, includes funding in the amount \$500,000 for the 2011 Concrete Pressure Pipe Inspection and Assessment project, which includes a non-destructive leak detection survey to pinpoint the locations and estimate the magnitude of leaks in various concrete pressure pipe primary water mains located throughout Saskatoon.

The leak detection survey will pre-screen the subject primary water mains for possible further investigation using electromagnetic methods, in a subsequent and separate initiative, to quantify the structural condition of the concrete pressure pipes and plan for any necessary rehabilitation/replacement works. This year's inspection and assessment program has been selected based on a review of the City's entire concrete pressure pipe system and prioritized based on various factors, including pipe diameter, age and location.

On September 6, 2011, Infrastructure Services issued Request for Proposals for the provision of leak detection services. Proposals were received from two proponents, Echologics from Mississauga, Ontario; and Pure Technologies Ltd. from Calgary, Alberta.

The proposals were evaluated based on the following criteria, with Number 1 being the most important and Number 5 being the least important:

1. Price;
2. Work plan;
3. Experience;
4. References; and
5. Overall proposal quality.

Following a review of the proposals, which were both under the \$500,000 budget estimated for this initiative, the Administration is recommending that the proposal from Echologics, in the

amount of \$142,986.80 (including P.S.T. and G.S.T.), be accepted. The contract will end April 30, 2012.

### ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

### FINANCIAL IMPACT

The net cost to the City of Saskatoon for the proposal from Echologics for the 2011 Concrete Pressure Pipe Inspection and Assessment project is as follows:

Base Fees	\$129,988.00
G.S.T.	\$ 6,499.40
P.S.T.	<u>\$ 6,499.40</u>
Sub-Total	\$142,986.80
Less G.S.T. Rebate	<u>\$ 6,499.40</u>
<b>Net Cost to City</b>	<b>\$136,487.40</b>

There is sufficient funding within approved 2011 Capital Project 1617 – Primary Water Main System Preservation Program.

### PUBLIC NOTICE

Public Notice pursuant to Section 3 of Policy C01-021, Public Notice Policy, is not required.

### **E2) Proposed Land Acquisition from Lindner Bros. Developments Ltd. for the Claypool Drive Extension (Files CK. 4020-1, LA. 4020-011-4, and IS. 4111-45-1)**

- RECOMMENDATION:**
- 1) that the City purchase 10.66 acres from Lindner Bros. Developments Ltd. for the extension of Claypool Drive, as shown on Schedule "A" – Land Required for Claypool Drive Extension (Attachment 1) at a purchase price of \$120,000.00; and,
  - 2) that the City Solicitor be requested to prepare the necessary purchase agreements and that His Worship the Mayor and City Clerk be authorized to execute the agreements; and,

- 3) that the cost of acquisition and related expenses be charged to the Property Realized Reserve, as an interim source of financing.

## **BACKGROUND**

At its meeting held March 7, 2011, City Council approved the Amended Blairmore Sector Plan which included the following excerpt from the Executive Summary:

- “3) The Claypool Drive Extension (formerly known as Cynthia Street Extension) is realigned so that it continues straight west to Dalmeny Road, rather than deflecting south.”

Claypool Drive is a major arterial roadway located along the north city limit adjacent to Hampton Village and the future Blairmore neighbourhoods. As part of the Blairmore Sector Plan, the roadway will be extended from its existing location west to Dalmeny Road and beyond to the future Perimeter Highway.

## **REPORT**

The subject property encompassing 10.66 acres in size on the South Portion of SE 11-37-06-W3, Surface Parcel #131749128, in the RM of Corman Park No. 344, is required to accommodate the roadway alignment as identified in the Blairmore Sector Plan for the future extension of Claypool Drive. Schedule “A” is attached for reference.

The City’s Real Estate Section has negotiated a purchase agreement with Lindner Bros. Developments Ltd. for the required land.

Significant terms and conditions of the Offer to Purchase agreement are as follows:

1. Purchase Price  
Purchase price is \$120,000.00, with an initial deposit of \$10,000.00. The balance of the Purchase Price to be paid on the Closing Date.
2. Conditions Precedent
  - a) Approval of Saskatoon City Council by October 24, 2011.
  - b) The City will be responsible for surveying the land, registration of the plan, and transfer of title.

3. Legal Costs and Disbursements  
Each party shall be responsible for its own legal costs.
4. Possession Date  
Immediately upon approval by City of Saskatoon City Council.
5. Closing Date  
The earliest date acceptable to both parties, subsequent to the subdivision approval and registration of the subject lands.

### **OPTIONS**

There are no options.

### **POLICY IMPLICATIONS**

There are no policy implications.

### **FINANCIAL IMPLICATIONS**

The total purchase price is \$120,000.00 and will be funded from the Property Realized Reserve as an interim source of funding until suitable financial assessments can be established against future west sector development lands.

### **ENVIRONMENTAL IMPLICATIONS**

There are no environmental and/or greenhouse gas implications.

### **PUBLIC NOTICE**

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

### **ATTACHMENT**

1. Schedule A: Land Required for Claypool Drive Extension

Administrative Report No. 19-2011  
Section E – INFRASTRUCTURE SERVICES  
Monday, October 24, 2011  
Page 5

Respectfully submitted,

---

Paul Gauthier, General Manager  
Community Services Department

---

Marlys Bilanski, General Manager  
Corporate Services Department

---

Mike Gutek, General Manager  
Infrastructure Services Department

**A1**

SHEET NUMBER 2 OF 3  
SITE PLAN & LEGEND

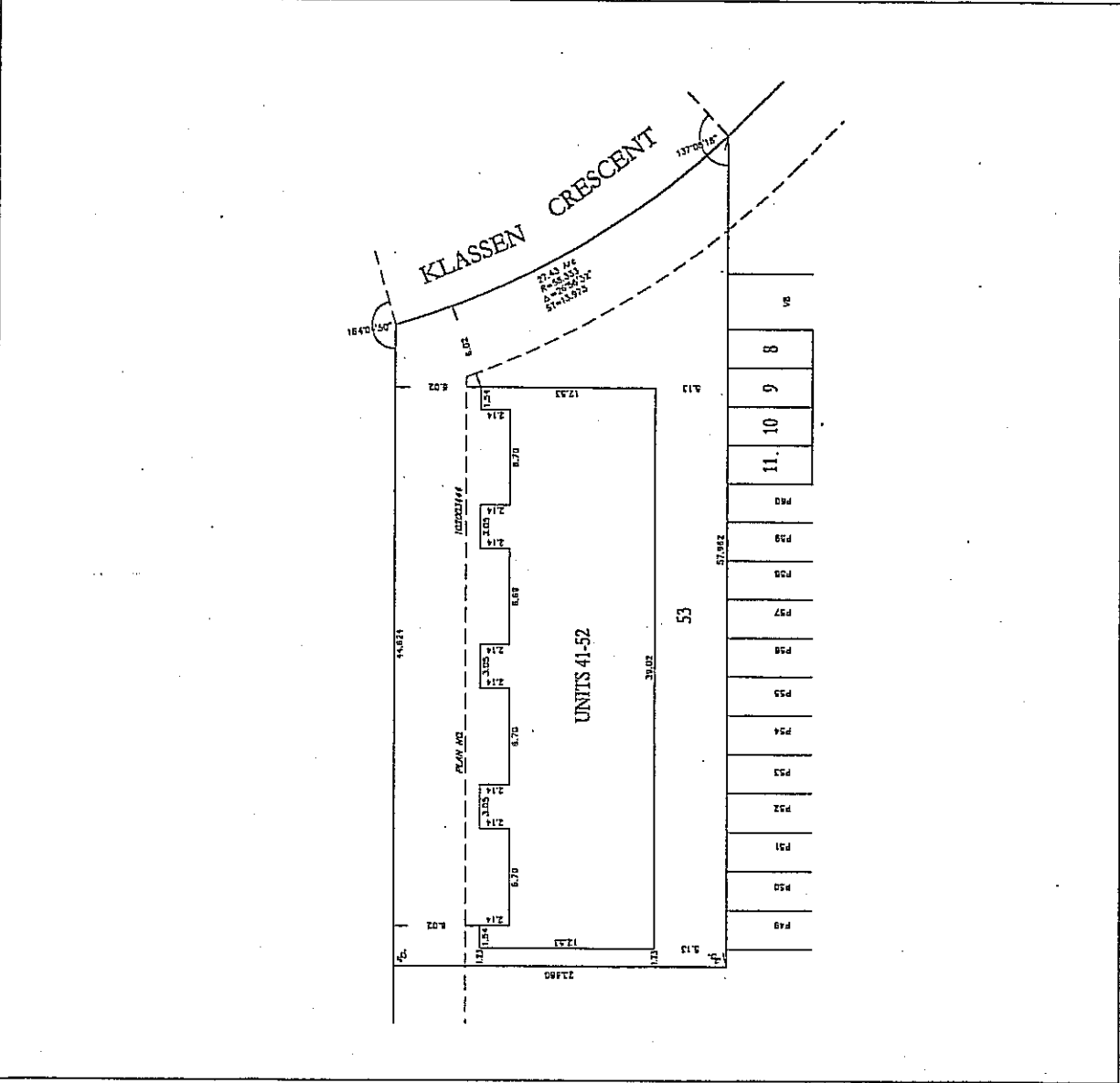
**RE-DIVISION SITE PLAN**  
SCALE 1:200

PLAN OF SURVEY SHOWING  
RE-DIVISION OF  
BARE LAND CONDOMINIUM UNIT 1  
INTO  
CONDOMINIUM UNITS 41-53 INCLUSIVE  
CONDOMINIUM PLAN NO. 102070932  
SASKATOON, SASKATCHEWAN  
BY T.R. WEBB, S.L.S.  
SCALE AS SHOWN  
AUGUST 2011

NEW UNITS 41-52 are Regular Residential Units  
NEW UNIT 53 is a Service Unit

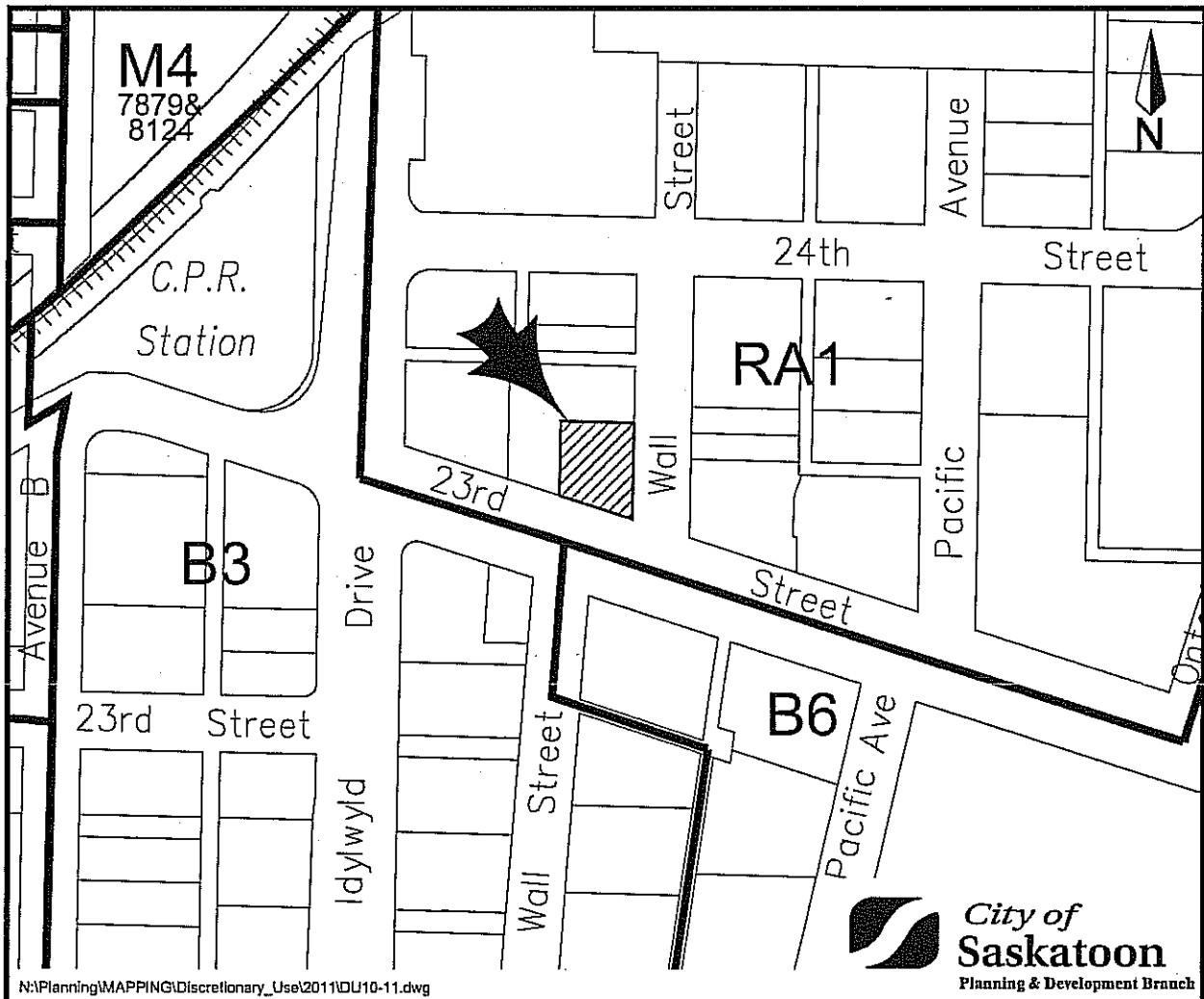
- LEGEND**
- Dimensions shown are in metres and decimals thereof.
  - Measurements including the position of the building in relation to the outer boundaries of the parcel are taken to the concrete foundation at ground level.
  - Unit numbers are shown as 41, 42, 43, etc.
  - Unit boundaries are shown on Sheets 2 and 3 by a heavy solid line and are defined as follows:
    - the exterior surface of any exterior finishing material that forms the surface of any common and exterior wall, floor, or ceiling.
  - All doors and windows form part of the unit.
  - All exterior surfaces are common property.
  - For the siting of an exclusive use parking stack, see attached parking schedule on Sheet 3.
  - Parking spaces are identified as P49 - P60 and are designated for exclusive use of units as shown in the Parking Schedule.
  - Parking spaces are in accordance with Section 11(1) of The Condominium Property Act except for Service Unit No. 53.
  - All portions of building and lands not designated as a regular condominium form Service Unit No. 53.
  - Area to be appraised is outlined by a heavy dashed line.
  - The parcel within the line of approval has an Extension 0.

Prepared by  
**Webb Surveys**  
© 2011 S.L.S.  
11-20142C

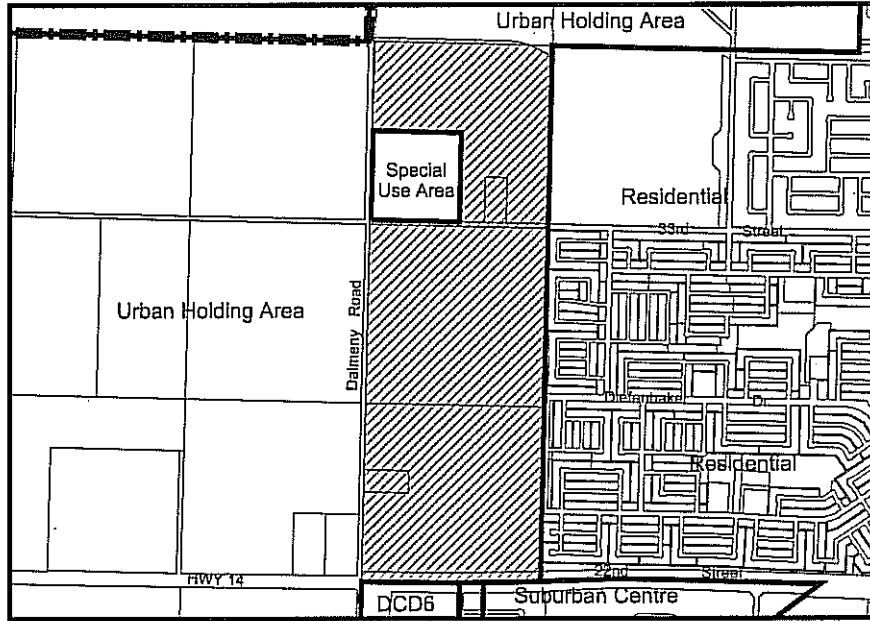





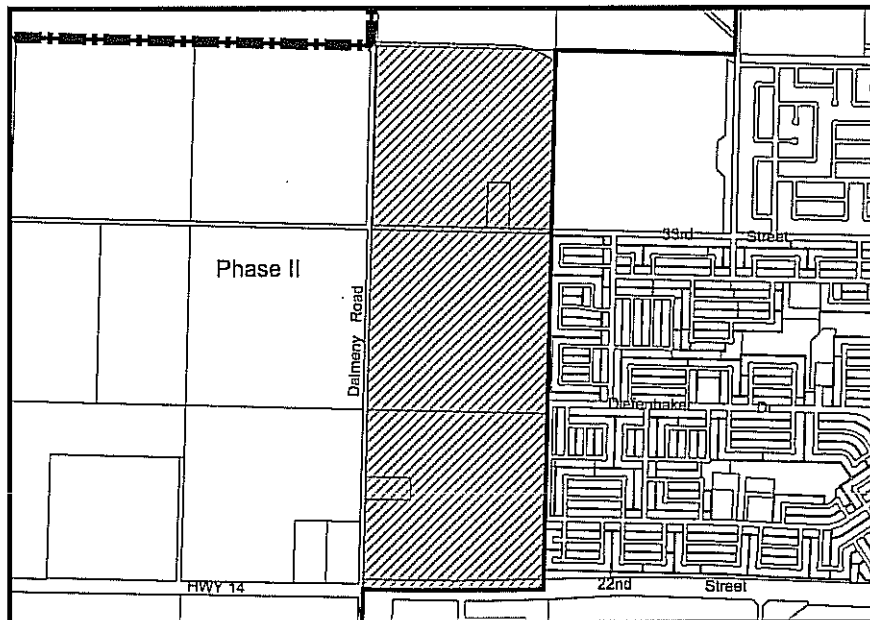
Proposed Discretionary Use No. D10/11




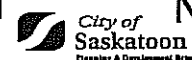
Proposed Official Community Plan Amendment No. OCP13/11



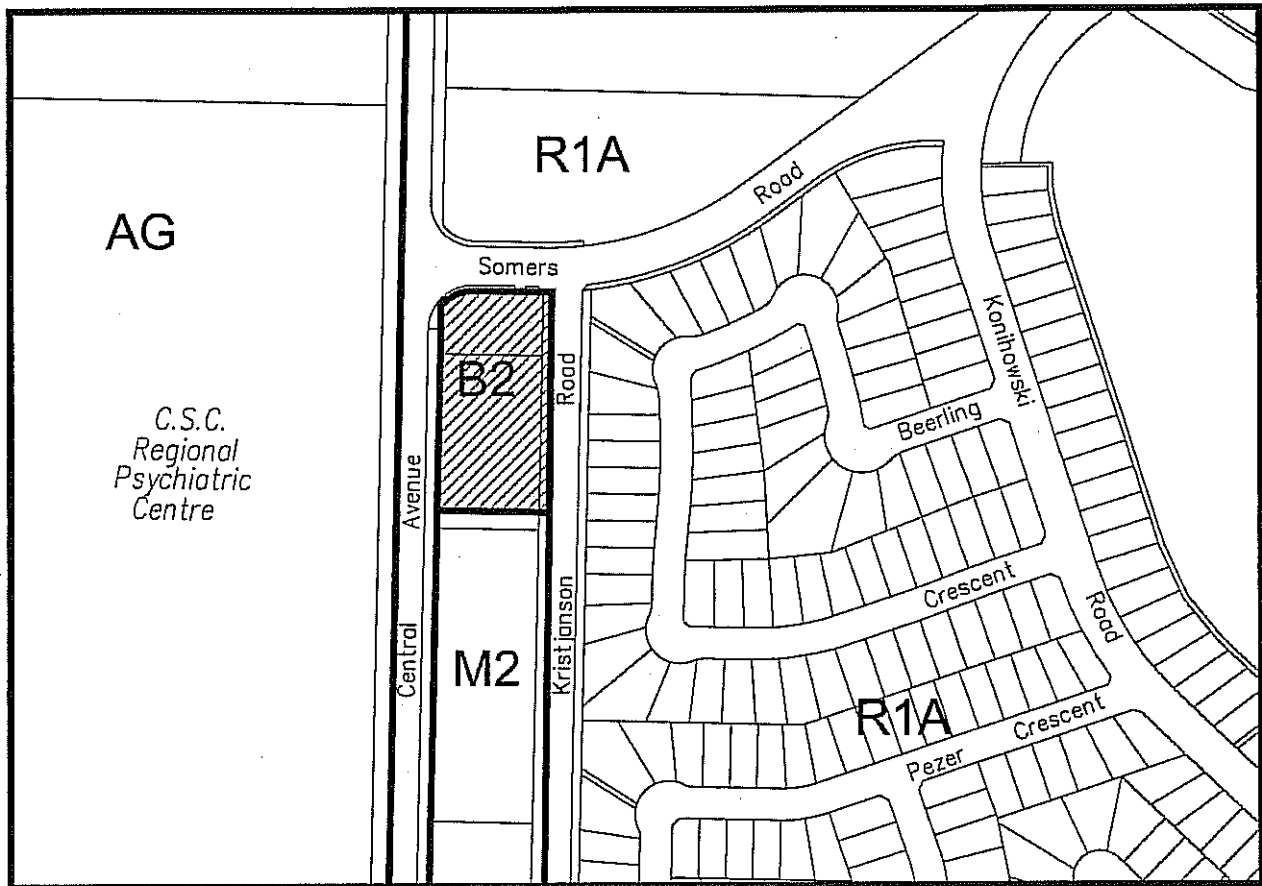
PROPOSED AMENDMENT TO THE  
OFFICIAL COMMUNITY PLAN - LAND USE MAP  
From Urban Holding to  Residential




PROPOSED AMENDMENT TO THE  
OFFICIAL COMMUNITY PLAN - PHASING MAP  
From Phase II to Phase I 



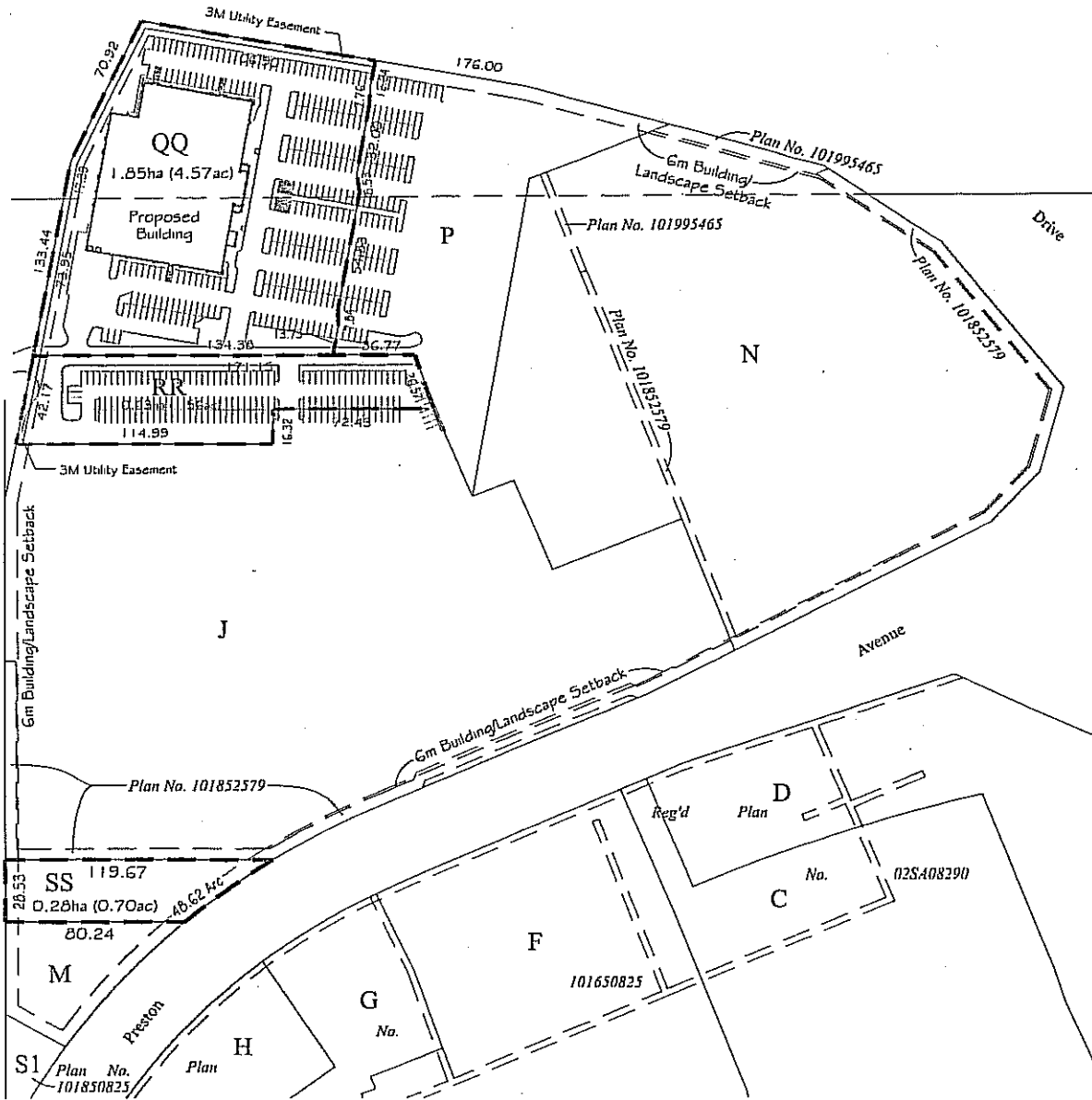
Proposed Rezoning No. Z12/11



PROPOSED REZONING

From B2 to M2 ———— 





**PLAN OF PROPOSED SUBDIVISION  
OF PART OF PARCEL P -  
PLAN NO. 101991427 AND  
PART OF PARCEL M -  
PLAN NO. 101850825 IN THE  
NW ¼ AND SW ¼ SECTION 2  
TWP 37, RGE 5, W 3rd MER  
SASKATOON, SASKATCHEWAN  
C.W.A. BOURASSA SLS  
June 2011  
Scale 1:2000**

"That I (We) have no objection to the location of the utility lines on the land being subdivided as shown on the plan and will grant any easement agreements or forms as may be required by the utility company owning a line".

OWNER:

**UNIVERSITY OF SASKATCHEWAN**

*[Signature]*  
Chair, Board of Governors

*[Signature]*  
Secretary, Board of Governors

Project No.: 139815

Initials: JJR

Preliminary Survey:

NOTES:

\* Measurements are in metres and decimals thereof.

\* Area to be registered is outlined in bold dashed line and contains 2.78ha (6.83ac).

Dated at Saskatoon in the Province of Saskatchewan this 21st day of July 2011.

*[Signature]*

Saskatchewan Land Surveyor

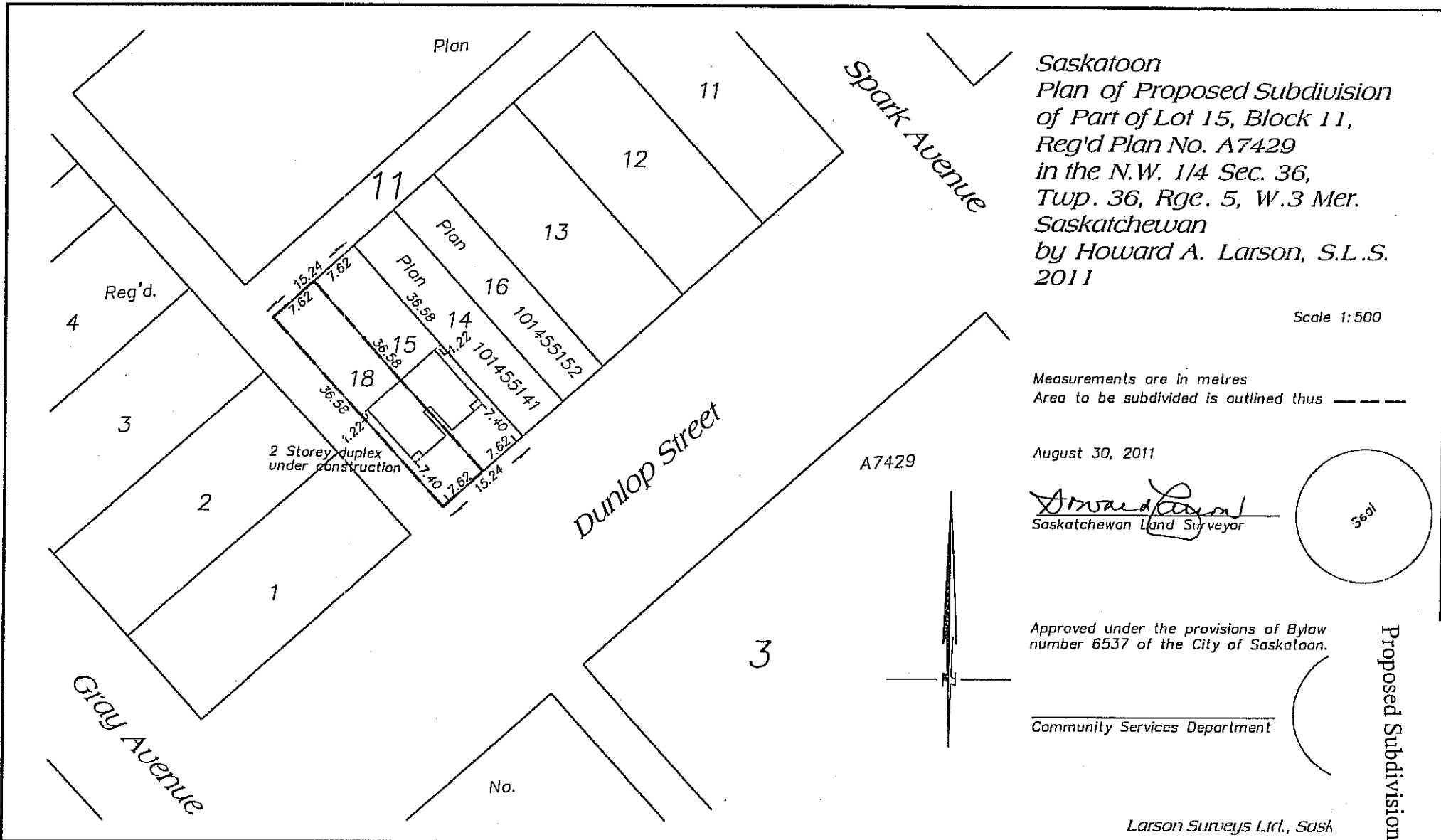
  
**Altus Geomatics**  
Limited Partnership

Toll Free: 1-800-465-6233  
www.altusgeomatics.com

Examined: City of Saskatoon

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

: General Manager of the Community Services Department  
Date: \_\_\_\_\_, A.D. 2011.



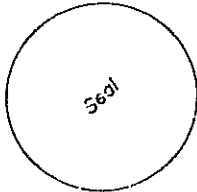
Saskatoon  
 Plan of Proposed Subdivision  
 of Part of Lot 15, Block 11,  
 Reg'd Plan No. A7429  
 in the N.W. 1/4 Sec. 36,  
 Twp. 36, Rge. 5, W.3 Mer.  
 Saskatchewan  
 by Howard A. Larson, S.L.S.  
 2011

Scale 1:500

Measurements are in metres  
 Area to be subdivided is outlined thus - - - -

August 30, 2011

*Howard A. Larson*  
 Saskatchewan Land Surveyor

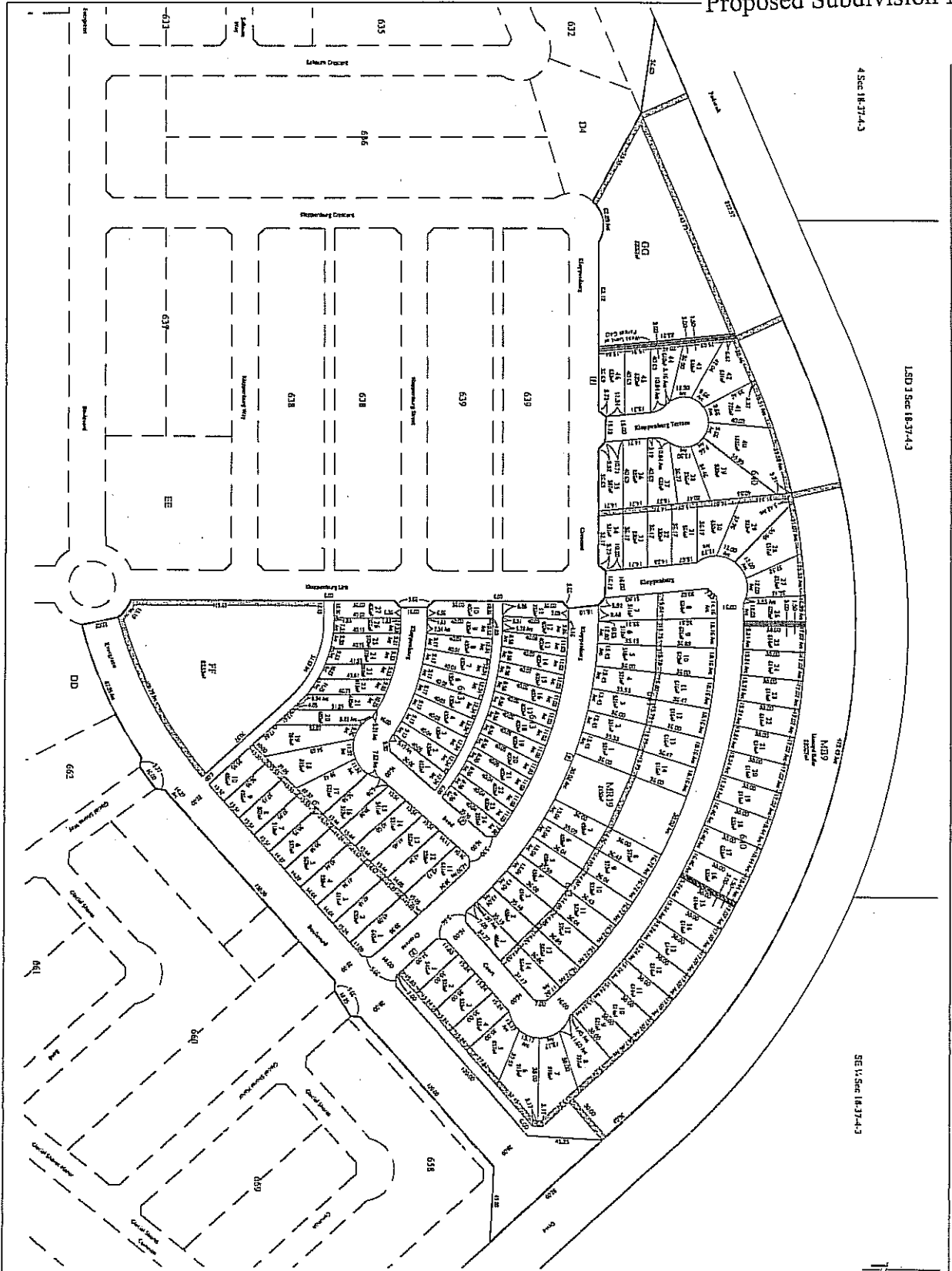


Approved under the provisions of Bylaw  
 number 6537 of the City of Saskatoon.

Community Services Department

Larson Surveys Ltd., Sask

Proposed Subdivision No. 62/11



Plan of Proposed Subdivision  
of Part of  
LSD 3 & LSD 4 & SE 1/4 Section 18  
Twp 37 Rge 4, W 3rd Mer  
and Part of Parcel A & S  
Revol Plan No. 78534536  
and Part of  
NE 1/4 Section 7  
Twp 37 Rge 4, W 3rd Mer  
and Part of  
Section 18, Twp 37 Rge 4, W 3rd Mer  
Section 18, Twp 37 Rge 4, W 3rd Mer  
C.W.A. Buttress, SLS  
July, 2011  
Scale 1:1500

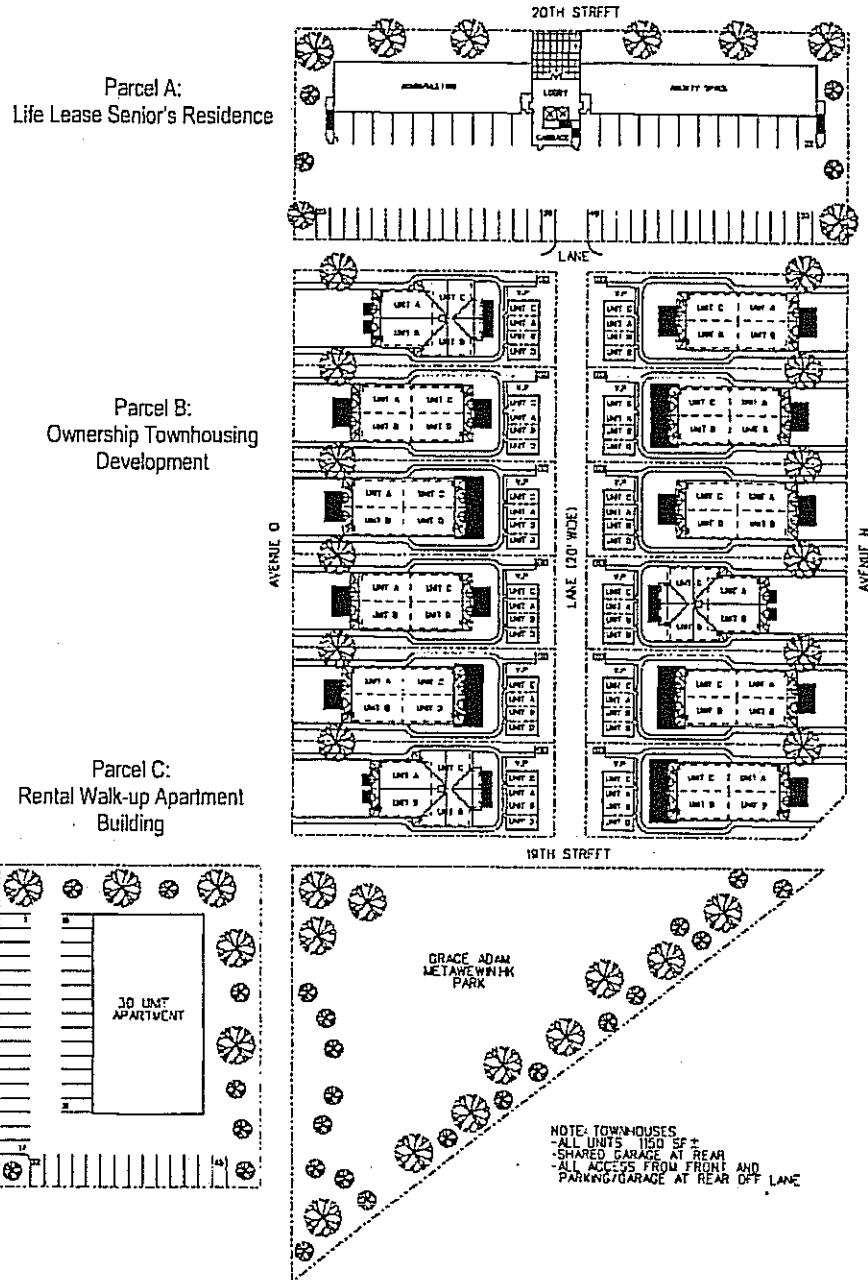
**Alta Geomatics**  
Professional Land Surveyors  
10000 148th Street, Unit 101  
Surrey, BC V3W 2L2  
Tel: 604-591-1111  
Fax: 604-591-1112  
www.alta-geomatics.com

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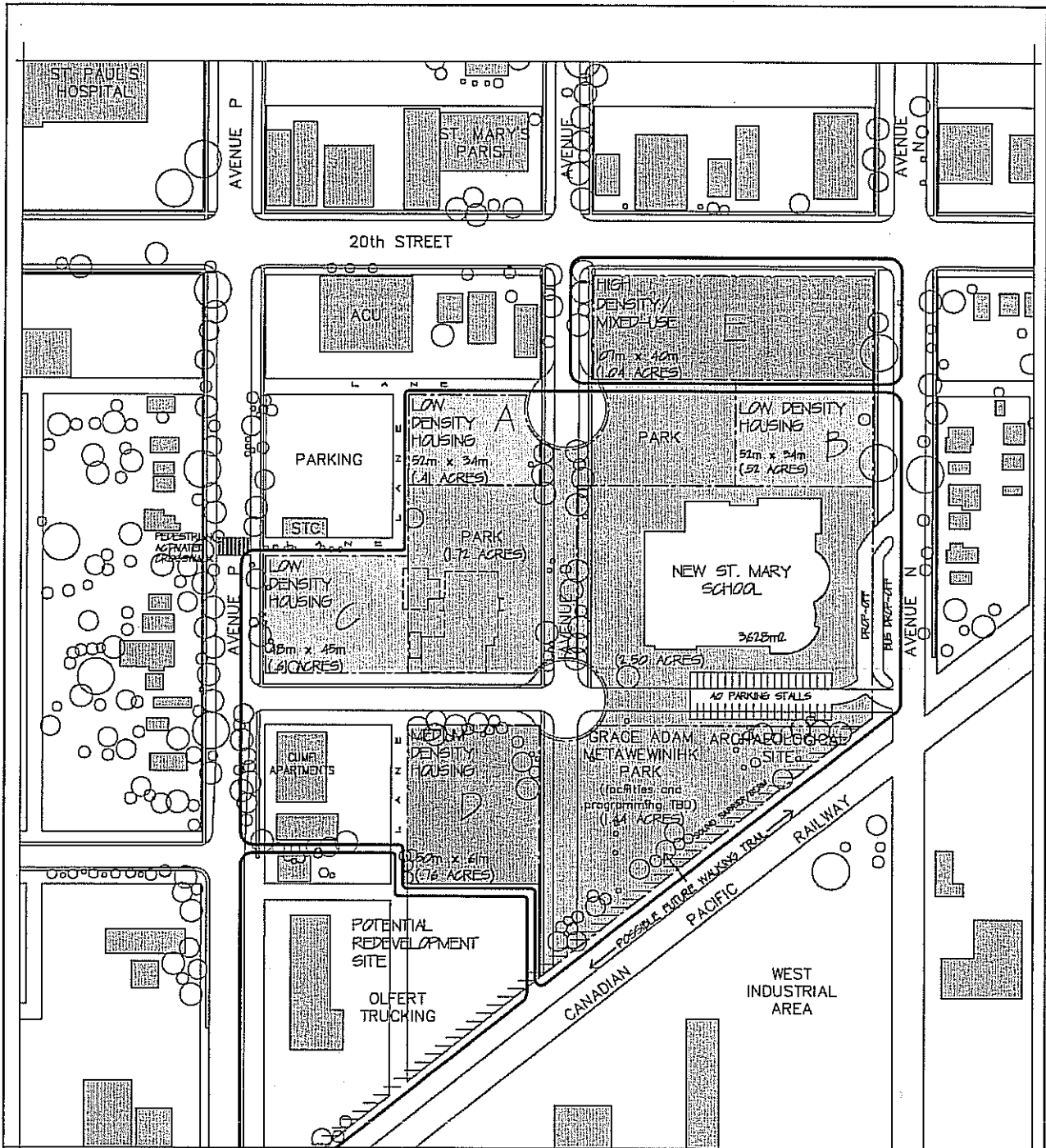
A2

Figure 4: Proposed Site Plan for Parcels A, B and C



PREFERRED OPTION

1:800



CONCEPT PLAN SCALE 1:2000



**City of Saskatoon**  
Community Services - City Planning  
October 2010  
N:\Planning\WAPPING\Local Area Plans\Pleasant Hill Redevelopment\Proposed Concept Plan-Oct10.dwg

ST. MARY SCHOOL  
PLEASANT HILL REDEVELOPMENT SITE

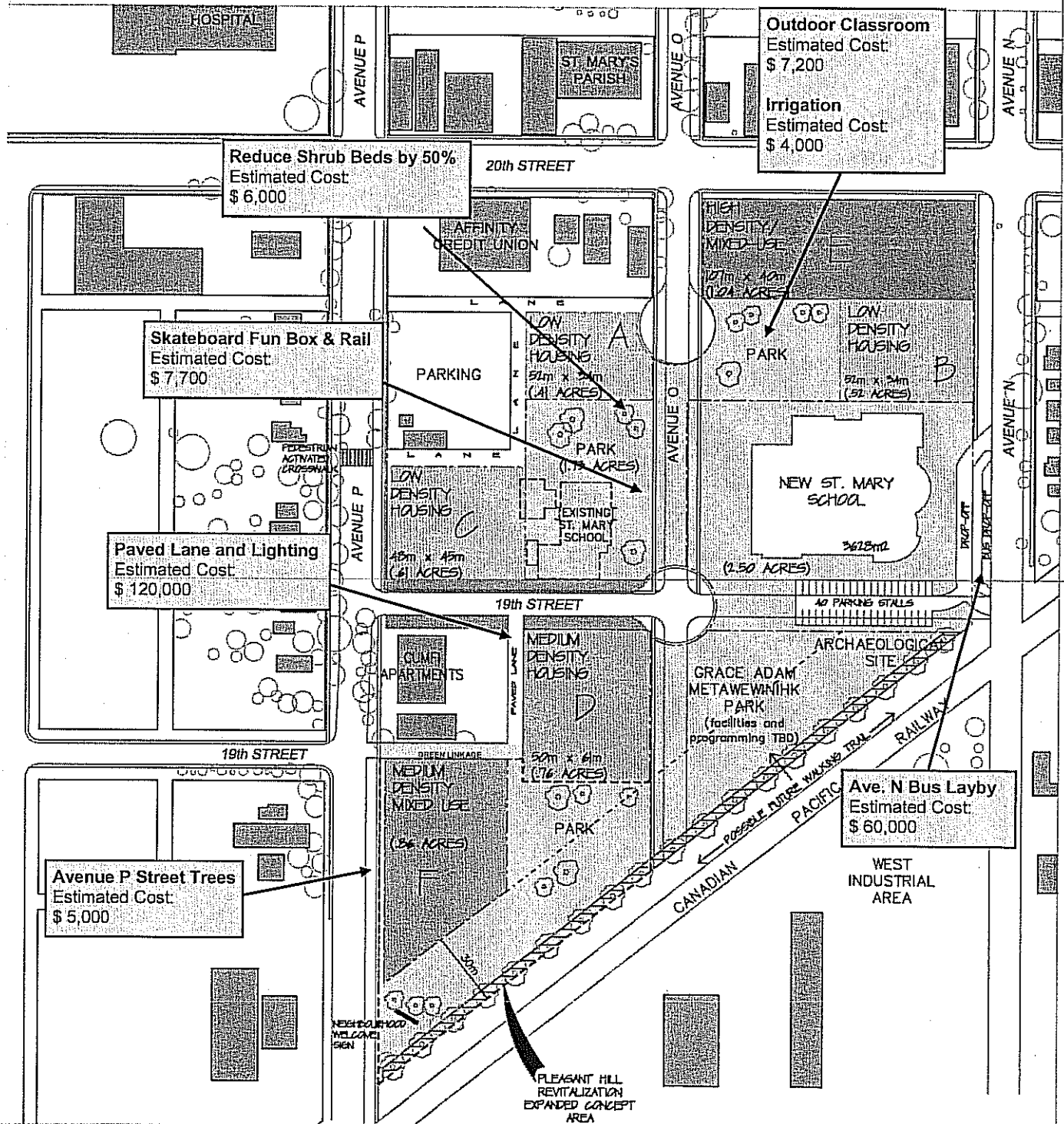




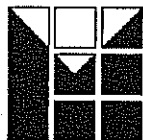


# PLEASANT HILL VILLAGE ENHANCED CONCEPT PLAN

ATTACHMENT 3



SCALE = 1:2000



**EDWARDS  
EDWARDS  
McEWEN  
ARCHITECTS**



**City of  
Saskatoon**

Community Services - Planning & Development

September 2009

N:\PI - Local Area Plans\Pleasant Hill\Redevelopment\Revdev Concept-Mar09.dwg

BI

## MEMO

**TO:** Marlys Bilanski, General Manager, Corporate Services Department  
City of Saskatoon

**FROM:** Bryan Leverick, Chair  
SREDA Board of Directors

**RE:** Incentive Application Review

**DATE:** September 30, 2011

---

The Saskatoon Regional Economic Development Authority's Board of Directors reviewed a tax abatement application from Federated Co-operatives Limited and has determined that it meets the eligibility requirements of the City of Saskatoon Business Development Incentives Policy, C09-014.

Federated Co-operatives Limited will renovate and expand their transportation and logistics operations located at 607 46<sup>th</sup> Street East. The company expects to invest \$30 million on their expansion project and meets the minimum eligibility requirement for an existing business of five new full time or full-time equivalent positions will be created as a result of this expansion.

The Saskatoon Regional Economic Development Authority's Board of Directors approved the following resolution on September 15, 2011:

**Recommendation**

*THAT Federated Co-operatives Limited be approved for a five-year tax abatement on the incremental portion of taxes at 607 46<sup>th</sup> Street East as a result of their expansion in 2011 and that the tax abatement be calculated at the rate of 100% in year 1, 80% in year 2, 70% in year 3, 60% in year 4, and 50% in year 5.*

The Board's recommendations are to be forwarded to City Council for further consideration and approval. A summary of the tax abatement application from Federated Co-operatives Limited is attached for your reference.

Bryan Leverick, Chair

**CITY OF SASKATOON  
BUSINESS DEVELOPMENT INCENTIVE APPLICATION**

COMPANY: Federated Co-operatives Limited

JOBS CREATED: 14 full-time or equivalent

INVESTMENT: \$30 million

**COMPANY BACKGROUND:**

Federated Co-operatives Ltd. (FCL) was established in 1928 in Saskatoon, SK. FCL is a co-operative that is owned by approximately 250 retail co-operatives in western Canada. These retail co-ops form the Co-operative Retailing System. FCL supplies the member retails with food and general merchandise products from four warehouse locations in Alberta, Saskatchewan, and Manitoba.

**EXPANSION PROJECT DESCRIPTION:**

FCL is proposing to expand the facility located at 607 46<sup>th</sup> Street East. The company needs to expand to meet growing demand from Saskatchewan Co-op members. The project will increase the usable space in the warehouse by 164,000 sq ft to 457,700 sq ft. This expansion project will include relocation of outdoor facilities including employee parking, outdoor storage, and trailer parking. Also, the creation of new employee facilities that includes: washrooms, lunchroom and locker room; new freezer warehouse; new dry grocery area; and relocation and expansion of perishable refrigerated area. At present the Saskatoon warehouse employs a total of 157 full time or full-time equivalent employees and they anticipate an additional 14 new jobs will be created as a result of the expansion.

FCL expects to commence with construction by September of 2011 with a completion date of March, 2013.

**ELIGIBILITY:**

The company meets all of the eligibility requirements of the City of Saskatoon's Business Development Incentives Policy C09-014.

**ESTIMATED VALUE OF TAX ABATEMENT:**

Total estimated increase in property taxes as a result of the expansion project is \$223,900.  
Total estimated value of the 5-year tax abatement is \$806,040 calculated at the following rate:

Year 1 @ 100%	- \$223,900
Year 2 80%	- \$179,120
Year 3 70%	- \$156,730

Year 4      60% - \$134,340  
Year 5      50% - \$119,950

**RECOMMENDATION:**

THAT Federated Co-operatives Limited be approved for a 5-year tax abatement on the incremental portion of taxes at 607 46<sup>th</sup> Street East as a result of their expansion in 2011 and that the tax abatement be calculated at the rate of 100% in year 1, 80% in year 2, 70% in year 3, 60% in year 4, and 50% in year 5.

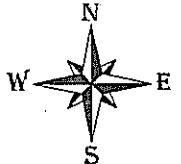
E2

# Schedule A - Land Required for Claypool Drive Extension



**City of  
Saskatoon**

Land Area Required = 43,132.43sqm or 10.66ac



His Worship the Mayor and City Council  
The City of Saskatoon

## **LEGISLATIVE REPORTS**

### **Section A – OFFICE OF THE CITY CLERK**

**A1) 2011 Local Government By-Election  
Returning Officer's Declaration of Results  
(File No. CK. 265-7)**

---

**RECOMMENDATION:** that the information be received.

Pursuant to Section 109(2) of *The Local Government Election Act*, attached is a copy of the Returning Officer's Declaration of Results for the office of Councillor Ward Three.

### **PUBLIC NOTICE**

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

### **ATTACHMENT**

1. Returning Officer's Declaration of Results.

**Section B – OFFICE OF THE CITY SOLICITOR**

**B1) Seasonal Taxi Licenses**  
**(File No. CK. 307-4)**

**RECOMMENDATION:** that City Council consider Bylaw No. 8976.

At City Council's meeting held on October 11, 2011, it was resolved:

- "1) that City Council approve the allocation of ten (10) seasonal licenses to be valid for the periods of November 1, 2011 to April 30, 2012, and November 1, 2012, to April 30, 2013, with four licenses to go to United Blueline, four licenses to go to Comfort Cabs, and two licenses to go to Radio Cabs, and direct the Administration to work with the taxi company managers to implement a lottery system at each company for allocation of these licenses directly to drivers following the outlined process; and
- 2) that the City Solicitor be instructed to prepare the appropriate amendments to Bylaw 6066, The License Bylaw."

In accordance with those instructions, we are pleased to submit for Council's consideration The License Amendment Bylaw, 2011 (No. 5). The proposed Bylaw provides for the issuance of temporary seasonal taxicab licenses for the periods of November 1, 2011, to April 30, 2012, and November 1, 2012, to April 30, 2013.

**PUBLIC NOTICE**

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

**ATTACHMENT**

1. Proposed Bylaw No. 8976, The License Amendment Bylaw, 2011 (No. 5).

Respectfully submitted,

---

Janice Mann, City Clerk

---

Theresa Dust, City Solicitor

A1

Form GG  
 Clause 109(1)(b) of  
*The Local Government  
 Election Act*

**RETURNING OFFICER'S DECLARATION OF RESULTS**

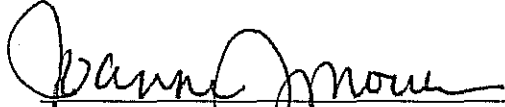
**COUNCILLOR OF THE CITY OF SASKATOON  
 WARD THREE**

for the by-election held on the 19<sup>th</sup> day of October, 2011

<u>NAME OF CANDIDATE</u>	<u>NUMBER OF VOTES</u>	
Tad CHERKEWICH	88	
Ann IWANCHUK	890	<b>ELECTED</b>
Eric OLAUSON	26	
Derek ROPE	447	
Mike SAN MIGUEL	654	
Rik STEERNBERG	433	
Salah-Ud-Din TIPPU	123	
<hr/>		
Total number of ballots cast		2,667
Number of ballots blank voted		4
Number of ballots over voted		2

I declare that this is an accurate statement of votes cast for the office of Councillor for Ward Three for the City of Saskatoon.

October 20, 2011

  
 Returning Officer



**BYLAW NO. 8976**

**The License Amendment Bylaw, 2011 (No. 5)**

The Council of The City of Saskatoon enacts:

**Short Title**

1. This Bylaw may be cited as The License Amendment Bylaw, 2011 (No. 5).

**Purpose**

2. The purpose of this Bylaw is to amend Bylaw No. 6066, The License Bylaw, to provide for the issuance of temporary seasonal taxicab licenses for the periods of November 1, 2011, to April 30, 2012, and November 1, 2012, to April 30, 2013.

**Bylaw No. 6066 Amended**

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

**Section 42 Amended**

4. Section 42 is repealed and the following substituted:

**“TEMPORARY SEASONAL TAXICAB LICENSES**

42. (1) The City may, in its discretion, issue up to ten temporary seasonal taxicab licenses to meet the demand for such services as may arise from time to time. The City shall allocate the temporary seasonal taxicab licenses as follows:

- (a) eligible drivers of United Blueline – 4 licenses;
- (b) eligible drivers of Comfort Cabs – 4 licenses; and
- (c) eligible drivers of Radio Cabs – 2 licenses.

(2) Seasonal taxicab licenses shall be distributed by the City via a lottery system.

(3) A temporary seasonal taxicab license may be issued to a person who drives a taxicab and who meets the eligibility criteria for participation in the seasonal taxicab license distribution lottery.

(4) Eligibility to participate in the seasonal taxicab license distribution lottery requires that the applicant:

- (a) hold a valid Class 4 Saskatchewan Driver's License;
- (b) hold a valid City of Saskatoon Taxi Driver Permit;
- (c) hold a valid City of Saskatoon Taxi Driver photo I.D.;
- (d) have, at a minimum, three years' experience driving taxicabs in the City of Saskatoon as of November 1, 2011; and
- (e) have driven a taxicab at least four shifts per week every week in the past 52 weeks, excluding vacation time and medical leave.

(5) Notwithstanding subsection (4), taxicab drivers already holding a current 2011 taxi plate will not be eligible to participate in the seasonal taxicab license distribution lottery even if all other eligibility criteria are met.

(6) An application for participation in the seasonal taxicab license distribution lottery shall be made to the driver's taxicab company manager on such forms and accompanied by such information as prescribed and provided by the City.

(7) The City, in conjunction with the appropriate representatives of the taxicab companies, will compile a list of eligible drivers for each of the three taxicab companies. The City will conduct a random draw from each of these lists to determine who shall receive temporary seasonal taxicab licenses for that company.

(8) Prior to the issuance of a temporary seasonal taxicab license, successful applicants must provide to the City:

- (a) a Light Vehicle Inspection Certificate completed by a Saskatchewan Government Insurance accredited mechanic and dated within the previous six months;
- (b) the original Provincial vehicle registration certificate; and
- (c) payment of the license fee prescribed in Schedule No. 1.

(9) Successful applicants for a temporary seasonal taxicab license shall, in addition to the requirements of subsection (8), present their taxicab to the City for a general taxicab and meter inspection.

(10) A temporary seasonal taxicab license shall be valid for the periods of:

- (a) November 1, 2011, to April 30, 2012; and
- (b) November 1, 2012, to April 30, 2013,

provided that the successful applicant remains a taxi driver for the same taxicab company for the duration of the two periods and remains the full time driver of the taxicab.

(11) Notwithstanding subsection (10), the license shall be relinquished to the City by May 2, 2012, and a new license shall be issued by the City on November 1, 2012, upon the successful applicant's compliance with the requirements of subsections (4), (8) and (9).

(12) If a taxicab driver ceases to drive for the taxicab company that employed them at the time of the original issuance of the temporary seasonal taxicab license or ceases to be the full time driver of the taxicab, the taxicab driver shall immediately relinquish the temporary seasonal taxicab license to the City and the City may redistribute the license to the next successful applicant on the eligibility list for that taxicab company.

(13) The annual license fee for each temporary seasonal taxicab license issued pursuant to this section shall be in the amount prescribed in Schedule No. 1.

(14) Every temporary seasonal taxicab license issued under this section shall be imprinted thereon in bold type:

- (a) for the period ending April 30, 2012:

**“TEMPORARY SEASONAL TAXICAB LICENSE – VALID:  
NOVEMBER 1, 2011, TO APRIL 30, 2012.”** and

- (b) for the period ending April 30, 2013:

**“TEMPORARY SEASONAL TAXICAB LICENSE – VALID:  
NOVEMBER 1, 2012, TO APRIL 30, 2013.”**

(15) No person shall charge lease fees or any other fees for use of a temporary seasonal taxicab license other than normal operating costs incurred by all operators.

(16) No person shall assign or transfer a temporary seasonal taxicab license.

(17) The provisions of sections 40, and 42 to 51 inclusive of Bylaw No. 6066 shall apply to each applicant to whom a temporary seasonal taxicab license is issued under this section and to every driver of a taxicab for which such license is issued.”

**Coming into Force**

5. This Bylaw comes into force on the day of its final passing.

Read a first time this \_\_\_\_\_ day of \_\_\_\_\_, 2011.

Read a second time this \_\_\_\_\_ day of \_\_\_\_\_, 2011.

Read a third time and passed this \_\_\_\_\_ day of \_\_\_\_\_, 2011.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk

His Worship the Mayor and City Council  
The City of Saskatoon

**REPORT**

of the

**PLANNING AND OPERATIONS COMMITTEE**

Composition of Committee

Councillor P. Lorje, Chair  
Councillor C. Clark  
Councillor R. Donauer  
Councillor B. Dubois  
Councillor M. Loewen

1. **Innovative Housing Incentives Application**  
**Stewart Property Holdings Ltd. – 715 Avenue E North and 317 Avenue E North**  
**(Files CK. 750-4, PL. 951-103 and PL. 951-104)**

- RECOMMENDATION:**
- 1) that funding of 10 percent of the total project cost, estimated at \$31,300, for the renovation of four affordable rental units located at 715 Avenue E North by Stewart Property Holdings Ltd. be approved under the Innovative Housing Incentives Policy No. C09-002; and
  - 2) that funding of 10 percent of the total project cost, estimated at \$36,668, for the renovation of four affordable rental units located at 317 Avenue E North by Stewart Property Holdings Ltd. be approved under the Innovative Housing Incentives Policy No. C09-002.

Attached is a report of the General Manager, Community Services Department dated September 30, 2011, with respect to the above application for funding under the Innovative Housing Incentives Program.

Your Committee has reviewed and supports the recommendations outlined above.

**2. Innovative Housing Incentives Application  
Mortgage Flexibilities Support Program  
Innovative Residential Inc. – 1022 Hampton Circle  
(Files CK. 750-4 and PL. 951-99)**

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- RECOMMENDATION:**
- 1) that 84 affordable housing units to be built at 1022 Hampton Circle be designated under the Mortgage Flexibilities Support Program, as defined in Section 3.8 of Innovative Housing Incentives Policy No. C09-002;
  - 2) that financing for down payment grants estimated at \$234,000 be approved for 30 of these housing units,
  - 3) that a capital grant equal to 10 percent of the capital cost of 30 of these units estimated at \$575,500 be approved under Innovative Housing Incentives Policy No. C09-002;
  - 4) that the City Solicitor be instructed to amend the Tax Sponsorship Agreement with Innovative Residential Inc. to include the project located at 1022 Hampton Circle; and
  - 5) that the approval of recommendations one through four be contingent upon this housing project being fully approved for mortgage loan insurance flexibilities by either Genworth Financial Canada or Canada Mortgage and Housing Corporation.

Attached is a report of the General Manager, Community Services Department dated September 14, 2011, with respect to the above application for funding under the Innovative Housing Incentives Program.

Your Committee has received a presentation from the Applicant, regarding this application and other programs they are involved with relating to affordable housing.

Following review of this application, your Committee is supporting the above recommendations of the Community Services Department.

Report No. 15-2011  
Planning and Operations Committee  
Monday, October 24, 2011  
Page 3

**3. Parking Lots Adjacent to Mendel Art Gallery**  
**(Files CK. 3122-1, x CK. 4205-9-3, LS. 6120-1 and LS. 4206-KI-1)**

**RECOMMENDATION:** that the information be received.

Attached is a report of the General Manager, Community Services Department dated October 3, 2011, regarding the short-term plan for the parking lots south of the Mendel Art Gallery, and advising that the long-term parking strategy for this area will be considered as part of the Kinsmen Park and Area Master Plan.

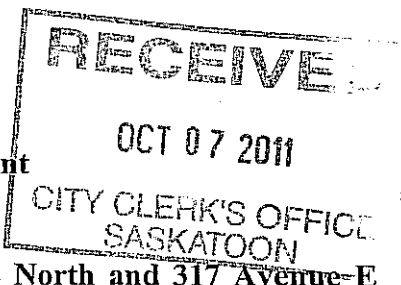
Your Committee is forwarding the report to City Council as information.

Respectfully submitted,

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Councillor P. Lorje, Chair

750-41



**TO:** Secretary, Planning and Operations Committee  
**FROM:** General Manager, Community Services Department  
**DATE:** September 30, 2011  
**SUBJECT:** Innovative Housing Incentives Application  
 Stewart Property Holdings Ltd. – 715 Avenue E North and 317 Avenue E North  
**FILE NO:** PL 951-103 and PL 951-104

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

- 1) that funding of 10 percent of the total project cost, estimated at \$31,300, for the renovation of four affordable rental units located at 715 Avenue E North, by Stewart Property Holdings Ltd. be approved under the Innovative Housing Incentives Policy No. C09-002; and
- 2) that funding of 10 percent of the total project cost, estimated at \$36,668, for the renovation of four affordable rental units located at 317 Avenue E North, by Stewart Property Holdings Ltd. be approved under the Innovative Housing Incentives Policy No. C09-002.

**BACKGROUND**

The City of Saskatoon (City) has received two applications from Stewart Property Holdings Ltd. for funding assistance under the Innovative Housing Incentives Program. Stewart Property Holdings Ltd. is requesting funding assistance for the purchase and renovation of two 4-unit apartment buildings located at 715 Avenue E North and 317 Avenue E North in the Caswell Hill neighbourhood. Both buildings are vacant and in poor condition. Stewart Property Holdings Ltd. plans to undertake extensive repairs and upgrades to completely renovate the buildings. Once renovations are complete, the apartment buildings will be rented out at affordable rates to eight low-income families, who are within the Provincial Maximum Income Limits (MILs).

**REPORT**

The two 4-unit apartment buildings being renovated by Stewart Property Holdings Ltd. will consist of one 2-bedroom unit, and three 1-bedroom units in each building. Improvements will include plumbing and electrical upgrades, new appliances, flooring and windows, and restoration of the building's exterior. Stewart Property Holdings Ltd. estimates the total project costs for 715 Avenue E North to be \$321,796, and the total project costs for 317 Avenue E North to be \$366,682. These costs include the building's renovation and land acquisition costs. The Saskatchewan Housing Corporation (SHC) has committed \$64,000 to each project under the Rental Residential Rehabilitation Assistance Program (Rental RRAP).

To ensure that the units available through this project are offered to low-income households, prospective tenants will be required to have an annual income at or below the MILs as



determined by SHC. The City bases its Innovative Housing Incentives Policy No. C09-002 on these limits. The monthly rate charged for the units will be \$790 for the two-bedroom units, and \$650 for the one bedroom units.

The Administration has reviewed the request for assistance by Stewart Property Holdings Ltd. Based on the review, it has been determined that the project meets the eligibility criteria set out in the Innovative Housing Incentives Policy No. C09-002 for a 10 percent capital grant. The Administration does not consider the projects to contribute to a concentration of affordable housing in the neighbourhood, as they are small-scaled affordable housing projects (total of eight units), and there has not been any recent projects funded in Caswell Hill. These units are in poor condition and the surrounding area will benefit from the renovations.

These projects do not represent a change in land use or building area and, as a result, there are no incremental taxes and no tax abatement can be offered.

### **OPTIONS**

1. Provide assistance to Stewart Property Holdings Ltd. for its affordable rental projects at 715 Avenue E North and 317 Avenue E North in the form of a grant equivalent to 10 percent of the total capital costs (total estimated at \$67,968).
2. Decline to fund this project. This option would represent a departure from Innovative Housing Incentives Policy No. C09-002. Stewart Property Holdings Ltd. will have to cover the remaining capital portion for this project from its own resources.

Your Administration is recommending Option 1.

### **POLICY IMPLICATIONS**

There are no policy implications.

### **FINANCIAL IMPLICATIONS**

This report recommends a total funding commitment of \$67,968. The funding source for these capital grants is the Affordable Housing Reserve from the 2012 allocation of \$1.2 million for affordable housing initiatives. There are other applications for affordable housing funding under review at the present time. If all of the projects are approved, there will be approximately \$108,000 remaining for additional affordable housing projects to be completed in 2012.

### **ENVIRONMENTAL IMPLICAITONS**

There are no environmental and/or greenhouse gas implications.

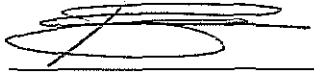
### **PUBLIC NOTICE**


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

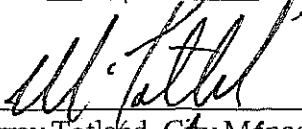
**ATTACHMENT**

1. Map Showing Location of the Projects (715 Avenue E North and 317 Avenue E North)

Written by: Melissa Austin, Planner  
Neighbourhood Planning Section

Reviewed by:   
Randy Grauer, Manager  
Planning and Development Branch

Approved by:   
for Paul Gauthier, General Manager  
Community Services Department  
Dated: October 05, 2011

Approved by:   
Murray Totland, City Manager  
Dated: Oct 7/11

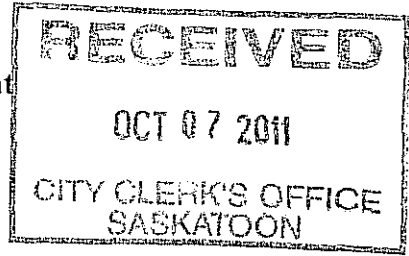
715 Avenue E North



317 Avenue E North



**TO:** Secretary, Planning and Operations Committee  
**FROM:** General Manager, Community Services Department  
**DATE:** September 14, 2011  
**SUBJECT:** Innovative Housing Incentives Application  
Mortgage Flexibilities Support Program  
Innovative Residential Inc. – 1022 Hampton Circle  
**FILE NO.:** PL 951-99



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

- 1) that 84 affordable housing units to be built at 1022 Hampton Circle be designated under the Mortgage Flexibilities Support Program, as defined in Section 3.8 of Innovative Housing Incentives Policy No. C09-002;
- 2) that financing for down payment grants estimated at \$234,000 be approved for 30 of these housing units,
- 3) that a capital grant equal to 10 percent of the capital cost of 30 of these units estimated at \$575,500 be approved under Innovative Housing Incentives Policy No. C09-002;
- 4) that the City Solicitor be instructed to amend the Tax Sponsorship Agreement with Innovative Residential Inc. to include the project located at 1022 Hampton Circle; and
- 5) that the approval of recommendations one through four be contingent upon this housing project being fully approved for mortgage loan insurance flexibilities by either Genworth Financial Canada or Canada Mortgage and Housing Corporation.

**BACKGROUND**

During its June 22, 2009 meeting, City Council approved the new Mortgage Flexibilities Support Program (MFSP). This program provides a grant equal to a 5 percent down payment to pre-screened low- and moderate-income households who have incomes that are within the Maximum Income Limits (MILs) as defined in Innovative Housing Incentives Policy No. C09-002. The program has been very successful with approximately 200 homes selling under the program to date. City Council has approved projects for the Willowgrove and Stonebridge neighbourhoods, which are currently under construction and will be available early in 2012.

During its June 28, 2010 meeting, City Council approved the Tax Sponsorship Program in partnership with Innovative Residential Inc. for projects at 310 Camponi Place and 715 Hart Road. Under this program, the developer makes a lump sum payment to the City of Saskatoon (City) that is credited to the home buyers property tax account. The City then applies a subsidy to the tax account over a number of years making the home more affordable for low-income purchasers.

During its September 26, 2011 meeting, City Council approved a Cost Sharing Agreement with the Province of Saskatchewan (Province) to help fund the MFSP, set targets for the program until 2015, raised the MILs, and agreed to take over the income screening function for the program.

## **REPORT**

Innovative Residential Inc. plans to construct an 84 unit housing project on a site they own located at 1022 Hampton Circle in the Hampton Village neighbourhood. The project includes 42 two-bedroom units and 42 three-bedroom units in a stacked townhouse format (see Attachment 1). The two bedroom units are 760 square feet on one level and will include one surface parking stall. The three bedroom units will be 1,254 square feet over two levels and will include two parking stalls, one of which will be in a detached garage. The homes will be modular built with construction beginning in the fall of 2011 and completion expected by June 2012.

Innovative Residential Inc. has requested that all 84 units be designated under the City's MFSP and are eligible for down payment assistance when purchased by low- and moderate- income households qualifying under that program. Innovative Residential Inc. has applied to the City for financial assistance including capital and down payment grants for only 30 of these units. The incentives for the remaining 54 units will be fully funded by Innovative Residential Inc.

### **City Funded Units**

The City has the capacity to financially support 30 units with down payment grants under the MFSP and with capital grants under the Innovative Housing Incentives Program.

The down payment grants will equal 5 percent of the purchase price and will total approximately \$384,000. These 30 units will be funded from the allocation approved by City Council for 400 units under the MFSP from 2011 to 2015. The Province will contribute \$5,000 per unit from their Affordable Home Ownership Program upon occupancy of the units. The balance of the down payment grants on these units will be recovered through the redirection of property taxes to the Affordable Housing Reserve over a period of approximately five years.

These 30 units are eligible for a capital grant of up to 10 percent of the total cost, which is estimated at \$575,500. Funding for this grant has been set aside within the Affordable Housing Reserve from the 2012 allocation.

### Developer Sponsored Units

Innovative Residential Inc. is offering to cover the cost of down payment grants for the remaining 54 units. The City will provide income screening and administer these down payment grants under the MFSP. The amount of these down payment grants will be deducted from the capital grant approved for the first 30 units. If all 54 developer sponsored units are sold under the MFSP to households earning less than the MILs, an estimated \$502,500 would be deducted from the Capital grant of 575,500 and paid out by the City as down payment grants to qualifying home buyers.

The developer is encouraging diversity and reports that there is strong interest from buyers earning above the MILs who are interested in purchasing a unit. Any units sold to households earning above the MILs will receive no assistance of any kind from the City.

### Maximum Income Limits and Program Requirements

All homebuyers receiving a down payment grant from either the City or Innovative Residential Inc. must have household income below the new MILs for the program, which are \$52,500 for households without dependents and \$60,000 for households with dependents. The City will screen all applicants to ensure that they are below these limits and to ensure that they have completed the required homeownership training program. To qualify, homebuyers must not currently own a home, must have a net worth of less than \$25,000, and be approved for a high-ratio mortgage.

### Developer Sponsored Monthly Assistance Programs

In addition to the down payment assistance, Innovative Residential Inc. will provide monthly assistance of up to \$525 per month on an "as-needed" basis to households with incomes significantly below the MILs. Households and their lenders will need to apply to Innovative Residential Inc. for this support and demonstrate that it is needed in order to qualify for a mortgage.

When the monthly support is less than or equal to the property taxes the support will be administered by the City through the Tax Sponsorship Program, which is an existing partnership between Innovative Residential Inc. and the City. In cases where the monthly support is greater than the property taxes, it will be administered by the National Affordable Housing Corporation (NAHC). The NAHC is a non-profit organization established by Innovative Residential Inc. to provide monthly assistance to qualified households to lower monthly mortgage payments with the intent that as their income rises over time, the need for monthly assistance will decline. The funds will be held in trust by an independent trustee.

### Mortgage Loan Insurance

Applications for mortgage loan insurance flexibilities have been made to Canada Mortgage and Housing Corporation (CMHC) and Genworth Financial Canada (Genworth) for this project. Genworth has provided approval, in principle, and the CMHC application is still under review.

The designation of housing projects under the City's MFSP is conditional on mortgage flexibilities being provided by either Genworth or CMHC.

#### Pricing and Affordability

The three bedroom units will be priced between \$249,900 and \$258,900. With the assistance programs these three bedroom homes will be affordable to households with annual incomes as low as \$38,900. The two bedroom units will be priced between \$169,900 and \$178,900. With the assistance programs, these two bedroom homes will be affordable to households with annual incomes as low as \$28,600.

Current projects under the MFSP are all sold out with the exception of the Pleasant Hill Village units. It is anticipated that there will be a strong demand for these new units given the wide income range (\$28,600 to \$60,000) that will be targeted.

#### Concentration of Affordable Housing

Other homeownership projects with developer-sponsored incentives in Hampton Village are located at 103 Klassen Crescent (Classic Communities) and 315 Hampton Circle (Vantage Developments). Together these projects include 106 ownership units. Neither of these projects received any City or provincial funding although Classic Communities did purchase their site at a fixed price through the City's land pre-designation program for entry level housing. While some of these units will sell as affordable housing to households below the MILs, it should be noted that both developers require a down payment of at least \$5,000 and are targeting household incomes of up to \$70,000. These are entry-level projects; however, some low-income buyers with a partial down payment will qualify to purchase these homes.

The proposal for 1022 Hampton Circle is primarily targeted at the affordable market and offers a full down payment grant to households with incomes below the MILs. If this proposal is accepted it will represent 3 percent of the 2,745 housing units planned for the Hampton Village neighbourhood. Together, the three Hampton Village projects include 190 affordable and entry-level units or 7 percent of the Hampton Village neighbourhood.

Affordable and entry-level homeownership projects are being developed in a wide variety of locations in Saskatoon. The MFSP, coupled with the Land Pre-Designation Program, is helping to provide a much broader selection of attainable homeownership options across the city. City Council has approved affordable homeownership projects for Stonebridge and Willowgrove which will come on the market in 2012 and 2013. The next project that the Administration will be recommending under the MFSP will be pre-designated sites in the Evergreen neighbourhood that will include a mix of affordable and entry-level housing. At the present time, it is the opinion within the Community Services Department that this project will not create an over-concentration of affordable homeownership units in Hampton Village.

## **OPTIONS**

1. Designate 84 units to be built at 1022 Hampton Circle for down payment assistance under the MFSP and approve the funding request as laid out in this report.
2. Deny the request to designate and fund these affordable housing units. Choosing this option would represent a departure from Innovative Housing Incentives Policy No. C09-002.

Your Administration is recommending Option 1.

## **POLICY IMPLICATIONS**

There are no policy implications.

## **FINANCIAL IMPLICATIONS**

The financing source of the 30 down payment grants (\$384,000) is the Affordable Housing Reserve. The City has a commitment from the Province to contribute \$5,000 per unit (\$150,000) towards these grants. The balance of the grant amount (\$234,000) will be returned to the Affordable Housing Reserve over a period of approximately five years through the designation of municipal and library property taxes.

The funding source for the capital grant of \$575,500 is the Affordable Housing Reserve from the 2012 allocation of \$1.2 million for affordable housing initiatives. To date, City Council has approved expenditures totalling \$448,259.50 from this allocation. Approval is pending for an application for two affordable rental projects totalling \$67,968. If all of these projects are approved, there will be approximately \$108,000 remaining for additional affordable housing projects to be completed in 2012. It is expected that the funding allocated in the MFSP will be fully committed to the end of 2013.

## **ENVIRONMENTAL IMPLICATIONS**

Innovative Residential Inc. is including heat recovery ventilators, Energy Star appliance packages, Energy Star windows and doors, Energy Star furnaces, Energy Star hot water heaters, upgraded R50 insulation in attic, dual flush toilets, rain sensing irrigation systems, water conserving landscape designs utilizing arid climate vegetation for reduced water consumption, common area commercial recycling bins, and insulated concrete foundations for reduced heat loss. The combined savings in utility costs are estimated at 25 percent over conventional construction.

## **PUBLIC NOTICE**

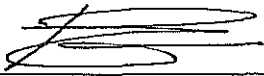
Public Notice, pursuant to Section 3 of the Public Notice Policy No. C01-021, is not required.




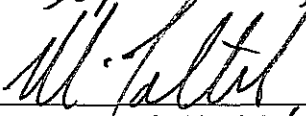
**ATTACHMENTS**

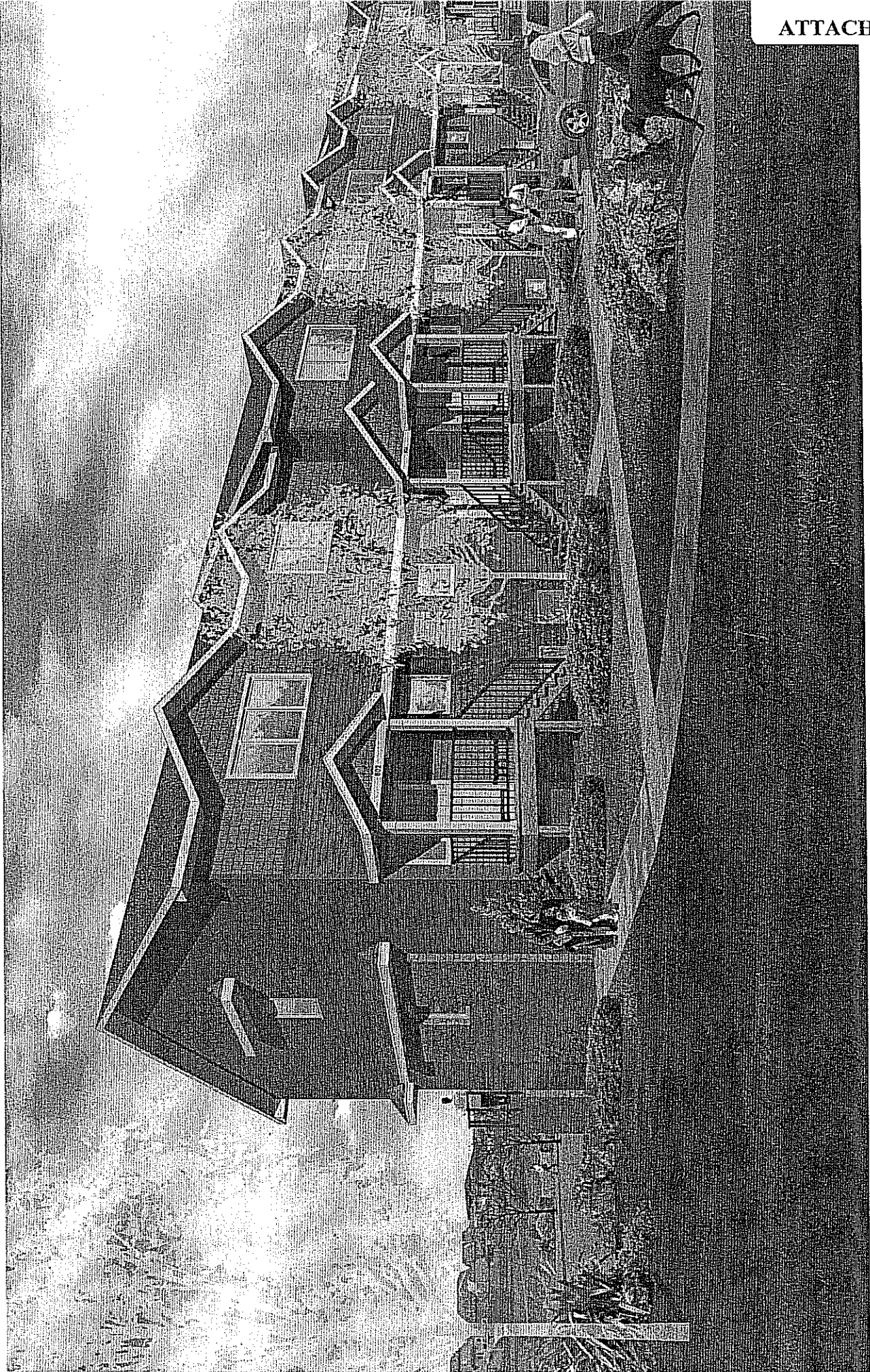
1. Sample Renderings for 1022 Hampton Circle
2. Site Plan for 1022 Hampton Circle

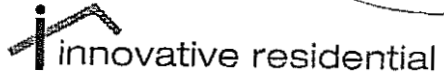
Written by: Daryl Sexsmith, Housing Analyst  
Neighbourhood Planning Section

Reviewed by:   
Randy Grauer, Manager  
Planning and Development Branch

Approved by:   
Paul Gauthier, General Manager  
Community Services Department  
Dated: September 30, 2011

Approved by:   
Murray Totland, City Manager  
Dated: Oct 7/11



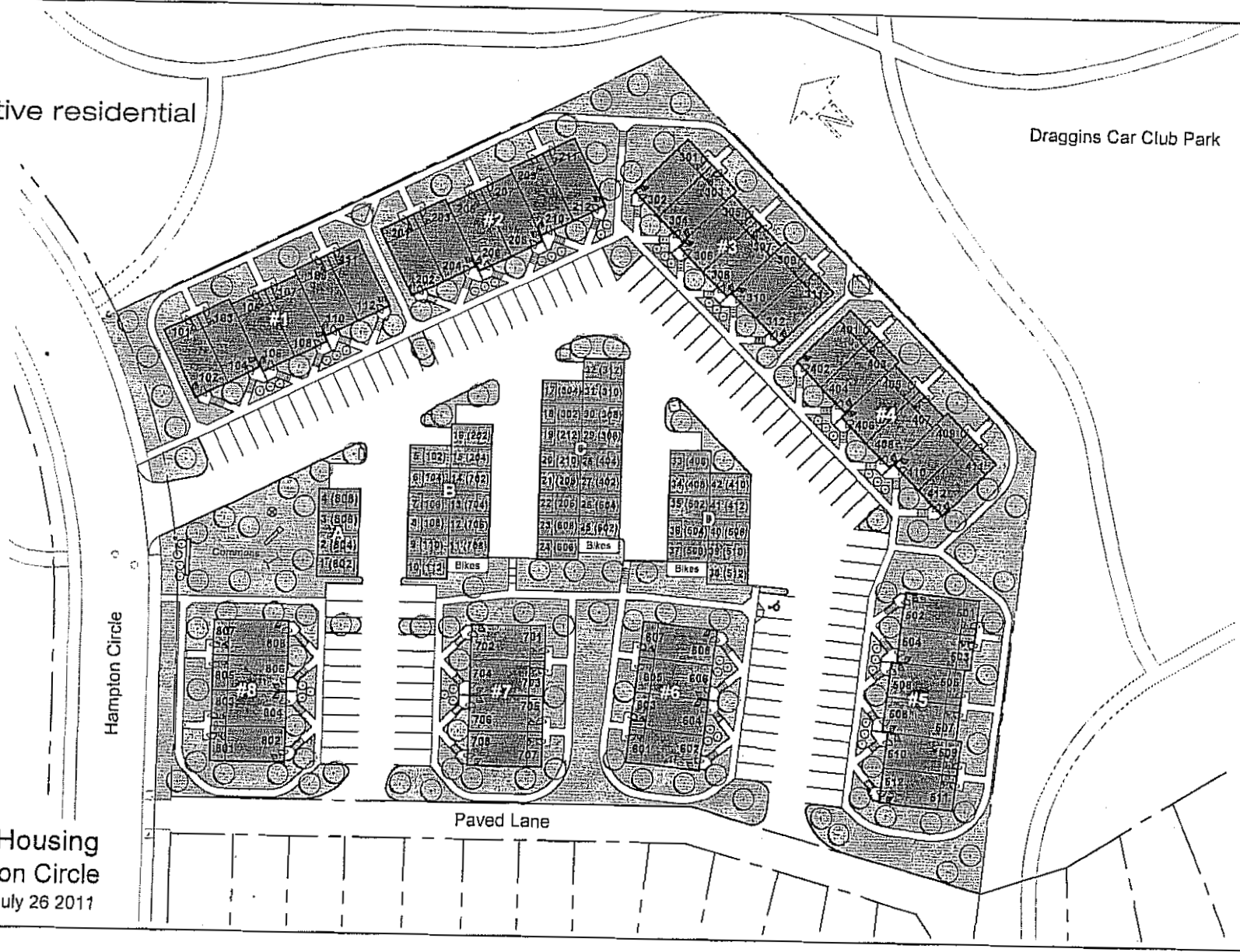


Draggins Car Club Park

Hampton Circle

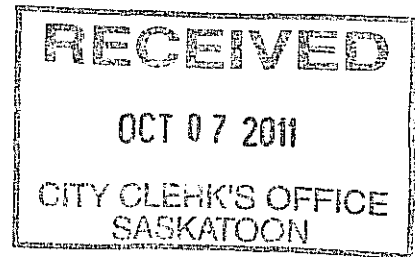
Paved Lane

Affordable Housing  
1022 Hampton Circle  
Artist's Concept, July 26 2011



6122-1 3.  
x 4205-9-3

**TO:** Secretary, Planning and Operations Committee  
**FROM:** General Manager, Community Services Department  
**DATE:** October 3, 2011  
**SUBJECT:** Parking Lots Adjacent to Mendel Art Gallery  
**FILE NO:** CK 6122-1, LS 6120-1, LS 4206-KI-1



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

### **BACKGROUND**

During its December 20, 2010 City Council meeting, Councillor Hill made the following enquiry:

“Would the Administration please report on equipping the parking lots near the Mendel Art Gallery with self-serve pay stations. The report should address the parking lots south of the gallery and west of the gallery (across Spadina Avenue).

The report should also focus on the long-term parkers, as well as recognizing a way to accommodate the legitimate users of the parking lots at no charge. The legitimate users could include, but are not limited to, people using the Mendel, local parks, Kinsmen Park rides, and the Meewasin Valley Authority trail system.”

In 2008, your Administration began to regularly monitor and enforce parking lots in Kinsmen Park at the following locations (see Attachment 1):

- Parking Lot No. 1: Four rows of parking in the parking lot located immediately north of the YWCA;
- Parking Lot No. 2: The cul-de-sac parking lot located between the Kinsmen Play Village and the softball diamonds; and
- Parking Lot No. 3: The parking lot adjacent to the Kinsmen Park Rides, west of the Mendel Art Gallery across Spadina Crescent.

All three of these parking lots have two-hour parking limits from Monday to Friday, 8 a.m. to 5 p.m. Violation for parking longer than two hours is a \$50 ticket with no option to reduce the amount if paid within ten days.

The parking lots located south of the Mendel Art Gallery have three-hour parking limits. These parking lots have not been regularly monitored and enforcement has been minimal.

This report will identify the short-term parking needs for people using the Mendel Art Gallery, local park and trail systems, Kinsmen Park Rides, and a long-term parking strategy in relation to the Master Plan for Kinsmen Park.

## REPORT

### Short-Term Parking Strategy

The parking lots in Kinsmen Park are utilized by park users year round, including the Saskatoon Nordic Ski Club, Mendel Art Gallery, Shakespeare on the Saskatchewan, and Kinsmen Park patrons. Prior to 2007, the Leisure Services Branch has been granting permission to the Saskatoon Health Region to utilize the parking lot next to the Kinsmen Park Rides as overflow parking approximately six days each month, during the months of October to April, for the new nurses' orientation training program. The Leisure Services Branch's understanding with the Saskatoon Health Region is that the City of Saskatoon (City) will monitor the parking situation at Kinsmen Park Rides, and if there are any concerns, the Saskatoon Health Region would be required to find alternate overflow parking.

The parking arrangement outlined above seems to be working as your Administration has not received any formal concerns about limited parking availability from the public that access the Mendel Art Gallery, YWCA, Saskatoon Community Village, or the Saskatoon Nordic Ski Club.

The Leisure Services Branch's short-term plan for the parking lots south of the Mendel Art Gallery is to adopt a two-hour parking limit from Monday to Friday, 8 a.m. to 5 p.m. and regularly monitor these public parking lots. Your Administration will install the appropriate signage this fall, issue warning slips for the first two weeks of enforcement, and issue parking tickets to all individuals in violation of parking beyond the allowable parking limit. Regular monitoring and enforcement of these parking lots will deter individuals who park all day and provide daytime parking availability to legitimate users of the Meewasin Valley Trail, Mendel Art Gallery, and Kinsmen Park. This change in parking restriction to the parking lots south of the Mendel Art Gallery will bring all four parking lots to the same parking standards.

### Long-Term Parking Strategy

Your Administration is continuing to establish and finalize the Kinsmen Park and Area Master Plan (Master Plan) that also includes the existing Mendel Art Gallery building and grounds, and the Shakespeare on the Saskatchewan site.

The Master Plan will propose and set up a process to renovate this site, in order to create a primary civic activity node that is place specific, memorable, and enjoyable for all ages. The functional program for Kinsmen Park and Area will consider users city wide, while continuing to support local communities, and the growing downtown population. The Master Plan will also integrate activities on both sides of Spadina Crescent. The fully connected site will address issues around safety, ease of access for all, traffic movement, and a long-term parking strategy.

Your Administration has referred all Kinsmen Park and Mendel Art Gallery site parking lot concerns to the Master Plan project. In consultation with stakeholders, park users, and residents, your Administration will create a long-term parking strategy during the detail design phase of the

project. The long-term parking strategy will compliment the Master Plan and look at all parking options, including meter parking, self-serve pay stations, and leasing agreements.

### **OPTIONS**

There are no options.

### **POLICY IMPLICATIONS**

There are no policy implications.

### **FINANCIAL IMPLICATIONS**

The cost to remove the existing parking lot signs and install the new two hour, Monday to Friday, 8 a.m. to 5 p.m. parking signs on the Mendel Art Gallery site is approximately \$1,000. There is no additional cost for enforcement as the City's Parking Enforcement Section of the Transportation Branch, Infrastructure Services Department, is already regularly monitoring and enforcing the parking lots located in Kinsmen Park. Any individuals who park longer than the two-hour parking limit will be subject to a \$50 parking ticket with no option to reduce the amount if paid within ten days.

### **STAKEHOLDER INVOLVEMENT**

In the process of developing the Master Plan, your Administration has received feedback through public consultation with Kinsmen Park users, City residents, and stakeholders including the Mendel Art Gallery, Shakespeare on the Saskatchewan, Saskatoon Nordic Ski Club, Meewasin Valley Authority, and Saskatoon Health Region.

### **ENVIRONMENTAL IMPLICATIONS**

There are no environmental and/or greenhouse gas implications.

### **PUBLIC NOTICE**

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

### **ATTACHMENT**

1. Kinsmen Park Parking Lots

Written by: Brad Babyak, Integrated Facility Supervisor

Reviewed by:

Cary Humphrey  
Cary Humphrey, Manager  
Leisure Services Branch

Approved by:

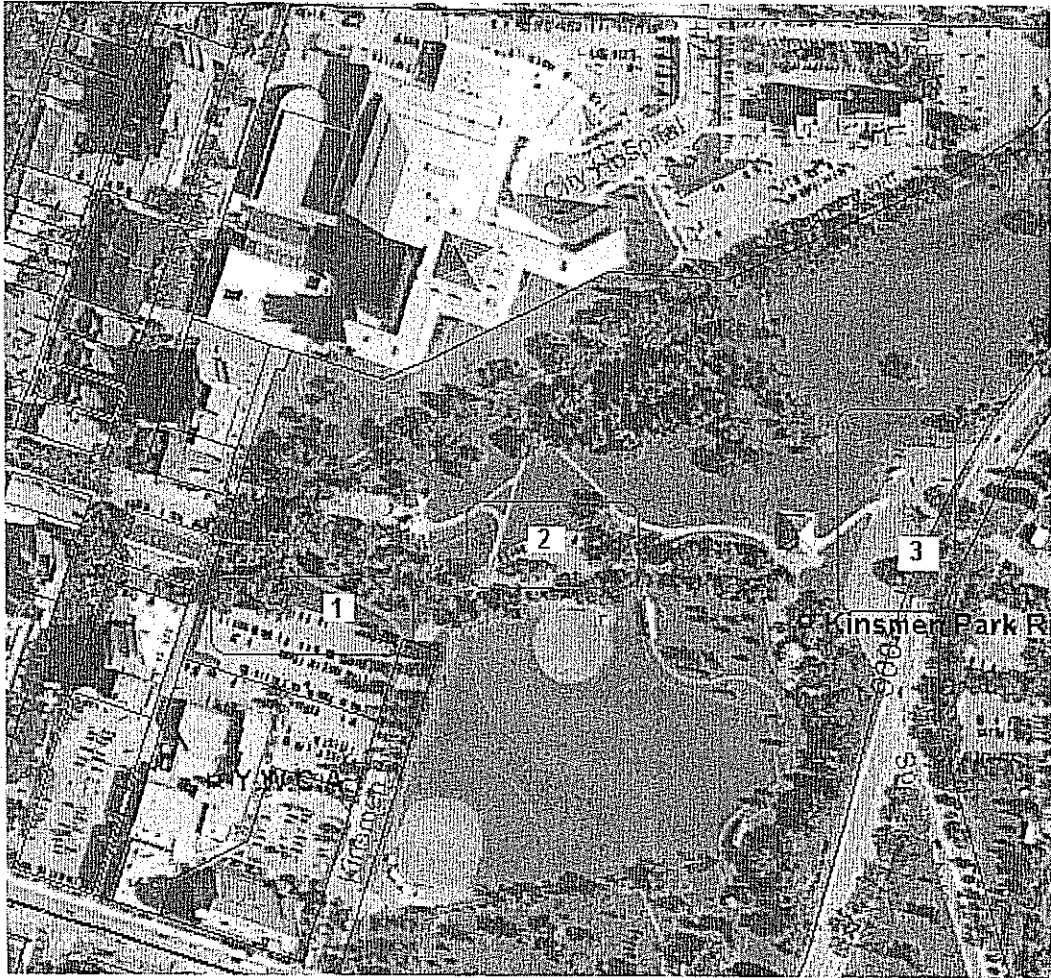
Paul Gauthier  
for Paul Gauthier, General Manager  
Community Services Department  
Dated: Oct. 7/11

cc: Murray Totland, City Manager

S:\Repons\LS\2011\2011 Committee\ P &O Parking Lots Adjacent to Mendel Art Gallery.doc\jn  
BF No.: 03-11



Kinsmen Park Parking Lots





His Worship the Mayor and City Council  
The City of Saskatoon

**REPORT**

of the

**ADMINISTRATION AND FINANCE COMMITTEE**

Composition of Committee

Councillor G. Penner, Chair  
Councillor D. Hill  
Councillor M. Heidt  
Councillor T. Paulsen

1. **Interior/Exterior Bus Advertising Contract  
Rawlco Radio Ltd. – June 27, 2011 Correspondence  
Re: Advertising on DART Buses  
(File No. CK. 1402-3)**

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- RECOMMENDATION:**
- 1) that the June 27, 2011 Rawlco Ltd. proposal to amend The Advertising Rights Agreement between Rawlco Radio Ltd. and the City of Saskatoon to include the placement of king boards on Transit's DART buses be approved; and
  - 2) that the City Solicitor be requested to make the necessary amendments to the existing Agreement.

Attached is a report of the General Manager, Utility Services Department dated September 27, 2011, regarding an amendment to the current Agreement between Rawlco Radio Ltd. and the City of Saskatoon to include the placement of king boards on Transit's DART buses.

Your Committee is pleased to forward this report to City Council for approval.

Report No. 11-2011  
Monday, October 24, 2011  
Administration and Finance Committee  
Page 2

**2. 2012 Property Tax Discount**  
**(File No. CK. 1920-2)**

**RECOMMENDATION:** that a discount rate of 0.375% be approved for the prepayment of 2012 taxes on or before January 31, 2012.

Attached is a report of the General Manager, Corporate Services Department dated October 12, 2011, regarding a discount rate for the prepayment of 2012 taxes on or before January 31, 2012.

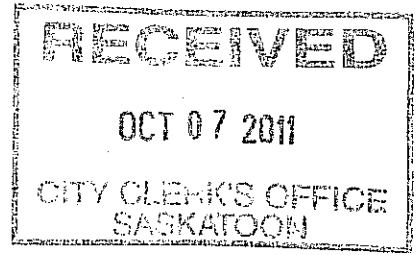
Your Committee supports the recommendation and wishes to note that the proposed discount rate of 0.375% is the same as the discount rate for 2011. A bylaw amendment is therefore not required.

Respectfully submitted,

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Councillor G. Penner, Chair

**TO:** Secretary, Administration and Finance Committee  
**FROM:** General Manager, Utility Services Department  
**DATE:** September 27, 2011  
**SUBJECT:** Interior/Exterior Bus Advertising Contract  
 Rawlco Radio Ltd. – June 27, 2011 Correspondence  
 Re: Advertising on DART Buses



**FILE NO.** WT 366-1

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**RECOMMENDATION:** that the Administration and Finance Committee recommend to City Council:

- 1) that the June 27, 2011 Rawlco Radio Ltd. proposal to amend The Advertising Rights Agreement between Rawlco Radio Ltd. and the City of Saskatoon to include the placement of king boards on Transit's DART buses be approved, and;
- 2) that the City Solicitor be requested to make the necessary amendments to the existing Agreement.

**BACKGROUND**

During its meeting held on September 29, 2008, City Council awarded a five year contract for interior and exterior bus advertising to Rawlco Radio Ltd. The contract gave Rawlco Radio Ltd. exclusive rights to sell and install advertising on the Transit fleet. The term of the contract commenced on October 1, 2008 and expires on September 30, 2013.

On June 27, 2011, the Administration received correspondence from Rawlco Radio Ltd (Attachment 1) proposing an amendment to the current Agreement between the two parties. In particular, Rawlco Radio Ltd. is requesting a change to the bus advertising contract to allow them access to advertise on all DART buses. The current Agreement excludes exterior advertising on the City's DART and Articulating buses.

**REPORT**

Sections 3.1 and 3.3 of The Advertising Rights Agreement between Rawlco Radio Ltd. and the City of Saskatoon excludes the placement of king boards and bus wraps on Transit's DART buses. Rawlco Radio Ltd. has proposed to place two (2) king boards on each of the City's thirty-three (33) DART units. This proposal does not include the placement of bus wraps on the DART buses.

**OPTIONS**

Do not amend the terms of The Advertising Rights Agreement. During the preparation of the contract terms, the Administration was reluctant to include the DART buses as part of the bus advertising inventory so as to build upon the public image of this new service. The DART bus

service has now been in operation for approximately five years, and the Administration does not anticipate any public confusion related to the addition of king board advertising on these units and service routes. The Administration does not recommend this option.

### **POLICY IMPLICATIONS**

There are no policy implications.

### **FINANCIAL IMPACT**

The financial terms of the current five year Agreement allows for minimum annual revenues to Saskatoon Transit of \$400,000 or 40% of gross advertising sales, whichever is greater. The contract also provides to Transit, at no cost, creative marketing strategies and creative services, advertising and/or promotion on Rawlco Radio and station promotions valued at \$71,170.

In the first year of the contract, Transit received the guaranteed minimum of \$400,000 and in the second year Transit received the guaranteed minimum and an additional \$35,584 (40% of Rawlco's gross revenue) for a total of \$435,584. Third year revenues from Rawlco will be received sometime following September 30, 2011.

Rawlco Radio's proposal to include king board advertising on the City's DART buses will increase the City's guaranteed fee for each of the final two years of the contract by \$16,500/year for a total of \$416,500 per annum. The proposal also states that any revenue generated through DART king board advertising would be included in the annual revenue totals to determine if there are any payments due in excess of the guaranteed amount. Therefore, the Administration expects a similar or better funding result as experienced in year two noted above.

### **PUBLIC COMMUNICATION PLAN**

The Administration is not required to undertake any initiatives to communicate this contract amendment to the general public.

### **ENVIRONMENTAL IMPLICATIONS**

There are no environmental and/or greenhouse gas implications.

### **PUBLIC NOTICE**

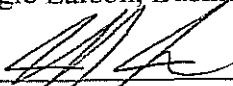
Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

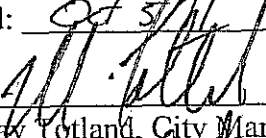
### **ATTACHMENTS**

1. Correspondence – Rawlco Radio Ltd.

Written by: Mitch Riabko, Transit Manager

Reviewed by: Angie Larson, Business Administrator, Utility Services Department

Approved by:   
Jeff Jorgenson, General Manager  
Utility Services Department  
Dated: Oct 5/11

Approved by:   
Murray Totland, City Manager  
Dated: Oct. 7/11

Rawlco Radio Request - Advertising on Dart Buses

June 27, 2011

Mr. Mitch Riabko  
Saskatoon Transit  
City of Saskatoon

Re: Advertising on Dart Buses

Further to our discussions regarding King advertising on the sides of Dart buses, we have detailed the proposal that was discussed.

We propose as follows:

- 1.) Rawlco Radio would gain access to place King advertising on all dart buses. At the present time, Rawlco can only place advertising on the tails of dart buses. Our understanding is that there are 33 dart buses with two king faces = 66 faces added to available inventory.
- 2.) Additional inventory to be available effective July 1, 2011.
- 3.) We would include any revenue in the existing agreement in place with the Saskatoon Transit, with the following modifications:
  - a. The guaranteed fee would be increased by \$16,500/annum (\$1,375.00 per month).
  - b. Any revenue generated through dart king advertising would be included in the annual revenue totals to determine if there are any payments due in excess of the guaranteed amount.

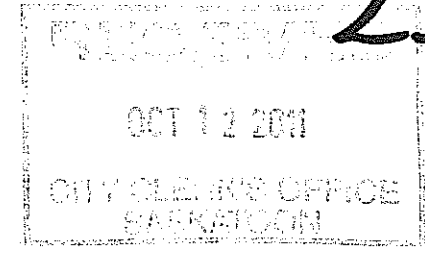
We hope that you will find this arrangement satisfactory.

Yours truly,

  
Rawlco Radio Ltd.

1920-2

2.



**TO:** Secretary, Administration and Finance Committee  
**FROM:** General Manager, Corporate Services Department  
**DATE:** October 12, 2011  
**SUBJECT:** 2012 Property Tax Discount  
**FILE NO:** CS. 1920-2

**RECOMMENDATION:** that the Administration and Finance Committee recommend to City Council:

- 1) that City Council consider a discount rate of 0.375% for the prepayment of 2012 taxes on or before January 31, 2012; and,
- 2) that the City Solicitor be requested to prepare the necessary bylaw amendments.

**REPORT**

Historically, the City has offered prepayment discounts to encourage the early payment of property taxes. Tax prepayments have totalled \$16,635,712, \$16,196,304, \$20,250,377 and \$20,328,342 in 2011, 2010, 2009 and 2008, respectively.

The Investment Committee recommends the discount for the prepayment of 2012 taxes as follows:

<u>Payments Made By</u>	<u>Discount Rate</u>	<u>Interest Rate Equivalent to June 30, 2012</u>
January 31, 2012	0.375 %	0.90 %

The discount rate for 2011 was 0.375% compared to discount rates of 0.125%, 0.875%, 1.125%, and 1.00% in 2010, 2009, 2008, and 2007, respectively. In 2006, the discount rate was 0.625% with 0.50% being the discount rate in 2005. A discount rate of 0.625% was used for 2002, 2003 and 2004.

The following schedule sets out various interest rates available to individuals in Saskatoon on October 11, 2011:

	<u>30 day</u>	<u>60 day</u>	<u>90 day</u>	<u>180 day</u>
Bank of Montreal	0.65	0.80	0.95	1.10
Bank of Nova Scotia	0.15	0.15	0.15	0.20
CIBC	0.40	0.50	0.50	0.75
Royal Bank	0.40	0.50	0.65	0.80
National Bank	0.40	0.50	0.55	0.70
TD Canada Trust	0.46	0.61	0.66	0.82
HSBC Bank Canada	0.40	0.50	0.65	0.80

<b>Average</b>	<b>0.41</b>	<b>0.51</b>	<b>0.60</b>	<b>0.74</b>
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The City of Saskatoon earns interest income on tax prepayments and taxpayers benefit from the prepayment discount. The rate is generally set so as to afford some benefit to the property owner while providing earnings to the corporation from an enhanced cash flow.

The Operating Budget reflects both the incremental investment income based on enhanced cash flow and an estimate for customer discounts. Taxpayers will be advised of the discount available for the early payment of taxes through the 2012 Tax Prepayment Notices.

### **ENVIRONMENTAL IMPLICATIONS**

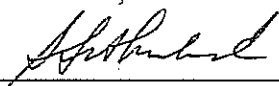
There are no environmental implications.

### **PUBLIC NOTICE**

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

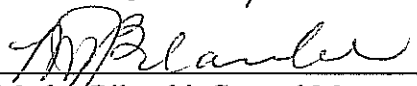
Written by: Murray Gronsdal, Investment Coordinator

Reviewed by:

  
 \_\_\_\_\_  
 Shelley Sutherland, City Treasurer

Dated: Oct 12/11

Approved by:

  
 \_\_\_\_\_  
 Marlys Bilanski, General Manager

Corporate Services Department

Dated: Oct 12/11



His Worship the Mayor and City Council  
The City of Saskatoon

**REPORT**  
of the  
**AUDIT COMMITTEE**

Composition of Committee

Councillor B. Dubois, Chair  
Councillor R. Donauer  
Councillor C. Clark  
Councillor M. Loewen

1. **Internal Audit Plan – 2011**  
**Garman, Weimer & Associates Ltd.**  
**(File No. CK. 1600-3)**

**RECOMMENDATION:** that the information be received.

The mandate of the Audit Committee states that one of the functions of the Committee shall be approving the annual and long-term corporate audit plans for internal audits and recommending same to Council.

Attached is the Corporate Audit Plan – Financial System Audits as provided by letter dated June 23, 2011 from Garman, Weimer & Associates Ltd. The report outlines the approved Audit Plan for 2011 as well as an additional 2 year plan that is provided as information at this time, as part of the current Internal Audit Services Agreement between the City of Saskatoon and Garman, Weimer & Associates Ltd. This Corporate Audit Plan has been reviewed with the auditor and approved by the Committee. The report can be found on the City of Saskatoon website at [www.saskatoon.ca](http://www.saskatoon.ca), click on “A” for Audit and then to Audit Reports.

Report No. 3-2011  
Audit Committee  
Monday, October 24, 2011  
Page 2

2. **Audit Report – Garbage Collection Revenue Collection System**  
**(File No. CK. 1600-11)**

**RECOMMENDATION:** that the information be received.

A process has been developed for release of summary reports on in camera audits that have been completed during the year. These one-page audit reports for in camera audits are released once the Executive Committee has completed its review of the audit report.

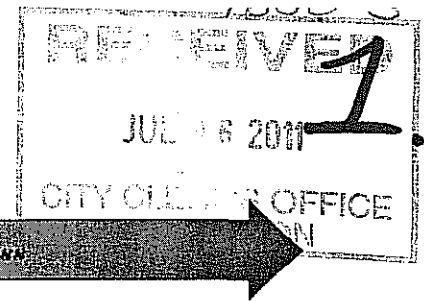
Attached is a one-page summary of the in camera Audit of the Garbage Collection Revenue Collection System, which was completed in 2011 and which was recently reviewed and received by the Executive Committee.

It should be noted that all audit reports that have been reviewed by City Council, including the summary reports, are available on the City's website under "A" for Audit Reports.

Respectfully submitted,

---

Councillor B. Dubois, Chair



June 23, 2011

City of Saskatoon – City Clerk's Office  
Attention: Secretary – Audit Committee  
222-3<sup>rd</sup> Avenue North  
Saskatoon, Saskatchewan S7K 0J5

**Internal Audit Plan – 2010-2014**

The Internal Audit Services Agreement (the Agreement) between the City of Saskatoon and Garman, Weimer & Associates Ltd. includes provision to provide 1,400 direct internal audit project hours per year and requires the development of a Corporate Audit Plan for the approval of the Audit Committee.

The attached Corporate Audit Plan was developed based on the provisions contained in the Agreement which only provides for the performance of financial system audits.

In order to assess the relative importance of potential audit areas and to objectively develop the Corporate Audit Plan, we undertook a formalized organization-wide financial system risk assessment as described in our February 2009 proposal for the provision of internal audit services.

Our intent is to have a Corporate Audit Plan that provides direction for the internal audit function but that is also flexible in allowing for the addition, deletion and substitution of projects based on changes in risk factors or at the request of the Administration or Audit Committee. Amendments to the Corporate Audit Plan will be tabled with the Audit Committee for approval and will be updated on annual basis.

At its meeting on June 22, 2011, the Audit Committee approved the year 2011 in the attached Corporate Audit Plan.

Respectfully submitted,

Nicole Garman, CA, CIA  
Garman, Weimer & Associates Ltd.  
(306) 373-7611

Ian Weimer, CMA  
Garman, Weimer & Associates Ltd.  
(306) 652-1852

Attachments: A – City of Saskatoon Corporate Audit Plan – Financial System Audits

**Attachment A: City of Saskatoon Corporate Audit Plan – Financial System Audits**

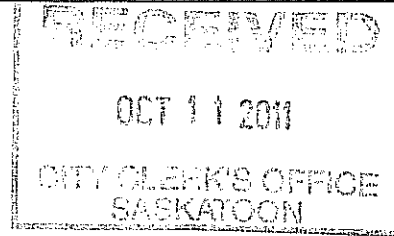
<b>Auditable Unit</b>	<b>Audit Type</b>	<b>Dept/Board</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
Follow-up 2009	Follow Up	AC	40	0	0
Follow-up 2010	Follow Up	AC	25	0	0
Follow-up 2011	Follow Up	AC	60	50	50
Federal/Provincial Grant Audits - 2010	Other	CS	50	0	0
Safeguarding Civic Facilities - Physical Access	Other	IS	125	0	0
Vehicles & Equipment	Payroll	IS	150	0	0
Saskatoon Light & Power	Payroll	US	175	0	0
Administration of City Grants - Leisure Services	Other	CY	125	0	0
Transit	Revenue	US	225	0	0
CUC Payroll	Payroll	CUC	225	0	0
Ticket Sales	Revenue	TCU	175	0	0
Land Branch Lease/Rental	Revenue	CY	125	0	0
Follow-up 2012	Follow Up	AC	0	125	0
Facilities - Ave P	Payroll	IS	0	175	0
Corporate Payroll	Payroll	CS	0	350	0
Sundry Accounts Receivable (SAR)	Revenue	CS	0	225	0
Mendel Art Gallery	Payroll	MAG	0	225	0
CUC Revenue	Revenue	CUC	0	250	0
Follow-up 2013	Follow Up	AC	0	0	125
TCU Place	Payroll	TCU	0	0	225
Cashier System	Revenue	CS	0	0	225
Parking Meter/Hooding/Permits	Revenue	IS	0	0	225
Point of Sale	Revenue	CY	0	0	225
Vehicles & Equipment	Inventory	IS	0	0	125
Event Contract Management and Compliance	Revenue	CUC	0	0	125
Golf Lounge	Inventory	CY	0	0	150
To Be Determined	Other	AC	0	0	20
<b>Audit Hours Allocated</b>			<b>1500</b>	<b>1400</b>	<b>1495</b>
<b>Prior Years Unallocated Audit Hours Carried Forward under/(over)</b>			<b>195</b>		
<b>Audit Hours Required</b>			<b>1400</b>	<b>1400</b>	<b>1400</b>
<b>Audit Hours under/(over)</b>			<b>95</b>	<b>0</b>	<b>-95</b>
<b>Cumulative Hours under/(over)</b>				<b>0</b>	

1600-12



June 22, 2011

City of Saskatoon – City Clerk’s Office  
Attention: Secretary – Audit Committee  
222-3<sup>rd</sup> Avenue North  
Saskatoon, Saskatchewan S7K 0J5



**Audit Report – Garbage Collection Revenue Collection System**

The 2010-2011 Corporate Audit Plan included provision to conduct a financial system audit of the Garbage Collection revenue collection system. This financial system had not been subject to an internal audit in the past.

The Environmental Services Branch provides garbage collection services for certain customers under contract (e.g., commercial establishments, apartment buildings, condominiums, churches, care homes, residences that desire service in excess of that provided through regular residential garbage collection, civic facilities, etc.). The fees charged for these services can include container rental charges (based on the size of the container) and/or pickup charges (based on the size of the container and the nature of the collection – regularly scheduled or special unscheduled). Fees are approved by City Council and included in Bylaw No. 8310 “The Waste Bylaw, 2004.”

The Solid Waste Information Management (SWIM) System, in use since 1995, is used to track customer accounts (e.g., pick up location, collection frequency, size/type of container rental (if any), billing information, etc.) and generate Sundry Accounts Receivable (SAR) invoices. Customers are invoiced quarterly and approximately 500 invoices are issued each quarter.

The objective of the audit was to determine whether adequate controls are in place to ensure:

- Complete, accurate and timely billing and collection of revenues, and
- Opportunities for theft, fraud and misappropriation are minimized.

Management is currently working on implementation of the recommendations.

Respectfully submitted,

Nicole Garman, CA, CIA  
Garman, Weimer & Associates Ltd.  
(306) 373-7611

His Worship the Mayor and City Council  
The City of Saskatoon

**REPORT**  
**of the**  
**EXECUTIVE COMMITTEE**

Composition of Committee

His Worship Mayor D. Atchison, Chair  
Councillor C. Clark  
Councillor R. Donauer  
Councillor B. Dubois  
Councillor M. Heidt  
Councillor D. Hill  
Councillor M. Loewen  
Councillor P. Lorje  
Councillor T. Paulsen  
Councillor G. Penner

**1. Highway Traffic Board**  
**(File No. CK. 307-1)**

- RECOMMENDATION:**
- 1) that Administration be directed to continue working with the taxi industry to refer any issues that arise to the Highway Traffic Board (HTB) for enforcement of its regulations; and
  - 2) that a letter be sent to the Minister of Highways, Province of Saskatchewan, ensuring the Minister is aware of the concerns regarding differentiation between limousine and taxi work.

Your Committee has considered and supports the attached report of the General Manager, Corporate Services Department dated September 20, 2011.

**2. Sunday Meter Parking Rates**  
**(File No. CK. 6120-3)**

- RECOMMENDATION:**
- 1) that parking fees be charged for parking at meters on Sundays, from 9:00 a.m. to 6:00 p.m., at a rate of \$2.00 per hour;
  - 2) that the City Solicitor be requested to prepare the necessary amendment to the Traffic Bylaw, 7200, to reflect the changes as outlined in this report; and
  - 3) that the bylaw changes come into effect January 1, 2012.

Your Committee has considered and supports the attached report of the General Manager, Infrastructure Services Department dated October 3, 2011.

Respectfully submitted,

---

His Worship Mayor D. Atchison, Chair

1.

**TO:** Secretary, Executive Committee  
**FROM:** General Manager, Corporate Services Department  
**DATE:** September 20, 2011  
**SUBJECT:** Highway Traffic Board Regulation of Limousines  
**FILE NO:** CS.307-1

---

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

- 1) that Administration be directed to continue working with the taxi industry to refer any issues that arise to the Highway Traffic Board (HTB) for enforcement of its regulations; and
- 2) that a letter be sent to the Minister of Highways, Province of Saskatchewan, ensuring the Minister is aware of the concerns regarding differentiation between limousine and taxi work.

### **BACKGROUND**

At its meeting held on June 20, 2011, the Executive Committee, when dealing with a report regarding the above matter, resolved that the Administration be requested to prepare, for the Committee's review, a letter to the Minister of Highways expressing the City's concerns regarding enforcement.

### **REPORT**

Subsequent to the above meeting, at which a report (Attachment 1) was submitted, your Administration received a copy of a letter (Attachment 2) sent to all holders of Operating Authorities.

The letter provides the conclusions that:

1. The Board will not set a minimum fee;
2. The Board will direct that Criminal Records be made available on demand, and this direction will be included with Operating Authority Certificate (OAC) applications;
3. The Board will direct that trip logs will be made available upon request; and
4. The Board will pursue enforcement of the new regulations with local police and/or other peace officers.

Your Administration supports the requirement for Criminal Record Checks for limousine operators and hopes that limousine company owners will make it a requirement of all drivers in their employ.



In light of the above, your Administration has prepared a letter for review (Attachment 3).

### **OPTIONS**

Executive Committee has the option to withhold the letter to the Minister of Highways and Infrastructure at this time.

### **POLICY IMPLICATIONS**

There are no policy implications.

### **FINANCIAL IMPLICATIONS**

There are no financial implications.

### **STAKEHOLDER INVOLVEMENT**

Feedback and concerns from members of the taxi industry have been received.

### **ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications.

### **PUBLIC NOTICE**

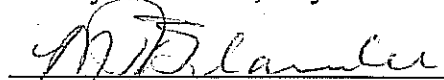
Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

### **ATTACHMENTS**

1. Copy of a report, dated May 30, 2011, from the General Manager of Corporate Services to the Executive Committee.
2. Copy of a letter dated June 29, 2011, from Mr. David Wilton, Chairperson of the Highway Traffic Board, to holders of Provincial Operating Authority Certificates.
3. Draft of a letter to the Minister of Highways and Infrastructure.

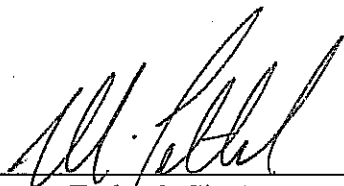
Written by: Shelley Sutherland, City Treasurer

Approved by:



Marlys Bilanski, General Manager  
Corporate Services Department

Dated: 00 3/11

Approved by:   
Murray Totland, City Manager  
Dated: Oct 3/11

copy: City Manager  
Exec HTB report Oct 11.doc

**FILE COPY**

**TO:** Secretary, Executive Committee  
**FROM:** General Manager, Corporate Services Department  
**DATE:** May 30, 2011  
**SUBJECT:** Highway Traffic Board Regulation of Limousines  
**FILE NO:** CS.307-1

---

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

### **BACKGROUND**

Taxis are regulated by the City, and each taxi must have a City taxi license. Limousines are regulated by the Province, and each limousine company must have a valid Operating Authority Certificate issued by the Highway Traffic Board (HTB).

Historically, limousine services in Saskatoon had been limited to weddings, graduations, etc. and there had been no real competition between taxi operators and limousine operators. In the past two years, this has begun to change and limousine services have begun to include work that has traditionally been done by the taxi industry. This change has been the cause of some concern in the taxi industry in Saskatoon.

### **REPORT**

In late 2009, the City of Saskatoon and the HTB received a number of complaints regarding the operations of specific holders of provincially approved Operating Authority Certificates (OAC). These led to discussions regarding the effectiveness and clarity of OAC restrictions. The HTB received opposition to an application for amendments to one specific OAC, and the Board scheduled a public hearing at which the applicant and those opposing were given opportunity to speak. HTB delivered its decision on that issue in December 2009 and acknowledged in this written decision that several questions had been referred to the Board for future clarification. These included the definitions of 'luxury class vehicle' and 'charter' and by whom a pre-booking may be arranged.

To enable stakeholder input to the decisions, the HTB Chairperson invited current OAC holders to a pair of meetings held in Saskatoon and Regina in January of 2010. The City of Saskatoon, as regulator of the taxi industry, is recognized as a stakeholder in the process, and your Administration was also invited.

Your Administration submitted that taxi licenses should be used to fulfil traditional taxi transportation needs, and the ideal environment is one conducive to a well-functioning taxi industry that provides an adequate level of service to the public, as well as profitability for the drivers. It had been Administration's hope that the Highway Traffic Board decision would contribute to stability in both the limousine and taxi industries by providing:

- clear distinctions between 'limousine work' and 'taxi work';

- limits on numbers of vehicles which may be used under one Operating Authority Certificate (OAC);
- clearly defined rules and regulations to which members of the industry and general public can refer;
- enforcement of the regulations.

Your Administration had also asked the consultant who completed studies of the taxi industries in both Saskatoon and Regina, to review this issue. As indicated in the report of the General Manager, Corporate Services Department to the November 22, 2010, meeting of City Council, Dr. Mundy's recommendation was that the Cities of Saskatoon and Regina send a request to the Highway Traffic Board to consider establishing a minimum fare (at a rate substantially higher than that of an average taxi fare) for all vehicles providing service under a provincial operating authority.

As noted in that report, the response of Mr. David Wilton, Chair of the Highway Traffic Board, was that the Board has been working on definitions of the terms of the Operating Authorities and believed these definitions would sufficiently clarify the rules under which vehicles could operate. Your Administration was not provided any details as to what the definitions would be; only that they would become part of the Board regulations and filed with the Ministry of Justice in early 2011 at which time your Administration would receive a copy.

As result of a follow up call to HTB in February 2011, it was learned that a meeting was being scheduled with some members of the taxi industry on March 7, 2011. It was HTB's intention that the new regulations would be presented and discussed at that meeting, and your Administration was invited to attend. A further follow-up meeting to which OAC holders were also invited was held on May 10, 2011.

#### *The Operating Authority Regulations, 2011*

The HTB provides regulations for limousine service throughout the province, and this adds a layer of complexity in that the regulations are intended to be applicable in all jurisdictions. It is difficult to have one set of regulations that address the needs in all sizes of markets. It is evident the Board put a great deal of thought into the definitions presented in the *The Operating Authority Regulations, 2011* (Attachment 1). Your Administration is concerned, however, that the regulations may not provide the required level of differentiation between limousine work and taxi work. However, the HTB has assured us that their interpretation of the regulations should eliminate some of the issues Saskatoon has seen. The Board has also assured us of its commitment to enforce the new regulations.

To summarize briefly, the regulations provide detailed definitions of two types of certificates that may be approved:

### *Class A Certificate*

- Entitles the holder to operate one of the following services: limousine, luxury-class passenger, black car or airport-on-demand service.
- Black cars are defined as a 'four-door sedan type'
- Airport-on-demand as a vehicle service for hire that collects passengers at the airport and transports them to a destination directed by the passenger. Further, this service is not required to be pre-booked or chartered.

### *Class B Certificate*

- Entitles the holder to operate a service designated by the board.
- Requires service to be a pre-booked or chartered service and the passenger hiring the vehicle must be collected at a predetermined location

Within the regulations, pre-booked is defined as "means to arrange, in advance of the need for the service, the hire of the service"

While your Administration does not believe this to be the intent, concerns were raised at both meetings that the creation of a Class B Certificate, as defined in these regulations, may be seen as enabling a parallel taxi-like industry. Another concern was that drivers under these services are not required to have a city-issued license or a criminal record check. At the meeting of May 10, 2011, current holders of Operating Authority Certificates did not believe a minimum fare is required but welcomed future enforcement of these regulations.

Again, the HTB Chairperson provided his assurances that the regulations would be enforced, and that, if they are not working, the regulations would be reviewed.

### **POLICY IMPLICATIONS**

There are no policy implications.

### **FINANCIAL IMPLICATIONS**

There are no financial implications.

### **ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications.

### **PUBLIC NOTICE**

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

ATTACHMENT

1. The Operating Authority Regulations, 2011.

Written by: Shelley Sutherland, City Treasurer

Approved by: 

Marlys Bilanski, General Manager  
Corporate Services Department

Dated: June 6/11.

Approved by: 

*fa* Murray Potland, City Manager

Dated: June 6/11

copy: His Worship the Mayor  
Exec HTB rules June 11.doc

*The*  
*Operating Authority*  
*Regulations, 2011*

*being*

Chapter T-18.1 Reg 8 (effective January 31, 2011).

**NOTE:**

This consolidation is not official. Amendments have been incorporated for convenience of reference and the original statutes and regulations should be consulted for all purposes of interpretation and application of the law. In order to preserve the integrity of the original statutes and regulations, errors that may have appeared are reproduced in this consolidation.

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## CHAPTER T-18.1 REG 8

### *The Traffic Safety Act*

#### **Title**

- 1 These regulations may be cited as *The Operating Authority Regulations, 2011*.

#### **Interpretation**

- 2 In these regulations:

- (a) "Act" means *The Traffic Safety Act*;
- (b) "airport-on-demand service" means a vehicle service for hire that collects passengers at the airport and transports them to a destination directed by the passenger;
- (c) "application" means an application for a certificate that is in a form specified by the board;
- (d) "black car" means a four-door sedan-type vehicle intended for hire that:
  - (i) has seating capacity for no more than four passengers;
  - (ii) is operated by a chauffeur;
  - (iii) is the object of a valid stage 2 inspection certificate issued pursuant to section 4 of *The Vehicle Inspection Regulations, 2001*;
  - (iv) subject to subsection 6(4), has no markings on the vehicle to indicate it is a vehicle for hire;
  - (v) is not equipped with a taxi meter or any equipment designed to calculate a passenger fare based on distance travelled;
  - (vi) is not equipped with a dispatch device, two-way radio or mobile data terminal whereby the vehicle is matched with or directed to a passenger seeking to purchase transportation; and
  - (vii) is used exclusively for the transportation of passengers;
- (e) "certificate" means an operating authority certificate;
- (f) "charter" means an agreement to provide prearranged transportation for hire for the exclusive and temporary use of a passenger from a common point to a common destination;
- (g) "chauffeur" means a person:
  - (i) who is the holder of a valid class 4 driver's licence issued by the administrator;
  - (ii) is dressed in either business attire or a tuxedo; and
  - (iii) operates a vehicle for the purpose of transporting passengers;

- (h) "Class" means, with respect to a vehicle, a Class established pursuant to *The Vehicle Classification and Registration Regulations*;
- (i) "express" means wares, merchandise and other commodities transported by a vehicle;
- (j) "limousine" means a stretch limousine, sport utility limousine or limousine bus-type vehicle intended for hire that:
- (i) has seating capacity for six or more passengers;
  - (ii) is operated by a chauffeur;
  - (iii) is the object of a valid stage 2 inspection certificate issued pursuant to section 4 of *The Vehicle Inspection Regulations, 2001*;
  - (iv) subject to subsection 6(4), has no markings on the vehicle to indicate it is a vehicle for hire;
  - (v) is not equipped with a taxi meter or any equipment designed to calculate a passenger fare based on distance travelled;
  - (vi) is not equipped with a dispatch device, two-way radio or mobile data terminal whereby the vehicle is matched with or directed to a passenger seeking to purchase transportation; and
  - (vii) is used exclusively for the transportation of passengers;
- (k) "luxury-class passenger vehicle" means a sedan or sport utility-type vehicle, other than a minivan, intended for hire that:
- (i) has seating capacity for not more than seven passengers;
  - (ii) is operated by a chauffeur;
  - (iii) is the object of a valid stage 2 inspection certificate issued pursuant to section 4 of *The Vehicle Inspection Regulations, 2001*;
  - (iv) subject to subsection 6(4), has no markings on the vehicle to indicate it is a vehicle for hire;
  - (v) is not equipped with a taxi meter or any equipment designed to calculate a passenger fare based on distance travelled;
  - (vi) is not equipped with a dispatch device, two-way radio or mobile data terminal whereby the vehicle is matched with or directed to a passenger seeking to purchase transportation; and
  - (vii) is used exclusively for the transportation of passengers;
- (l) "notice of opposition" means a written notice of opposition to an application;
- (m) "passenger-directed" means that the passenger determines where he or she will be transported;
- (n) "pre-book" means to arrange, in advance of the need for the service, the hire of the service;

- (o) "taxi" means a vehicle for hire that:
- (i) is registered in Class PT; and
  - (ii) is equipped with a taxi meter or equipment designed to calculate a passenger fare based on distance travelled.

11 Feb 2011 cT-18.1 Reg 8 s2.

**Exemption from certificate**

3 A person is exempt from the requirement of obtaining a certificate in connection with a vehicle that:

- (a) is registered in Class A, C, D, F, GC, L, LT, LV, PC, PS, PT, PV, T or TS; or
- (b) is used to transport goods owned by the registered owner of the vehicle.

11 Feb 2011 cT-18.1 Reg 8 s3.

**Application for certificate**

4(1) An applicant for a certificate shall apply in accordance with the procedures set out in this section.

(2) An applicant shall file:

- (a) an application with the board in the manner specified by the board; and
- (b) pay to the board the fee required by this section.

(3) An applicant for a certificate shall pay the following fees:

- (a) subject to clauses (c) and (d), \$180 in the case of an application for a new certificate;
- (b) \$35 in the case of an application for an amendment to an existing certificate;
- (c) \$50 in the case of an application where there is no existing passenger service or passenger and express service in the area that is the subject of the application;
- (d) \$50 for a certificate to transport passengers, or passengers and express, on a route, in the case of an application to discontinue passenger service or passenger and express service.

(4) On receipt of an application, the board shall publish a notice in the Gazette describing the application and fixing a date, not less than 21 days from the date of publication of the notice, within which a notice of opposition to the application may be filed with the board.

(5) If, on or before the date fixed in accordance with subsection (4), a notice of opposition to the application has been filed with the board, the board shall hold a public hearing.

(6) The board may dispense with the holding of a public hearing pursuant to subsection (5) if:

- (a) the applicant for a certificate withdraws or abandons the application;
- (b) all persons who have filed a notice of opposition to the application withdraw those notices; or
- (c) a notice of opposition has not been filed with the board.

(7) Every hearing held by the board with respect to an application must be open to the public, and the board shall hear all persons who have filed with the board a notice of opposition.

(8) The board may exempt any applicant for a certificate or class of applicants for certificates from complying with this section if the board considers it to be in the public interest to do so.

11 Feb 2011 cT-18.1 Reg 8 s4.

**Temporary certificates**

5(1) At the request of an applicant, the board may issue a temporary certificate to an applicant for either a Class A or B operating authority.

(2) A temporary certificate is to be valid for a period of more than 14 days but not more than one year.

(3) A request for a temporary certificate must:

- (a) be in writing;
- (b) set out reasons why a temporary certificate is required; and
- (c) include any statements of shippers and consignees supporting this request.

(4) The board may:

- (a) conduct any inquiry that it considers appropriate with respect to an application for a temporary certificate; and
- (b) require the applicant to submit any information, in addition to that set out in subsection (3), that the board consider appropriate.

(5) Notwithstanding this section, the board may issue a temporary certificate without any of the requirements of this section being fulfilled if the board considers it to be in the public interest to do so.

11 Feb 2011 cT-18.1 Reg 8 s5.

**Class A certificates**

6(1) After reviewing an application pursuant to section 4, the board may issue the applicant with a Class A certificate that entitles the holder to operate one of the following services:

- (a) a limousine service;
- (b) a luxury-class passenger vehicle service;
- (c) a black car service; or
- (d) an airport-on-demand service.

- (2) The following conditions must be met by the holder of a Class A certificate:
- (a) the vehicle used to provide the services mentioned in subsection (1) must:
    - (i) if the service is a limousine service, be a limousine;
    - (ii) if the service is a luxury-class passenger vehicle service, be a luxury-class passenger vehicle;
    - (iii) if the service is a black car service, be a black car; and
    - (iv) if the service is an airport-on-demand service, be a black car;
  - (b) the service provided to the passenger must not be obtained by the passenger hailing, signalling, or attracting the attention of the vehicle operator while the vehicle is being operated on any street, highway or road in Saskatchewan;
  - (c) subject to subsection (3), the service provided must be a pre-booked or chartered service and the passenger hiring the vehicle must be collected at a predetermined location; and
  - (d) the service provided is a passenger-directed service.
- (3) An airport-on-demand service is not required to be pre-booked or chartered.
- (4) A vehicle with respect to which a Class A certificate has been issued may be fitted with a sign displaying the name of the person that is providing the transportation service but only if:
- (a) there is only one sign;
  - (b) the sign is located on the back window of the vehicle; and
  - (c) the text on the sign is not greater than 63.5 millimetres in height.

11 Feb 2011 cT-18.1 Reg 8 s6.

#### Class B certificates

7(1) After reviewing an application pursuant to section 4, the board may issue the applicant with a Class B certificate that entitles the holder to operate a service designated by the board.

- (2) The following conditions must be met by the holder of a Class B certificate:
- (a) any vehicle used to provide the service must be the object of a valid stage 2 inspection certificate issued pursuant to section 4 of *The Vehicle Inspection Regulations, 2001*;
  - (b) any vehicle used to provide the service must not be equipped with a taxi meter or any equipment designed to calculate a passenger fare based on distance travelled;
  - (c) the service provided to the passenger must be a pre-booked or chartered service and the passenger hiring the vehicle must be collected at a predetermined location;
  - (d) the service provided to the passenger must not be obtained by the passenger by hailing, signalling, or attracting the attention of the vehicle operator while the vehicle is being operated on any street, highway or road in Saskatchewan;

(e) the service provided to the passenger must comply with any other conditions, limitations or restrictions imposed on the holder of the operating authority by the board, including but not limited to the following:

- (i) the hours during which the service may be provided;
- (ii) the number of passengers that may be transported at one time;
- (iii) the type of vehicle that may be used to provide the service;
- (iv) the area of Saskatchewan in which the service shall be provided;
- (v) if required by the board, the use of a chauffeur to operate the service.

11 Feb 2011 cT-18.1 Reg 8 s7.

**R.R.S. cM-21.2 Reg 1 repealed**

8 *The Operating Authority Regulations, 1990* are repealed.

11 Feb 2011 cT-18.1 Reg 8 s8.

**Coming into force**

9 These regulations come into force on the day on which they are filed with the Registrar of Regulations.

11 Feb 2011 cT-18.1 Reg 8 s9.



HIGHWAY TRAFFIC BOARD

SAFETY FIRST  
FOR SASKATCHEWAN1550 Saskatchewan Drive  
Regina, Saskatchewan  
Canada S4P 0E4  
Phone: (306) 775-6674  
Fax: (306) 775-6618  
www.highwaytrafficboard.sk.ca

June 29, 2011

Dear Operating Authority Holder:

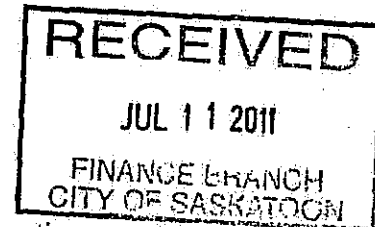
The Highway Traffic Board, pursuant to Section 95 of *The Traffic Safety Act*, made *The Operating Authority Regulations, 2010* following discussions with stakeholders in the previous year.

Due to concerns raised following the new regulations coming into effect, the Board again met with stakeholders in May 2011 to discuss the following issues:

1. Setting a minimum fee for OAC holders;
2. Criminal Record checks for OAC holders and operators;
3. Trip logs to be maintained by OAC holders; and,
4. Enforcement of the regulations.

With respect to setting a minimum fee, it should be noted that:

1. British Columbia: has no minimum rates for limousines
2. Alberta:
  - a) Edmonton – minimum rate for limos is \$75 for first hour or portion thereof, and \$20 for each additional 30 minutes
  - b) Calgary – minimum rate for limos is \$60
3. Manitoba: a taxicab board sets minimum and maximum rates for limos and executive cars dependent on time charges and direct trip charges.



That said, it was apparent that stakeholders in Regina were not supportive of setting a minimum fee. Stakeholders in Saskatoon voted against setting a minimum fee.

The Highway Traffic Board has discussed the above issues and has concluded that:

1. The Board will not set a minimum fee.
2. The Board will direct that Criminal Records be made available on demand, and this direction will be included with OAC applications.
3. The Board will direct that trip logs will be made available upon request.
4. The Board will pursue enforcement of the new regulations with local police and/or other peace officers.

Yours truly,

David Wilton  
Chairperson

September 16, 2011

Honourable Jim Reiter, Minister  
Highways and Infrastructure  
Government of Saskatchewan  
Room 204, Legislative Building  
2405 Legislative Drive  
Regina, SK S4S 0B3

Dear Minister Reiter:

**Re: Highway Traffic Board Operating Authority Certificates**

As you are aware, limousines are regulated by the Highway Traffic Board (HTB), and taxis are regulated by the City of Saskatoon. Each limousine company must have a valid Operating Authority Certificate (OAC) issued by the HTB, and each taxi must have a City of Saskatoon taxi license. Historically, limousine services in Saskatoon had been limited to weddings, graduations, etc. with no real competition between taxi operators and limousine operators. In the past two years, this has begun to change and limousine services have begun to include work that has traditionally been done by the taxi industry. This change has been the cause of some concern in the taxi industry in Saskatoon.

In 2009, the City of Saskatoon and the HTB received a number of complaints regarding the operations of specific holders of provincially approved OACs. These led to discussions regarding the effectiveness and clarity of OAC restrictions culminating in *The Operating Authority Regulations, 2011*, effective January 31, 2011.

The City of Saskatoon as regulator of the taxi industry and a stakeholder in the process was invited to provide input to the process. A well-functioning taxi industry plays an integral role in a City's transportation network, and in the belief that taxi licenses should be used to fulfil traditional taxi transportation needs, we submitted that HTB regulations would contribute to stability in both the limousine and taxi industries by providing:

- clear distinctions between 'limousine work' and 'taxi work'
- limits on numbers of vehicles which may be used under one Operating Authority Certificate (OAC)
- clearly defined rules and regulations to which members of the industry and general public can refer
- enforcement of the regulations

An internationally recognized consultant who completed studies of the taxi industries in both Saskatoon and Regina recommended that the Cities request that the HTB consider establishing a minimum fare (at a rate substantially higher than that of an average taxi fare) for all vehicles



providing service under a provincial operating authority. The Chair of the HTB responded that stakeholders at the public meetings had not raised a minimum fare as an issue, and it would therefore not be pursued. Further, current OAC holders were not in favour of a minimum fare. The Chair further stated the belief that the definitions would sufficiently clarify the rules under which vehicles could operate.

*The Operating Authority Regulations, 2011*, effective January 31, 2011 does provide clear definitions. However, our concern is that the regulations may not provide the required level of differentiation between limousine work and taxi work. For example, the creation of a Class B Certificate, as defined in these regulations, may be seen as enabling a parallel taxi-like industry. While we do not believe this to be the intent, we understand the concern in that:

- Class B regulations include no restrictions on types or numbers of vehicles.
- Class B regulations do not preclude the use of two-way radios. (However, in the cell-phone age, the lack of two-way radios is not a deterrent to communication.)
- The definition of pre-booking as 'to arrange, in advance of the need for the service, the hire of the service.' does not specify a time period. With no time requirement, it is not clear how this is different from calling a taxi dispatch company.

The Chair of the HTB is confident that the regulations will serve to provide clear differentiation between taxi and limousine work. In the absence of a clear time specification in the definition of pre-booking and no minimum fare established for limousines, it is our concern that a certain amount of "gray area" exists. The Board Chair has provided assurances the regulations will be enforced, and that should issues arise, the Board would be willing to review the regulations.

The City of Saskatoon appreciates the work of the Highway Traffic Board in attempting to address the concerns of the Saskatoon taxi industry. We do, however, want to ensure the Minister is aware of our concerns, that the HTB is enforcing the regulations, and that in the event of further complaints, the regulations will be reviewed.

Yours truly,

**Donald J. Atchison**  
Mayor

/ss

**TO:** Secretary, Executive Committee  
**FROM:** General Manager, Infrastructure Services Department  
**DATE:** October 3, 2011  
**SUBJECT:** Enquiry – Councillor M. Heidt (March 3, 2008)  
 Sunday Metered Parking  
 AND  
 Sunday Meter Parking Revenue  
 AND  
 Parking Meter Rates  
**FILE NO:** IS 6120-3

---

**RECOMMENDATION:** that the following report be submitted to City Council recommending:

- 1) that parking fees be charged for parking at meters on Sundays, from 9:00 a.m. to 6:00 p.m., at a rate of \$2.00 per hour; and,
- 2) that the City Solicitor be requested to prepare the necessary amendment to the Traffic Bylaw, 7200, to reflect the changes as outlined in this report; and,
- 3) that the bylaw changes come into effect January 1, 2012.

**BACKGROUND**

The following enquiry was made by Councillor Heidt at the meeting of City Council held on March 3, 2008:

“Would the Administration please look at enforcing the two-hour parking at meters on Sundays and holidays.

I have had a few complaints, as well as observing parking problems on Sundays with people parking all day at a metered parking stall.”

The Executive Committee, at its special service review meeting held on August 26, 2011, considered the attached report regarding Sunday Meter Parking Revenue (Attachment 1) and resolved that the Administration be requested to discuss with the Business Improvement Districts the proposal to charge parking fees for parking at meters on Sundays from 9:00 a.m. to 6:00 p.m., at a rate of \$2.00, and report back in September.

In addition, at the special service review meeting held on September 7, 2011, the Committee considered the attached report regarding Parking Meter Rates and resolved that the Administration report after consultation with the Business Improvement District.

## REPORT

At the Parking Committee meeting held on September 28, 2011, the Business Improvement Districts (BIDs) were consulted with respect to an increase to the hourly parking meter rate, from \$2.00 per hour to \$3.00 per hour; and charging for parking at meters on Sundays, from 9:00 a.m. to 6:00 p.m., at a rate of \$2.00 per hour.

The BIDs indicated that they are not in favour of an increase to the hourly parking meter rate; however, they are in support of charging for parking on Sundays. It is their opinion that Sundays are typical shopping days, and should be treated the same as any other day of the week. In addition, charging for parking on Sundays and enforcing the timed restrictions would increase the turnover at meters and reduce the number of vehicles parked all day at a metered stall.

It is estimated that the following revenue could be generated by charging \$2.00 per hour at meters on Sundays:

Revenue	\$460,000
Less GST	(\$23,000)
Cost of Enforcement	(\$42,000)
<b>Estimated Net Revenue</b>	<b>\$395,000</b>

The Administration is in the process of reviewing existing on street parking in order to identify other areas that would benefit from metered parking. Before installing any additional meters, discussions would be held with the Parking Committee. In addition, adjacent property owners would be notified prior to a report being submitted for Council approval.

The Administration will include a list of opportunities for the installation of additional meters with the results of the Request for Proposals for modifications to the current parking meter infrastructure.

## OPTIONS

A staged approach could be implemented by enforcing the timed restriction without charging a parking fee. This is not recommended, as it would incur enforcement costs with no additional revenue to help cover those costs.

## POLICY IMPLICATIONS

There are no policy implications.

## COMMUNICATIONS PLAN

If approved, the Administration will prepare a communications plan to notify the public and businesses of the changes to parking at meters on Sundays.

**FINANCIAL IMPACT**

It is estimated that \$395,000 in parking meter revenue could be generated by charging for metered parking on Sundays at \$2.00 per hour. Based on the current distribution formula for parking revenues, approximately 50% is allocated to general revenues. The remaining revenue is distributed as follows:

- \$30,000 per year to the Downtown Housing Reserve;
- 3% to the Business Improvement Districts (1% each);
- 44.33% to the Streetscaping Reserve; and
- 4.12% to Parking Capital Reserve.

**ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications.

**PUBLIC NOTICE**

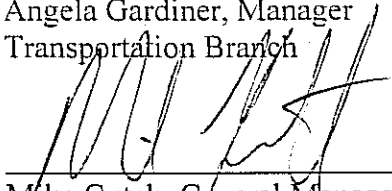
Public Notice pursuant to Section 3 of Policy C01-021, Public Notice Policy, is not required.

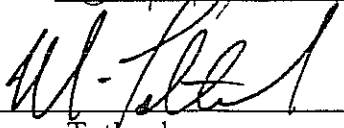
**ATTACHMENTS**

1. Business Plan and Budget Decision Item 4.6 – Sunday Meter Parking Revenue; and
2. Business Plan and Budget Decision Item 4.15 – Increase Parking Meter Rates.

Written by: . Phil Haughn, Parking Services Manager  
Transportation Branch

Approved by: Angela Gardiner, Manager  
Transportation Branch

Approved by:   
Mike Gutek, General Manager  
Infrastructure Services  
Dated: OCT 11/11

Approved by:   
Murray Totland  
City Manager  
Dated: Oct 11/11

**BUSINESS PLAN AND BUDGET DECISION ITEM****Business/Service Line: Transportation/Parking****Revenue Opportunity: Sunday Meter Parking Revenue****1. Recommendation**

That parking fees be charged for parking at meters on Sundays from 9:00 a.m. to 6:00 p.m. at a rate of \$2.00.

**2. Problem or Opportunity (Issue Statement)**

There is an opportunity to increase the parking meter revenues by charging for parking meters on Sundays. Based on the expected demand and coupled with the appropriate enforcement, it is estimated that approximately \$460,000 could be generated by charging \$2.00 per hour on Sundays. After enforcement costs, the net impact to the mill rate is expected to be \$418,000.

**3. Background**

The current parking meter rate is \$2.00 per hour from Monday to Saturday, 9:00 a.m. to 6:00 p.m. There is no fee for parking at meters on Sundays. Changes to activities in metered areas, such as Sunday shopping, along with theatre and restaurant parking have increased the demand for parking on Sundays. It is not uncommon to find vehicles parked at meters all day on Sundays.

**4. Rationale**

Activities in the downtown and other metered areas have increased over the years with changes to the Sunday shopping hours along with other retail activities now occurring on Sundays. Demand for parking on Sundays is growing and turnover at stalls is becoming a problem. Charging for parking and enforcing the maximum time limit will assist in providing turnover at parking stalls, and generating revenue.

In 2012, parking meter revenues are expected to be approximately \$4.6 Million. Additional revenues, including parking meter hooding, residential parking program, billboard revenues and disabled parking are expected to generate \$365,000.

**5. Implications of the Recommendation**

In addition to increasing parking meter revenues by \$460,000, charging for parking on Sundays would increase the turnover at meters that are currently occupied for an entire day. Providing turnover will benefit customers looking for parking close to their destination and, in turn, benefitting downtown businesses.

Enforcement costs will increase and offset the increased revenues by \$42,000. The net revenues to the mill rate would be \$418,000.

**6. Alternatives to the Recommendation**

A staged approach may be implemented by enforcing a timed restriction in the metered areas without charging a parking fee. This would incur the enforcement costs, but no additional revenues would be generated and, therefore, have a negative impact on the mill rate.

**7. Communications Approach**

Discussions with the Parking Committee have been favourable to implement a parking fee on Sundays. A Communications Plan would be developed to ensure that residents are aware of the changes to the fees. A grace period for enforcement would also be applied once implemented.

**BUSINESS PLAN AND BUDGET DECISION ITEM**

**Business/Service Line: Transportation/Transportation Services**

**Revenue Opportunity: Increase Parking Meter Rates**

**1. Recommendation**

That the Administration report further regarding increasing parking meter rates from \$2.00 per hour to \$3.00 per hour at all metered stalls throughout the City.

**2. Problem or Opportunity (Issue Statement)**

There is an opportunity to increase the revenues from the parking meters to general revenues. The impact would be an additional \$1.15 Million to general revenues, after the standard distribution formula has been considered.

**3. Background**

In 2009, City Council approved a report from the Administration to increase the hourly rate at parking meters to \$2.00. This change took effect on January 1, 2010.

**4. Rationale**

In 2012, parking meter revenues are expected to be approximately \$4.6 Million. Additional revenues, including parking meter hooding, residential parking program, billboard revenues and disabled parking are expected to generate \$365,000.

For every dollar increase to the parking meter rates (assuming no impact on the parking demand) approximately 50 percent goes into general revenues. The remaining 50 percent is allocated to the business improvement districts, downtown housing, streetscape Reserve and the Parking Reserve. Thus, an increase of \$1.00 per hour, while generating \$2.3M in total revenues, will have a positive impact to the mill rate of approximately \$1.15M.

**5. Implications of the Recommendation**

Increasing parking meter rates may have an impact to the parking demands in metered areas. The recent increase to \$2.00 per hour had a small reduction in demand, which is slowly returning to previous numbers. It is difficult to predict the impact of an additional increase, thus, the full revenues may not be immediately recognized.

**6. Alternatives to the Recommendation**

Increasing the parking meter rates to \$2.50 per hour and allocating the entire 50 cent increase to general revenues would also generate approximately \$1.15M to apply to the mill rate.

7. **Communications Approach**

An increase to the parking meter rates would need to be discussed with the Parking Committee, which includes representation from the business improvement districts. To date, no discussions have been held to determine the level of support for an additional increase.



**COMMUNICATIONS TO COUNCIL**

**MEETING OF CITY COUNCIL – MONDAY, OCTOBER 24, 2011**

**A. REQUESTS TO SPEAK TO COUNCIL**

**1) Barb Biddle, dated October 18**

Requesting permission to address City Council with respect to the wind turbine project. (File No. CK. 2000-5)

**RECOMMENDATION:** that Barb Biddle be heard.

**2) J.L. Grover, dated October 18**

Requesting permission to address City Council with respect to homelessness. (File No. CK. 750-1)

**RECOMMENDATION:** that J.L. Grover be heard.

**B. ITEMS WHICH REQUIRE THE DIRECTION OF CITY COUNCIL**

**1) Sherry Stuber, Administrative Assistant, Western College of Veterinary Medicine, dated September 22**

---

Requesting that Dr. Peter Gilbert be appointed to the Advisory Committee on Animal Control, as the representative of the College of Veterinary Medicine, replacing Dr. J. Messier, to the end of 2011. (File No. CK. 225- 9)

**RECOMMENDATION:** that Dr. Peter Gilbert be appointed to the Advisory Committee on Animal Control, as the representative of the College of Veterinary Medicine, replacing Dr. J. Messier, to the end of 2011.

**2) Linda Stark, Gallery Manager, The Gallery/Art Placement, Inc., dated October 5**

Commenting on proposed Art Gallery of Saskatchewan. (File No. CK. 4129-15)

**3) Jonathan Forrest, dated October 5**

Commenting on proposed Art Gallery of Saskatchewan. (File No. CK. 4129-15)

**RECOMMENDATION:** that the information be received.

**4) Helen Beaven, dated October 11**

Requesting to reopen matter of homeowners being permitted to have chickens in their backyards. (File No. CK. 151-1)

**RECOMMENDATION:** that the direction of Council issue.

**5) Jeanne Heal, dated October 11**

Commenting on wind turbine in Montgomery Place area. (File No. CK. 2000-5)

**6) Derek Tiessen, dated October 12**

Commenting on wind turbine in Montgomery Place area. (File No. CK. 2000-5)

**RECOMMENDATION:** that the information be received.

**Items Which Require the Direction of City Council**  
**Monday, October 24, 2011**  
**Page 2**

**7) Gertrude Armbrust, undated**

Commenting on volunteers. (File No. CK. 5000-4)

**RECOMMENDATION:** that the information be received.

**8) Berry Vrbanovic, FCM President, dated September 28**

Providing membership invoice for April 1, 2012 to March 31, 2013 in the amount of \$26,922.71.

**RECOMMENDATION:** that the invoice in the amount of \$26,922.71 for the April 1, 2012 to March 31, 2013, FCM Membership, be paid.

**9) Derek Wilson, dated October 18**

Commenting on proposed metered parking on Sundays. (File No. CK. 6120-3)

**10) Murray McLellan, dated October 18**

Commenting on proposed metered parking on Sundays. (File No. CK. 6120-3)

**11) Denise Huynh, dated October 18**

Commenting on proposed metered parking on Sundays. (File No. CK. 6120-3)

**RECOMMENDATION:** that the letters be considered with Clause 2, Report No. 16 of the Executive Committee.

**12) Joanne Sproule, Deputy City Clerk, dated October 6**

Providing Notice of Hearing for the Development Appeals Board regarding the property located at 3131 Calder Place. (File No. CK. 4352-1)

**Items Which Require the Direction of City Council**  
**Monday, October 24, 2011**  
**Page 3**

**13) Joanne Sproule, Deputy City Clerk, dated October 13**

Providing Notice of Hearing for the Development Appeals Board regarding the property located at 704 – 31<sup>st</sup> Street West. (File No. CK. 4352-1)

**RECOMMENDATION:** that the information be received.

**C. ITEMS WHICH HAVE BEEN REFERRED FOR APPROPRIATE ACTION**

**1) Danielle Chartier, MLA, Saskatoon Riversdale, dated September 23**

Commenting on sound attenuation walls, traffic and parking issues in Ward 3.  
(File Nos. 375-2, 6320-1 & 6120-1) **(Referred to Administration to respond to the writer.)**

**2) Michael Trottier, dated October 10**

Commenting on curb repair required. (File No. CK. 6220-1) **(Referred to Administration to respond to the writer.)**

**3) Susan Peters, dated October 7**

Commenting on suggestion to rename 11<sup>th</sup> Street West. (File No. CK. 6310-1) **(Referred to Naming Advisory Committee for further handling.)**

**4) Larry and Joanne Swan, dated October 6**

Commenting on suggestion to rename 11<sup>th</sup> Street West. (File No. CK. 6310-1) **(Referred to Naming Advisory Committee for further handling.)**

**5) Jim and Lynn Buchanan, dated October 8**

Commenting on suggestion to rename 11<sup>th</sup> Street West. (File No. CK. 6310-1) **(Referred to Naming Advisory Committee for further handling.)**

**6) Shaun Dyer, dated October 11**

Commenting on future of McNab Park. (File No. CK. 4000-9) **(Referred to Administration to respond to the writer.)**

**7) Sharman Mack, dated October 10**

Commenting on proposed map of Blairmore Area. (File No. CK. 4110-32) **(Referred to Administration to respond to the writer.)**

**Items Which Have Been Referred for Appropriate Action  
Monday, October 24, 2011  
Page 2**

**8) James Brodie, dated October 11**

Commenting on upgrades to Gordon Howe Bowl. (File No. CK. 1500-1) **(Referred to Administration to respond to the writer.)**

**9) Judee Strickland, dated October 13**

Commenting on the condition of the alley behind 1100 block Aird Street. (File No. CK. 6315-1) **(Referred to Administration to respond to the writer.)**

**10) Sheryl Henrikson, dated October 13**

Commenting on rezoning application for 811 29<sup>th</sup> Street West. (File No. CK. 4351-1) **(Referred to Administration for further handling and inclusion in rezoning hearing materials.)**

**11) Joe Abrook, dated October 13**

Commenting on methane gas at the landfill. (File No. CK. 2000-5) **(Referred to Administration to respond to the writer.)**

**12) Brendan Brown, dated October 13**

Commenting on crime in Saskatoon. (File No. CK. 5000-1) **(Referred to Board of Police Commissioners for further handling.)**

**RECOMMENDATION:** that the information be received.

**D. PROCLAMATIONS**

**1) Sheri Benson, Executive Director, United Way of Saskatoon and Area, dated October 3**

Requesting City Council proclaim November 2011 as United Way Month and requesting a flag raising.

**2) Sandy Weyland, Chair, Saskatchewan Federation of Labour Shift Work Committee dated October 6**

---

Requesting City Council proclaim March 20, 2012 as Shift Work Recognition Day.  
(File No. CK. 205-5)

- RECOMMENDATION:**
- 1) that City Council approve all proclamations as set out in Section D;
  - 2) that the City Clerk be authorized to sign the proclamations, in the standard form, on behalf of City Council; and
  - 3) that the request for a flag raising be approved subject to any administrative conditions.

AD  
2000-5

From: CityCouncilWebForm  
Sent: October 18, 2011 8:03 AM  
To: City Council  
Subject: Write a Letter to City Council

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

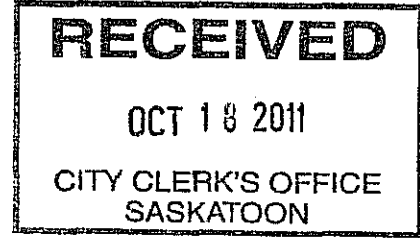
Barb Biddle  
3101 Ortona Street  
Saskatoon  
Saskatchewan  
S7M 3R3

EMAIL ADDRESS:

[b.r.biddle@sasktel.net](mailto:b.r.biddle@sasktel.net)

COMMENTS:

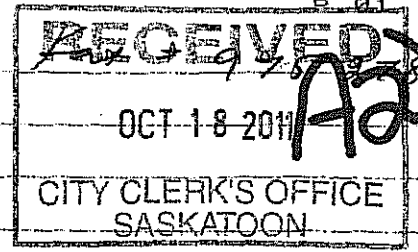
As president of Montgomery Place Community Association, I wish to speak to city council on Monday, Oct 24th concerning our grave concerns about the handling and approval of the Wind Turbine Project.





750-1

and city Counsellors



Dear Sir:

Re: Homelessness in Saskatoon

I would like to speak to the Council  
 about homelessness in our city on this  
 coming council meeting on Oct 24/11

Thanks

Yours truly

J. L. Jones

Ph 8 hrs + 979-5115

B-1827 Ave D North

Saskatoon S7L1R3

225-9

(B1)

O'Brien, Kathy (Clerks)

---

From: Stuber, Sherry [sherry.stuber@usask.ca]  
Sent: September 22, 2011 1:11 PM  
To: O'Brien, Kathy (Clerks)  
Subject: Animal Control Advisory Committee

Dr. Messier is no longer with the Veterinary Medical Centre, so is unable to complete his term on the Animal Control Advisory Committee. Dr. Peter Gilbert will replace him for the remainder of 2011 and also 2012.

Thanks.

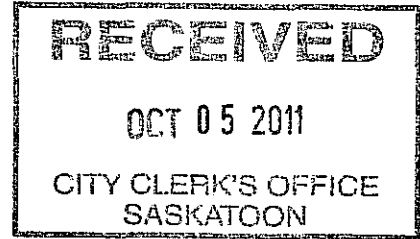
Sherry Stuber  
Administrative Assistant  
HR & General Administration  
Western College of Veterinary Medicine  
University of Saskatchewan  
52 Campus Drive  
Saskatoon SK S7N 5B4  
phone: 306-966-7454  
fax: 306-966-7314  
email: [sherry.stuber@usask.ca](mailto:sherry.stuber@usask.ca)  
website: [www.usask.ca/wcvm/](http://www.usask.ca/wcvm/)

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Please consider the environment before printing this e-mail.

4129-15  
(B2)

From: CityCouncilWebForm  
Sent: October 05, 2011 1:31 PM  
To: City Council  
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Linda Stark  
The Gallery / Art Placement inc  
228 - 3rd Ave S  
Saskatoon  
Saskatchewan  
S7K 1L9

EMAIL ADDRESS:

[gallery@artplacement.com](mailto:gallery@artplacement.com)

COMMENTS:

As Saskatoon members of the Saskatchewan Professional Art Galleries Association, we would like to lend our support to the city's development of the new Remail Art Gallery of Saskatchewan. Our business is the promotion and sale of art and the success of our business is directly correlated to the vitality of the artist community and the degree of interest by the public. Although the city has been well served over the years by the Mendel Art Gallery, we also recognize the age and subsequent limitations of the current gallery's facilities. We believe that a much larger, state of the art gallery, located in what will soon become the heart of the city, can only be conducive to the future growth and stimulation of our community's cultural well being.

Sincerely

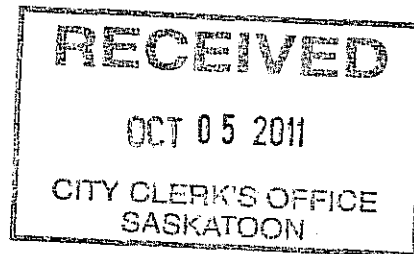
Linda Stark,  
Gallery manager, The Gallery / Art Placement, inc  
664-3385 / [gallery@artplacement.com](mailto:gallery@artplacement.com)

Saskatoon SPAGA members:

- Murray Gruza, Collector's Choice
- Darrell Bell, The Darrell Bell Gallery
- Linda Stark, The Gallery / Art Placement, inc.
- Joanna Forsberg, The Pacific Gallery
- Wanda Underhill, The Rouge Gallery
- Roberta Ross and Bevin Bradley, The Stall Gallery

4129-15  
B3)

From: CityCouncilWebForm  
Sent: October 05, 2011 1:09 PM  
To: City Council  
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Jonathan Forrest  
1613 Adelaide St E  
Saskatoon  
Saskatchewan  
S7J 0J2

EMAIL ADDRESS:

[forrest@quadrant.net](mailto:forrest@quadrant.net)

COMMENTS:

The silent majority who support the move to the Remail Art Gallery of Saskatchewan.

As an artist and as someone who has been employed in the Saskatoon art community for over thirty years I have watched and listened to the mystifying complaints and misinformation aired in various media including the Star Phoenix regarding the Mendel Art Gallery's planned move to river landing and the re-branding as The Remail Art Gallery of Saskatchewan. There are a large number of citizens like myself who fully support this move and indeed see this move as a major and positive "game-changer" for the Saskatoon art community. It is an essential catalyst that will push awareness of Saskatoon's talent beyond our current limited boundaries. In addition to showcasing local artist's work, the new gallery will host a larger number of national and international exhibitions, enrich the local community by bringing in more artists, speakers and visitors, and raise Saskatoon's art profile to a national level. This is a great thing for all of Saskatoon's citizens and it is time for the local artists and the community at large to vocalize their support for this move.

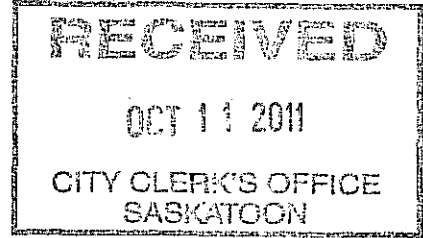
Jonathan Forrest  
Saskatoon artist  
October 5, 2011

151-1 B4)

**From:** CityCouncilWebForm  
**Sent:** October 11, 2011 11:39 AM  
**To:** City Council  
**Subject:** Write a Letter to City Council

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

**FROM:**  
Helen Beaven  
1602 Avenue I North



Saskatoon  
Saskatchewan  
S7L 2J7

**EMAIL ADDRESS:**

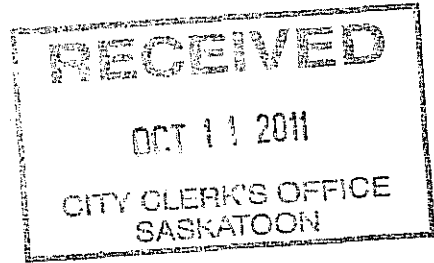
[beaven@sasktel.net](mailto:beaven@sasktel.net)

**COMMENTS:**

This is a request to reopen the matter of homeowners of Saskatoon being permitted to have a few chickens in their backyards. For a city that claims to be socially and environmentally aware, allowing responsible use of chickens should be seen as progressive. Perhaps certain areas of the city (e.g. Mayfair/Ward 1) could be delegated leaders. This approach would also satisfy the naysayers in areas that are perhaps less open to new ideas.

B5)  
2000-5

From: CityCouncilWebForm  
Sent: October 11, 2011 4:11 PM  
To: City Council  
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Jeanne Heal  
#310 - 930 Heritage View

Saskatoon  
Saskatchewan  
S7H 5S6

EMAIL ADDRESS:

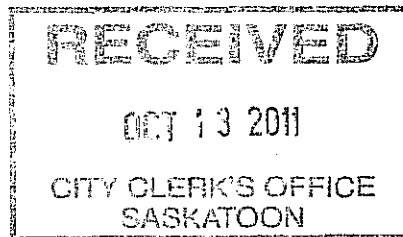
[rj.heal@sasktel.net](mailto:rj.heal@sasktel.net)

COMMENTS:

I've been closely following the debate on the proposed wind turbine in the Montgomery Place area. From all I've seen and read about wind turbines those things shouldn't be anywhere near a residential area. I'm all in favour of the Greening of Saskatchewan, but let's get all the facts before we jump into this. At the very least wait until the final report is in so we know more clearly how adverse effects will be handled. What does the city propose to do about adverse health effects or the drop in property values, for example? Have environmentalists been consulted on the effect of the wind turbine on the high concentration of birds around the dump? There are just too many unanswered questions to go forward with this at this time.

2000-5 B67

From: CityCouncilWebForm  
Sent: October 12, 2011 6:01 PM  
To: City Council  
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Derek Tiessen  
67 Murphy Crescent  
Saskatoon  
Saskatchewan  
S7J 2T5

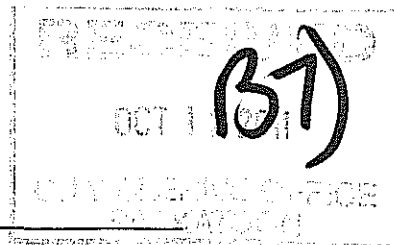
EMAIL ADDRESS:

skihard9@hotmail.com

COMMENTS:

I am so happy that City Council is progressing with plans to erect a wind turbine at the landfill. Being a progressive community is exactly why people will keep coming back to this city; many people have left in the past because Saskatoon did not take initiatives like this. I understand peoples concern, especially those that live in Montgomery. While there is little that can be done about the visual aspect, I know for a fact that noise and health concerns are overblown. I know this because I worked on Vancouver's wind turbine for 6 months. I literally worked 10 feet below the generator for 8 hours a day and I could barely hear the turbine right at the base of it! I am not sure what type of alternator is being considered here in Saskatoon, but Vancouver had a permanent magnet alternator which has no grinding noise and is more efficient, albeit slightly more expensive. In fact, the only noise is the sound of the blades swishing through the air. All things considered, this is a great project, a no brainer for a city as windy as this and the fact that the city will generate money from this. Congratulations city council, this is great news!! Please feel free to contact me if anyone has any questions about my experience working as a guide on Vancouver's wind turbine.

5000-4  
Ms. Gertrude Armbrust  
1508-330 Dixon Road, Toronto, ON, M9R 1S9  
Ph. 416-242-3823, E-mail. [gertrudearm@sympatico.ca](mailto:gertrudearm@sympatico.ca)



*Dear Mayor and Councillors*

**Re: suggestions towards making our community safer and better.**

Dear Law Makers,

Let us empower the grass root people within our neighborhoods to do their part. That is, to enact a new Law of Volunteers who will take into consideration various suggestions which would provide Volunteers the opportunities to perform and advertise their services in every neighborhood. Volunteers can also draw upon other communities and learn about new ideas on how to improve the lives of people living in that particular neighborhood. Therefore, bulletin boards are highly needed in the parks, condominium offices, townhouse complexes, etc.

Under the law for volunteers, the condominium, resident, committee directors and volunteers must be required to accommodate volunteer participation as floor/street representatives-finance-repairs-garden-newsletters committees etc. By the efforts of the volunteers, loneliness among all strata of society would fade away, money abuse can be stopped and the environment would become cleaner.

Meetings can be organized in private homes and at some public places. Therefore, volunteers can be designated as Neighborhood Improvement Directors, Committees and Volunteers. The volunteers would be able to provide information to everyone through the use of laptops. At the end of the year, the volunteers could be honored with appreciation letters, plaques or mementoes.

In this regard, I would like to mention a perfect example of the contribution of volunteers at Hospitals. Their working hours are coordinated by the Volunteer-Coordinators and their contribution plays an immense role in improving our communities. Also outside associates could be invited to participate in all types of events. We need to empower the selfless and humane people by passing the Law of Volunteers as the humanity desires to make our communities a much better and safer place to live in.

Regards

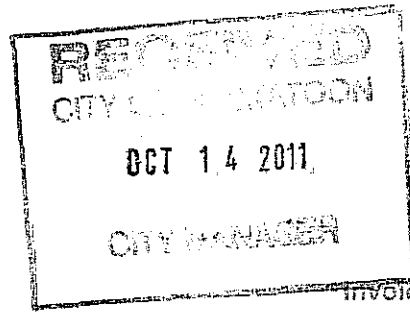
*Gertrude Armbrust*

Ms. Gertrude Armbrust





FEDERATION OF CANADIAN MUNICIPALITIES  
FÉDÉRATION CANADIENNE DES MUNICIPALITÉS



B8)

September 28, 2011

INVOICE no: 19976

Dear Members of Council:

It's time to renew your annual membership with the Federation of Canadian Municipalities (FCM).

The past year has been very productive for FCM and our members, as we have worked together to influence federal policies that have led to **billions of dollars in available funding** for all Canadian communities.

Recent successes include an extension to the Economic Action Plan for one construction season, a commitment from the government to work with FCM on a long-term plan for public infrastructure, and a three-year, \$1.4-billion affordable housing program.

Now, as you **prepare to renew your membership**, we are dedicating time and resources to focus on key areas of interest for your community over the coming year. Priority areas include:

- Infrastructure – ensuring the long-term infrastructure plan reflects the needs of municipalities
- Policing and public safety – reforming the national policing system to establish a fairer distribution of responsibilities and resources.
- Rural, remote and northern – improving life in these communities through dedicated federal programs that address economic and social issues
- Transit and transportation – addressing transportation, commuting and public transit issues in the long-term infrastructure plan.

The City of Saskatoon benefits from FCM-driven programs by receiving about **\*\$18,058,845 in revenue** from GST rebates and the Gas Tax Fund this year. Your 2012-2013 FCM membership renewal is only \$37,040.

Your membership in FCM makes a difference. As our member base has doubled over the past decade, we have become more influential in Ottawa. The result: annual federal investments in municipalities grew from \$125 million to **\$4.75 billion**, and this doesn't include the \$12 billion from the Economic Action Plan since 2009.

Now, as we work with the government on long-term, sustained infrastructure funding and other priorities, we need your support to ensure we are successful, just as we were in securing the GST rebate, the Gas Tax Fund and billions of dollars in other funding programs for municipalities.

FCM gives your municipality the strength of close to 2,000 communities across the country to overcome the challenges you face. **Keep our voice strong** – renew your membership today.

Sincerely,

Berry Vrbanovic  
FCM President  
Councillor, Kitchener, ON

*\* This amount is an estimate based on an average national allocation of federal funds.*



President  
Président  
Berry Vrbanovic  
Councillor,  
City of Kitchener, ON

First Vice-President  
Première vice-présidente  
Baron Ledovic  
Councillor,  
City of Edmonton, AB

Second Vice-President  
Deuxième vice-président  
Claude Dauchin  
Mayor,  
arrondissement de Lachine,  
Ville de Montréal, QC

Third Vice-President  
Troisième vice-président  
Brad Woodhull  
Mayor  
City of Peterborough, ON

Past President  
Président sortant  
Helen Cunningham  
Director,  
Regional District of  
Central Kootenay, BC

Chief Executive Officer  
Chef de la direction  
Brock Catton  
Ottawa, ON

24, rue Orléans Street,  
Ottawa, Ontario K1N 5P2

T: 613-941-5211  
F: 613-941-4430

www.fcm.ca



FÉDÉRATION  
OF CANADIAN  
MUNICIPALITIES

FÉDÉRATION  
CANADIENNE DES  
MUNICIPALITÉS

Le 28 septembre 2011

no de facture : 19976

Aux membres du conseil municipal,

Le moment est venu de renouveler votre adhésion à la Fédération canadienne des municipalités (FCM).

La dernière année a été très fructueuse pour la FCM et ses membres : nous avons collaboré pour influencer sur des politiques fédérales, menant à des **milliards de dollars en fonds disponibles** pour toutes les municipalités canadiennes.

Parmi nos récents succès, notons la prolongation du Plan d'action économique pour une saison de construction, un engagement du gouvernement fédéral à collaborer avec la FCM pour l'élaboration d'un nouveau plan pour les infrastructures publiques et un programme triennal de 1,4 milliard de dollars pour le logement abordable.

Alors que vous vous **préparez à renouveler votre adhésion**, nous consacrons du temps et des ressources afin de nous concentrer sur les principaux domaines d'intérêt de votre municipalité au courant de l'année à venir. Les domaines prioritaires comprennent :

- Les infrastructures – s'assurer que le plan à long terme pour les infrastructures tient compte des besoins des municipalités.
- Les services policiers et la sécurité publique – réformer le système national de police afin d'obtenir une distribution plus équitable des responsabilités et des ressources.
- Les collectivités rurales, éloignées et nordiques – améliorer la qualité de vie dans ces collectivités au moyen de programmes fédéraux spéciaux abordant les enjeux économiques et sociaux.
- Les transports collectifs et les transports – aborder les questions des transports, des temps de navettage et des transports collectifs dans le plan à long terme pour les infrastructures.

Grâce aux programmes obtenus par la FCM, la ville de Saskatoon **touchera environ 18 058 845 \$\* en revenus supplémentaires** des remboursements de la TPS et du transfert du Fonds de la taxe sur l'essence cette année. Il n'en coûtera que 37 040 \$ à votre municipalité pour renouveler son adhésion à la FCM pour l'année 2012-2013.

Votre adhésion à la FCM fait une différence. Notre base de membres ayant doublé au cours de la dernière décennie, nous avons désormais une plus grande influence à Ottawa. Le résultat : les investissements fédéraux dans les municipalités ont bondi de 125 millions de dollars par année à **4,75 milliards de dollars par année**, sans tenir compte des 12 milliards de dollars distribués aux municipalités depuis 2009 dans le cadre du Plan d'action économique (PAE).

Alors que nous commençons les discussions avec le gouvernement fédéral à propos d'un financement soutenu à long terme et d'autres priorités, nous avons besoin de votre appui pour garantir notre succès. C'est de cette façon que nous avons obtenu le plein remboursement sur la TPS, le Fonds de la taxe sur l'essence et des milliards de dollars d'autres programmes de financement pour les municipalités.

La FCM conjugue la force de près de 2 000 collectivités de toutes les régions du pays à la vôtre afin de vous aider à relever les défis auxquels vous faites face. **Nous devons garder une voix forte** – renouvelez votre adhésion dès aujourd'hui.

Veuillez agréer l'expression de ma considération respectueuse.

Berry Vrbancic  
Président de la FCM  
Conseiller, Ville de Kitchener (Ontario)

\* Montant estimatif établi selon l'affectation nationale moyenne de fonds fédéraux.

President  
Président

Berry Vrbancic  
Councillor,  
City of Kitchener, ON

First Vice-President  
Première vice-présidente

Karen Lebovici  
Councillor,  
City of Edmonton, AB

Second Vice-President  
Deuxième vice-président

Claude Dauphin  
Mayor,  
arrondissement de Lachine,  
Ville de Montréal, QC

Third Vice-President  
Troisième vice-président

Brad Woodside  
Mayor,  
City of Fredericton, NB

Past President  
Président sortant

Hans Cunningham  
Director,  
Regional District of  
Central Kootenay, BC

Chief Executive Officer  
Chef de la direction

Brock Carlton  
Ottawa, ON

21 rue Clarence Street,  
Ottawa, Ontario K1N 5P3

T 613-241-5221  
F 613-241-7440

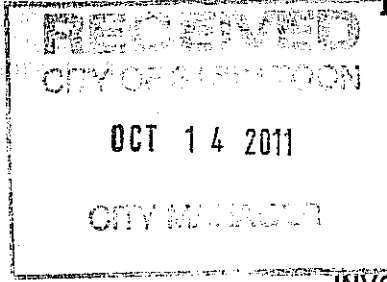
www.fcm.ca



1252



34 Ave Glenora, Street  
Saskatoon, Ontario R1N 6P6  
T: 306-241-3221  
F: 306-241-7349

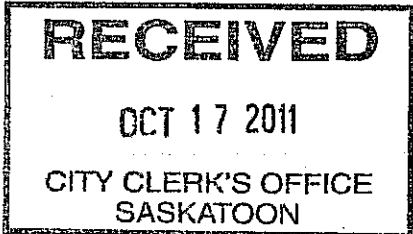


**Membership Invoice  
2012-2013  
Facture d'adhésion**

Mr. Murray Totland  
City of Saskatoon  
222-3rd Avenue North  
Saskatoon, SK S7K 0J5  
Canada

INVOICE/FACTURE: 19976  
DATE: 9/23/2011  
ACCOUNT/COMPTE: 92

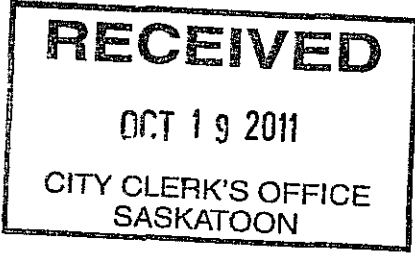
ITEM/DESCRIPTION	AMOUNT/MONTANT
Membership Fee for April 1/12 to March 31/13 / Frais de cotisation du 1 <sup>er</sup> avril 2012 au 31 mars 2013 Municipal Dues Calculated with a base fee of \$315.00 plus per capita fees of \$26,607.71(fee population of 202,340 x 13.15 cents).	\$26,922.71
Optional contribution towards a travel fund that supports the participation of elected officials from small communities in FCM's National Board of Directors (fee population of 202,340 x 5.00 cents).	\$10,117.00
<b>TOTAL:</b>	<b>\$37,039.71</b>
<b>PAID AMOUNT/MONTANT PAYÉ:</b>	<b>\$0.00</b>
<b>BALANCE DU/MONTANT DÛ:</b>	<b>\$37,039.71</b>



Please include a copy of this invoice with your payment.  
Veuillez retourner une copie de la facture avec votre paiement.  
Thank You/Merci

B9)  
6150-3

**From:** CityCouncilWebForm  
**Sent:** October 18, 2011 10:35 PM  
**To:** City Council  
**Subject:** Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Derek Wilson  
19 Brown Cres  
Saskatoon  
Saskatchewan  
S7J 2R9

EMAIL ADDRESS:

[dwilson08@gmail.com](mailto:dwilson08@gmail.com)

COMMENTS:

I am not in favour of adding metered parking on Sundays in the downtown area. I will be less likely to head downtown and shop or explore the parks and riverbanks if there isn't even one day a week I can escape fees, tickets and stress. The Star Phoenix article mentioned that no other large Canadian city did this; I don't think that "nickel and diming our residents" is an area that we want to be a national leader in. Free parking encourages people to come explore downtown and the river without worry about how much it's going to cost them to get there. Please consider reversing your decision.

B10)

6120-3

**From:** CityCouncilWebForm  
**Sent:** October 18, 2011 5:49 PM  
**To:** City Council  
**Subject:** Write a Letter to City Council

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Murray McLellan  
118 Chan Cres.  
Saskatoon  
Saskatchewan  
S7K 5N8

EMAIL ADDRESS:

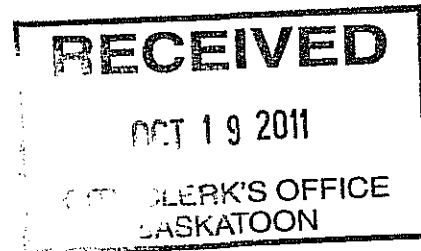
[m.mclellan@sasktel.net](mailto:m.mclellan@sasktel.net)

COMMENTS:

I am concerned over recent talks about potentially charging for parking in the downtown on Sunday. It is because of the free parking that many families such as our own spend the day in the downtown. In addition there are a number of churches in the downtown area that would be greatly impacted by having those who serve there running out to plug meters (not the easiest task if you are overseeing a nursery or children's ministry!)

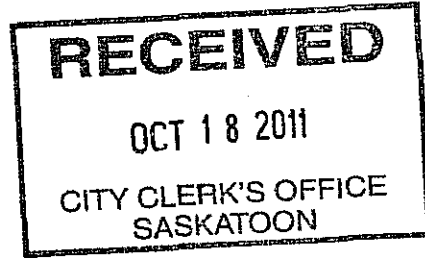
I would respectfully submit a request to not charge for parking on Sundays - at the very least not before 1:00 p.m.

Sincerely,  
Murray and Cheryl McLellan



6/20-3 B11

From: CityCouncilWebForm  
Sent: October 18, 2011 10:34 AM  
To: City Council  
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Denise Huynh  
114 McCallum Lane  
Saskatoon  
Saskatchewan  
S7R 0C2

EMAIL ADDRESS:

denisegibson79@hotmail.com

COMMENTS:

It is with great dismay that I read in the Star Phoenix this morning that the city intends on charging at its meters in the downtown on Sundays. This is a mistake for three reasons; it will affect Sunday business in the downtown, it may lead to more drunk drivers on Saturday nights, and it affects the patronage of downtown churches and the Frances Morrison Library (during its winter hours). Charging for parking on Sundays in downtown Saskatoon is yet another way to keep people out of the downtown. It is easier and more convenient to travel to and park at one of the many big box store complexes around the city. This hurts downtown business that rely on customers to come into the downtown on weekends (rather than foot traffic during the week). What is your reasoning for the hours of paid parking to be 9am - 6pm? Has anyone on city council ever shopped on a Sunday? Midtown Plaza does not open until 11am, and many other stores do not even open until noon. If you want to make money, extend paid parking to after 6pm, when the restaurants and movie theatre will also suffer. Although the Star Phoenix article makes light of it, an effect of charging at 9am on a Sunday is that less people will be willing to leave their vehicles downtown after a night of drinking. On more than one occasion I have had friends make the safe and wise choice to leave a vehicle downtown after a Saturday night and pick it up Sunday. How many more people will take the 'chance' to drive home now that they will have to pay to get their vehicle out of downtown? Whatever the effect will be on business, my other concern is how this meter charge will affect organizations like the downtown churches and the Frances Morrison Library. I attend a church in the downtown and always park on the street. At 10 am on a Sunday, the only vehicles downtown on the streets are those of churchgoers and the ones left over from partying the night before. It will cost the city more to enforce the meters from 9am-12pm then they will make from them! The wonderful little city of Saskatoon I moved to 10 years is becoming increasingly expensive to live in every time I turn around. I had thought the city's goal was to bring more people to Saskatoon and its downtown, not drive people away. Thank you for hearing my comments on this matter.



City of  
**Saskatoon**

Saskatoon Development  
Appeals Board

c/o City Clerk's Office      ph 306•975•8002  
222 - 3rd Avenue North    fx 306•975•7892  
Saskatoon, SK S7K 0J5

B12)

October 6, 2011

His Worship the Mayor  
and Members of City Council

Ladies and Gentlemen:

**Re:    Development Appeals Board Hearing  
      Refusal to Issue Development Permit  
      Addition to One-Unit Dwelling  
      (With Rear Yard Setback Deficiency)  
      3131 Calder Place - R1A Zoning District  
      Leila Olfert  
      (Appeal No. 17-2011)**

In accordance with Section 222(3)(c) of *The Planning and Development Act, 2007*, attached is a copy of a Notice of Hearing of the Development Appeals Board regarding the above-noted property.

Yours truly,

**Joanne Sproule**  
Deputy City Clerk  
Secretary, Development Appeals Board

JS:ks

Attachment

Templates\DABs\Mayor.dot



*City of*  
**Saskatoon**

Saskatoon Development  
Appeals Board

---

c/o City Clerk's Office      ph 306•975•8002  
222 - 3rd Avenue North      fx 306•975•7892  
Saskatoon, SK S7K 0J5

**NOTICE OF HEARING - DEVELOPMENT APPEALS BOARD**

<b>DATE:</b>	<b>Monday, October 31, 2011</b>	<b>TIME: 4:00 p.m.</b>
<b>PLACE:</b>	<b>Committee Room E, Ground Floor, South Wing, City Hall</b>	
<b>RE:</b>	<b>Refusal to Issue Development Permit Addition to One-Unit Dwelling (With Rear Yard Setback Deficiency) 3131 Calder Place - R1A Zoning District Leila Olfert (Appeal No. 17-2011)</b>	

TAKE NOTICE that Leila Olfert has filed an appeal under Section 219(1)(b) of *The Planning and Development Act, 2007*, in connection with the City's refusal to issue a Development Permit for an addition to the one-unit dwelling at 3131 Calder Place, which is located in an R1A zoning district.

Section 8.2.2 of the Zoning Bylaw requires that a rear yard setback be provided of not less than 7.5 metres (24.6 feet). Based on the information submitted, the rear yard has a setback of 6.5 metres (21.34 feet), resulting in a rear yard setback deficiency of 1.0 metre (3.28 feet).

The Appellant is seeking the Board's approval of the rear yard setback deficiency for the following reasons:

- The small addition will have no impact;
- The unique shape of the lot makes the rear yard like a side yard; and,
- The footprint of the house is larger than normal because of accessibility.

Anyone wishing to provide comments either for or against this appeal can do so by writing to the Secretary, Development Appeals Board, City Clerk's Office, City Hall, Saskatoon, Saskatchewan, S7K 0J5 or email [development.appeals.board@saskatoon.ca](mailto:development.appeals.board@saskatoon.ca). Anyone wishing to obtain further information or view the file in this matter can contact the Secretary at 975-2880.

Dated at SASKATOON, SASKATCHEWAN, this 6th day of October, 2011.

Joanne Sproule, Secretary  
Development Appeals Board





City of  
**Saskatoon**

Saskatoon Development  
Appeals Board

c/o City Clerk's Office      ph 306•975•8002  
222 - 3rd Avenue North      fx 306•975•7892  
Saskatoon, SK S7K 0J5

B13)

October 13, 2011

His Worship the Mayor  
and Members of City Council

Ladies and Gentlemen:

**Re:    Development Appeals Board Hearing  
      Refusal to Issue Development Permit  
      Alteration to One Unit Dwelling - New Covered Deck  
      (With Front Yard Setback Deficiency)  
      704 - 31<sup>st</sup> Street West - R2 Zoning District  
      Suzanne Chabot  
      (Appeal No. 18-2011)**

In accordance with Section 222(3)(c) of *The Planning and Development Act, 2007*, attached is a copy of a Notice of Hearing of the Development Appeals Board regarding the above-noted property.

Yours truly,

**Joanne Sproule**  
Deputy City Clerk  
Secretary, Development Appeals Board

JS:ks

Attachment

Templates\DABs\Mayor.dot



City of  
**Saskatoon**

Saskatoon Development  
Appeals Board

c/o City Clerk's Office      ph 306•975•8002  
222 - 3rd Avenue North      fx 306•975•7892  
Saskatoon, SK S7K 0J5

**NOTICE OF HEARING - DEVELOPMENT APPEALS BOARD**

<b>DATE:</b>	<b>Monday, October 31, 2011</b>	<b>TIME: 4:00 p.m.</b>
<b>PLACE:</b>	<b>Committee Room E, Ground Floor, South Wing, City Hall</b>	
<b>RE:</b>	<b>Refusal to Issue Development Permit Alteration to One Unit Dwelling - New Covered Deck (With Front Yard Setback Deficiency) 704 - 31<sup>st</sup> Street West - R2 Zoning District Suzanne Chabot (Appeal No. 18-2011)</b>	

TAKE NOTICE that Suzanne Chabot has filed an appeal under Section 219(1)(b) of *The Planning and Development Act, 2007*, in connection with the City's refusal to issue a Development Permit for alterations to the one-unit dwelling at 704 – 31<sup>st</sup> Street West to provide for a new covered deck.

The property is located in an R2 zoning district and Section 8.4.2 of the Zoning Bylaw requires that a front yard setback be provided of not less than 6.0 metres (19.69 feet.)

Based on the information provided, the front yard has a setback of 3.72 metres (12.2 feet) resulting in a front yard setback deficiency of 2.28 metres (7.49 feet.)

**The Appellant is seeking the Board's approval of the new covered deck for curb appeal.**

Anyone wishing to provide comments either for or against this appeal can do so by writing to the Secretary, Development Appeals Board, City Clerk's Office, City Hall, Saskatoon, Saskatchewan, S7K 0J5 or email [development.appeals.board@saskatoon.ca](mailto:development.appeals.board@saskatoon.ca). Anyone wishing to obtain further information or view the file in this matter can contact the Secretary at 975-2880.

Dated at SASKATOON, SASKATCHEWAN, this 13<sup>th</sup> day of October, 2011.

Joanne Sproule, Secretary  
Development Appeals Board

Templates\DABs\Dab-A



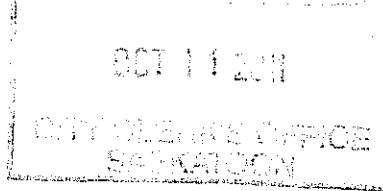
515-2  
x 6330-1, x 6120-1

## Danielle Chartier, MLA, Saskatoon Riversdale

(C1)

222 - 3<sup>rd</sup> Avenue North  
Saskatoon SK  
S7K 0J5

September 23, 2011



Dear City Council:

I am writing on behalf of citizens in my community with whom I have had a chance to connect in recent weeks. Normally, when I meet someone who has a question or concern about municipal politics, I pass this directly on to the respective city councilor; however, I do have some concerns that constituents of Moe Neault's have raised and felt it necessary to pass it on to the whole of council until these citizens, once again, have an elected representative on City Council to call their own.

I would like to flag three issues for you.

- **Sound attenuation on Circle Drive:** I understand the lack of sound attenuation along Circle Drive on the west side of the city has been a long-standing issue for many. For residents with whom I have spoken in Fairhaven and Meadow Green, this has become an even greater concern with the completion of the south bridge; and, I am certain once the bridge is in operation, it will also become a concern for residents of Montgomery and possibly even Holiday Park. Citizens are worried that with an increase in traffic, the noise will become unbearable. Are there any plans to build sound attenuation on the west side of the city?
- **The merging lane from Fairmont Drive onto 22<sup>nd</sup> Street West:** I have had two residents point out the merging lane is an accident waiting to happen (and, in fact, accidents have already happened at that intersection). Currently, there is one lane that merges on to 22<sup>nd</sup> Street, but this is not clearly marked and there are impatient drivers who choose to turn this into two lanes. These residents would like this intersection to be reviewed for its effectiveness and safety, and have problems addressed. Is it possible for the City to take a look at this intersection?
- **Parking along Fairlight Drive:** Fairlight Drive is a fairly busy street and, currently, there are many employees who work at Parkridge and others, too, who utilize Fairlight Drive for daily parking. Unfortunately, it becomes very difficult for those who live on Fairlight Drive to park on the street, or to even pull out safely from their driveways. Are there any thoughts or plans to address this concern?

Thank you for your attention to these questions.

Sincerely,

Danielle Chartier

cc: Kathy Diederich, Vaughn Bethell

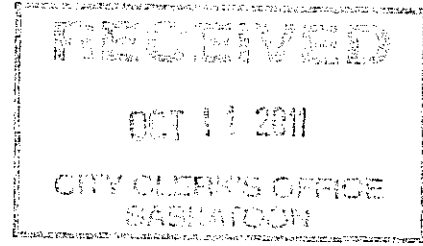
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Danielle Chartier MLA, Saskatoon Riversdale  
1030 Avenue L South  
Saskatoon, Saskatchewan  
S7M 2J5

Ph: (306) 244-5167  
Fax: (306) 244-6070  
riversdale@ndpcaucus.sk.ca  
www.daniellechartier.ca

6220-1 (2)

From: CityCouncilWebForm  
Sent: October 10, 2011 9:03 AM  
To: City Council  
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Michael Trottier  
1217 Ave G North  
Saskatoon  
Saskatchewan  
S7L 2A5

EMAIL ADDRESS:

[undrunkpunk@msn.com](mailto:undrunkpunk@msn.com)

COMMENTS:

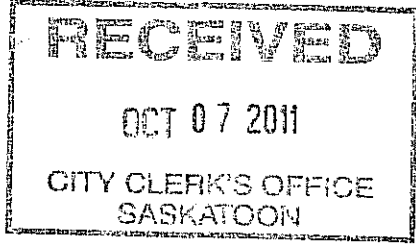
Last year the city did lead pipe replacement in my neighborhood, during this time the machinery being used was driven up on the front meridian between my house and the street causing the curb to be destroyed! I phoned and made a request for someone to come and repair it. Well someone did come but nothing got fixed instead I got a letter in my mail box that only said "we do not repair curbs", now that it's getting close to winter I am concerned of the safety of anyone who might be walking from the sidewalk across the meridian to the street. This lack of curb is going to create a slope which will lead directly under the vehicles parked on the street potentially causing injury. My request is can there be some way to have this curb repaired before the snow?

Thank you for the city's time and consideration on this matter

Mike Trottier

6310-1  
C3

From: CityCouncilWebForm  
Sent: October 07, 2011 12:35 PM  
To: City Council  
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

susan peters  
3203 11th street west  
saskatoon  
Saskatchewan  
s7m 1k2

EMAIL ADDRESS:

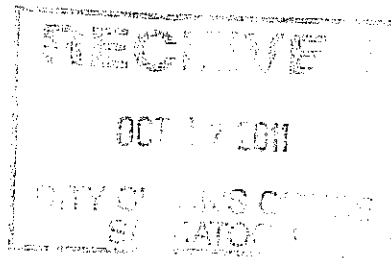
[speters9999@hotmail.com](mailto:speters9999@hotmail.com)

COMMENTS:

I was distressed to read a letter dropped in my mail box from the Montgomery Community Association yesterday. The letter basically says that the community association has submitted to the city that the 3 blocks of 11th street affected by the name change (re new bypass) should be renamed Scheldt Street. I am not opposed to renaming my street and I understand the need to do so. The letter also says that the association didn't think that the residents needed to be canvassed because we would probably all agree to the change. Well, I DO NOT agree. And, I know that some of my neighbours also do not agree. While I can appreciate the history behind the name, there has been some talk about how this name is pronounced. I think that the name probably should be changed, but at the same time I think that the homeowners who live on the effected blocks SHOULD be asked there opinion. I am a resident of one of the blocks & I think that surely a name can be chosen that is easier to spell & pronounce. My 15 year old daughter, Chloe submitted an email to Pat Lorje and the Montgomery Community Association which was supposed to have been forwarded to the City as well. Her email includes a couple of other possibilities. My personal favorite is McCrae (for the author of In Flanders Fields). In any case, I think that the residents of the 3 blocks should have some say in this unusual circumstance. I hope you agree!

6310-1  
C9)

3213 11<sup>th</sup> Street West  
Saskatoon, SK  
S7M 1K2



October 6, 2011

Naming Advisory Committee  
c/o Mayor's Office  
City of Saskatoon  
222 3<sup>rd</sup> Avenue North  
Saskatoon, SK  
S7K 0J5

Dear Sir or Madam;

Please add our names to the list of Montgomery residents who oppose renaming 11<sup>th</sup> Street West. The Montgomery Community Association overstepped its boundaries by claiming that the residents of 11<sup>th</sup> Street would support the renaming of our street. We were never consulted and would have expressed our opposition if we had been asked.

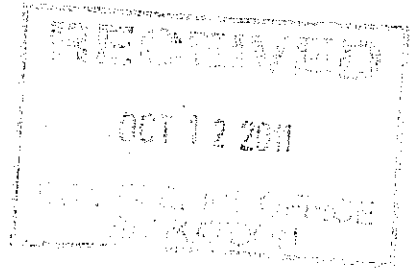
The new road could very easily be named the 11<sup>th</sup> Street Bypass. That's what it is and that name makes the most sense.

Sincerely

Larry and Joanne Schwan

3213 11<sup>th</sup> Street West  
Saskatoon S7M 1K2

6310-1  
(5)



October 8<sup>th</sup>, 2011

Re: Naming Advisory Committee  
Care of: Mayor's Office, City of Saskatoon

Subject: Naming of the new road north of 11<sup>th</sup> Street West  
Naming of the present 11<sup>th</sup> Street West (3100 to 3300 blocks)

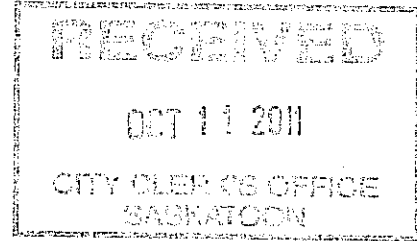
From: Jim and Lynn Buchanan  
3227 11<sup>th</sup> Street West 57M 1K2  
Phone 227-8150  
Email [jimbuchanan@sasktel.net](mailto:jimbuchanan@sasktel.net)

As a citizen living at the above address since 1952, I feel that I should have some opportunity to express my wishes when considering the renaming of my street. We had no input into the plans our Community Association had for our street. Just recently a last minute note was sent to us. It is quite disturbing to me when a group wants to speak on our behalf without ever consulting us. There are many reasons why I feel 11<sup>th</sup> street should be left as it is. Firstly the veterans, who my father was one of, didn't feel that this particular street had to fit within the keeping of the other street names or they would have re-named it at that time. They realized that 11<sup>th</sup> Street had historic value long before Montgomery Place had existed. There is also a practical factor to consider in that all these residents will have a multitude of changes of address and notifications to do. It is my understanding the new road will not have any addresses facing that roadway, so it would be practical to name this road 11<sup>th</sup> Street Loop, 11<sup>th</sup> St Extension, or 11<sup>th</sup> Street Bypass. A naming of this type would eliminate the need to change anything regarding our present street. Hopefully the committee will take into consideration some of my concerns.

Yours truly,  
Jim and Lynn Buchanan

C6)  
4000-9

From: CityCouncilWebForm  
Sent: October 09, 2011 11:17 PM  
To: City Council  
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Shaun Dyer  
1706 Wilson Crescent  
Saskatoon  
Saskatchewan  
S7J2N5

EMAIL ADDRESS:

[shaun.g.dyer@gmail.com](mailto:shaun.g.dyer@gmail.com)

COMMENTS:

I would like to know about plans for the people who're living in McNab Park.

It seems as though it's becoming ghettoized as development springs up all around it, while the homes and good people therein are further squeezed. There are families with children living there while nearby large machinery digs up the ground and abandoned homes fall apart next door to where children are playing.

Is there a plan to assist residents in McNab Park in finding better homes, safer homes?

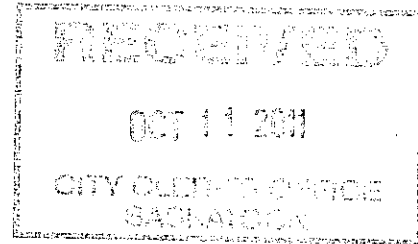
I would welcome the opportunity to speak with the Ward 5 Councillor, or the council as a whole. I'm also willing to lend my energy to helping find a solution to what amounts to good people living in squalor in our fine city.



C7)

4-110-32

From: CityCouncilWebForm  
Sent: October 10, 2011 9:50 PM  
To: City Council  
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Sharman Mack  
723 McCormack Rd

Saskatoon  
Saskatchewan  
s7m5b9

EMAIL ADDRESS:

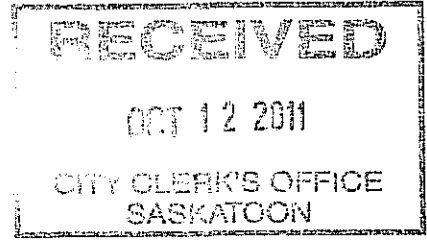
[sharman1979@yahoo.ca](mailto:sharman1979@yahoo.ca)

COMMENTS:

I recently reviewed the map for the expected outcome of the Blairmore area. I have one question/concern. The street that currently runs adjacent to Skuce Crescent will not be connecting to the Blairmore business area. I find this very annoying and useless as it does not improve access for those of us who reside on the end of McCormack Rd. Currently we have to drive all the way through Parkridge to 22nd street and then head out to get to Walmart or any other business in the Blairmore area. Why is it that the area that will be connecting off of Skuce cannot have a road that joins with Hart Road? This would be much appreciated by all in our area and provide better access to the services by vehicle.

1500-7 C8)

From: CityCouncilWebForm  
Sent: October 11, 2011 5:49 PM  
To: City Council  
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:  
  
James Brodie  
739 wilkinson way  
saskatoon  
Saskatchewan  
s7n-3l6

EMAIL ADDRESS:

COMMENTS:

Gordie Howe Bowl Vs Roadways

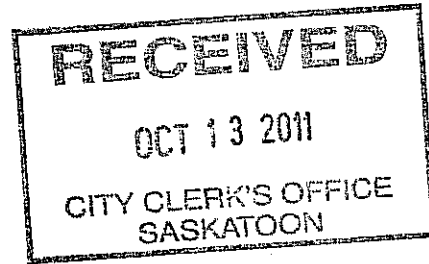
I hear that the City is considering spending nine million dollar upgrade for Gordie Howe Bowl  
What I would like to know where are we going to get the money, as we don't have money to fix  
roads, don't you think the roads have priority with this new found money, only a week ago, we  
were going to charge another levey to the homeowners and Businesses, for road improvements.

Maybe we should rethink this ....

James Brodie

6315-(C9)

From: CityCouncilWebForm  
Sent: October 13, 2011 1:26 PM  
To: City Council  
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Judee Strickland  
1117 Aird Street  
Saskatoon  
Saskatchewan  
S7N 0T2

EMAIL ADDRESS:

[j.strickland@shaw.ca](mailto:j.strickland@shaw.ca)

COMMENTS:

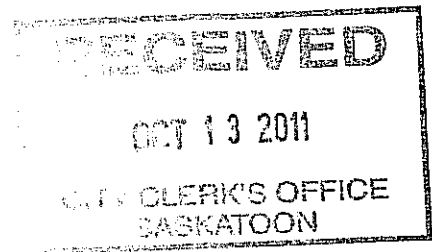
Dear Council Members.

I am writing to ask if anything can be done about our back alley. I live in Varsity View on 1100 block Aird Street. Although we are now basking in the glory of a brand new front road and I am more than appreciative every time I drive down it I have to say the back alley is like having our own personal lake front property. I would very much like to park in my garage but every year from April to June and then after every rain the back alley on both side of my garage in for the most part completely under water. Added to the problem is that the garbage truck uses the lane for pickup in our area and large ruts remain on the few times the road has dried up. Now that Loras has taken over the recycling they intend to also use the alley for their pickup. In addition to this the water has been flooding my garage for about the past 5 years now. Could we not have the low spots topped up with gravel as grading alone does not seem to solve the problem.

I would appreciate hearing from the council soon on this matter,  
Thank you very kindly,  
Judee Strickland

4351-1  
C10

From: CityCouncilWebForm  
Sent: October 13, 2011 11:45 AM  
To: City Council  
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Sheryl Henrikson  
503 Sumner Place  
Saskatoon  
Saskatchewan  
S7L 7L9

EMAIL ADDRESS:

[sshenrikson@hotmail.com](mailto:sshenrikson@hotmail.com)

COMMENTS:

Good Morning,

I am writing with a follow up to the last council meeting in which the Fitness Centre owned by the Berrns family is currently caught in limbo.

Although the outcome of the meeting was a huge disappointment I do understand the need for going through the process and commend council on the diligence in which they heard our plea, as parents, students and of course the business owners Brad and Ashley Berrns.

My concern today is a continuation of this situation but I feel I deserve answers as a parent, whose child is caught in the middle.

First off for those of you who have, or have had children in organized activities, I am certain you will understand how this is affecting the many, many dancers.

My daughter is a competitive dancer and Ashley has been her competitive instructor for three years at another dance studio. It was an obvious but difficult decision for our family to say goodbye to a studio we had been registered with for 10 years, but Ashley provides a level of instruction and opportunities that my daughter valued. As well our family has come to see Ashley as a wonderful role model for our 15 yr. old as she really provides her students with much more than just dance instruction. She is an advocate for a healthy lifestyle, she often reminds them to do their homework, and eat properly between classes, and she is an exceptionally hard working young woman. All of these attributes were what made it obvious for my daughter to follow her to her new studio.

At this point, assuming the outcome is successful, it will be very difficult for Ashley's students to enter early spring competitions when they will be three full months behind in the year. It would be similar to putting a hockey team on hold from practicing until February? The interruption in instruction may also affect the ability to perform at a December cancer fundraiser, and at BRIT.

The worst case scenario is even more heartbreaking and I know my own daughter cannot even bare to consider her studio may never open!

All these worries are really having an impact on the students of the Centre, but that is not the motive of my letter today.

I am concerned, as a parent, and as a citizen of Saskatoon about the misuse of the Saskatoon Police Service in this matter. Several times the police have shown up at the studio due to a noise complaint. Each time the officers indicate they themselves could not hear any noise. I personally have been present twice when no class was even taking place. The latest was just

last night. Ashley and a handful of the girls were sitting around talking about this whole situation as she felt it was important for the girls to be able to talk about it in a safe forum. Again officers were called to the building, and again my daughter and her friends were frightened that just by being there they are getting Ashley in trouble, or they themselves might be in trouble.

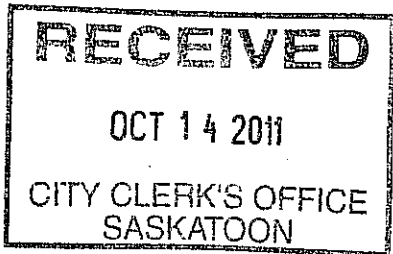
I am extremely troubled by two things; the fact that this is not sending a positive message to my own child about the Police Service. Having the police come regularly is frightening for these girls, and I am frustrated at trying to explain to a crying teenager why no one wants her to dance! Secondly; I question why it is acceptable to continue to call the Police away from important duties to crank calls, and not be accountable for it? In my family the Police Service is viewed as an important public service and calling them is something that needs serious consideration. I do not in any way think that using them to feel powerful in a personal vendetta is appropriate and I wonder why it appears our City feels it is?

I realize that any response to my letter will include the inability to discuss or to comment on specific, unsettled situations, so I do not expect immediate answers. I would however like to make my second plea as a parent, that someone please look into this further - many very terrible, and some disgusting things have been communicated to the entire neighbourhood about Ashley and what she is teaching, and as a parent of a 15yr old girl I am quite offended that these lies seem to be given power.

I would appreciate any response and look forward to receiving any advice on what would be helpful to do next!

Thank you,  
Sheryl Henrikson

2000-5  
(11)



City of Saskatoon.

310-1700 Main St.  
Saskatoon, Sk. S7H 5S1  
October 13, 2011

Mayor and city council

StarPhoenix "Council approves landfill wind turbine". Good for them ! However, has the administration looked into the feasibility of harnessing the methane gases from the same landfill ? The captured gases could be sold by the cubic metre to Sask Power as a fuel source to power gas engines and in turn electrical turbines. The plant is slated for a major upgrading anyway as just announced by the provincial government. This is not a new technology. The City of Saskatoon has been using methane gas in their sewage plant for over twenty years to power their clarifiers. These gases are used quite extensively from landfills in other jurisdictions. Just a thought.

Yours truly,

A handwritten signature in cursive script, appearing to read "Joe Abrook".

Joe Abrook  
374-3660

5000-1

1372 1st Ave N

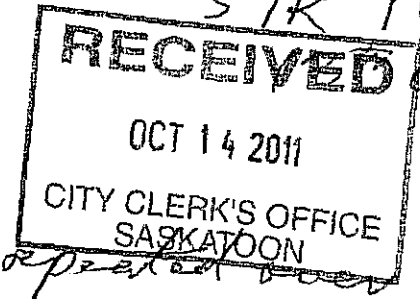
Saskatoon SK

S7K 1Y8

(12)

Saskatoon City Council,

Dear Sirs and Madams,



Oct 15

There is a myth repeated over and over by Mr. Atchison and Police Chief Wangkitt that crime is down in this city, but how much crime goes unreported?

I work at St. Michael's Church at 33rd St and Ottawa Ave. Weeks after week cars are broken into here. Customers to Tequila's night club park illegally in the church and school parking lots, and frequently there can be cars broken into, and that does not include those on the streets that receive the same treatment, on Alberta Ave, 34th St, and Ontario Ave.

If 10 cars have smashed windows that's at least 2500 dollars damage, which does not include anything that's stolen from the cars, money, cell phones, e D's etc

(2)

One person who was attending a Yoga class in the Metropolitan business center next door had his car practically totalled. I was told,

Gary and Rob who have a used car business, think it's a good month when only 4 of their cars are damaged,

With reference to Tequila's alley, I recently laid new carpet on the ramp up to the south door of the church, the same night someone up on it right inside the porch. A few days later I had to shovel up shit where someone had defecated. On many nights people urinate, any where and everywhere, around the church, in the parking lots, and by the church, and even on the streets. Many people exit this bar, with glasses full of liquor, and I have <sup>had</sup> many fine collections of these glasses, not to mention the ones that have been broken.

Yesterday about 10<sup>30</sup> am I saw two police officers talking to a young man in a hoodie or Bunny Hug - a few minutes later when I left, I saw a hammer, and a knife with a 6 or 7" blade lying in the middle of the road, about 15 yds from where the conversation with the police had taken place. When I reported this to the police, I was basically told to forget it - though they're still in my trunk.



(3)

When Mr Madden was mayor I asked who had authorized the then "Ryleys" bar.

The Council said not us, and the Liquor Commission said not us, as well, so how can a bar operate with only 6 parking spots perhaps enough for their staff?

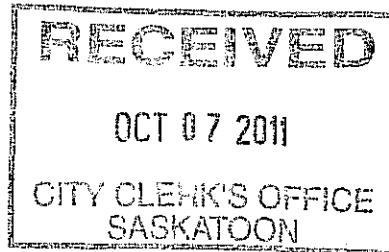
Thank you

Yours truly

Brendan Brown,

October 3, 2011

Office of the City Clerk  
Second Floor, City Hall  
222 Third Avenue North  
Saskatoon, SK S7K 0J5



Your Worship the Mayor and Members of City Council:

Please accept this letter as a formal request from the Board of Directors for United Way of Saskatoon and Area. We ask that **November be proclaimed United Way month** in the City of Saskatoon. We would also request that the City of Saskatoon fly the United Way flag in honour of the community-wide effort by the citizens of Saskatoon to create opportunities for a better life for all.

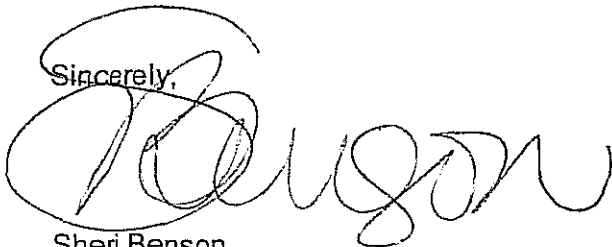
As you are aware, November is the final month of the community's efforts to "Build a community that is truly great for everyone" through United Way. Since 1959, individuals, corporations, labour groups, government, small business, employees and community groups have come together in a community-wide effort to improve lives, build community and bring about long-term improvements to the quality of life in Saskatoon and Area.

The 2011 Community Campaign goal is \$6.2 million and we are confident the citizens of Saskatoon will continue their generosity as they have in the past, allowing us to meet and possibly exceed our goal.

Thank you in advance for your consideration. To further discuss this request or to notify us of your decision please contact Leslie Ganes, Coordinator of Communications and Events with the United Way of Saskatoon and Area at 975-7703.

**Why United Way? Because it's where you live.**

Sincerely,



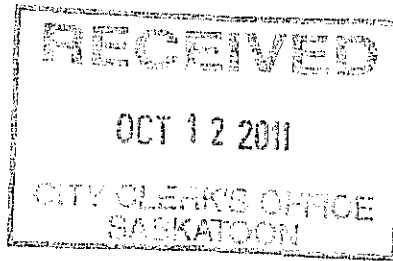
Sheri Benson  
Executive Director, United Way of Saskatoon and Area

 Saskatchewan Federation of Labour

205-5  
D2)

October 6, 2011

Don Atchison  
Mayor  
Saskatoon City Hall  
222 3<sup>rd</sup> Ave. North  
Saskatoon, Sask. S7K 0J5



Dear Mr. Atchison:

**RE: Shift Work Recognition Day**  
**March 20<sup>th</sup>**

We are writing today in regards to a Shift Work Recognition Day designated for March 20, 2012.

Approximately one-third of Canadian workers are involved in some type of shift work. Between 80-90% of shift workers express concerns about fatigue and drowsiness on the job. Sleep, alertness, hunger and many other aspects of life are controlled by biological rhythms. Shift work upsets these rhythms and does take a toll on the long-term health, well-being and safety of workers both on and off the job.

We ask that you declare March 20<sup>th</sup> as Shift Work Recognition Day to honour the contributions of shift workers in our society.

Thank you for your attention to this matter.

Sincerely,



Sandy Weyland  
Chair – SFL Shift Work Committee

cc Saskatoon District Labour Council

/dl/cupe4828/shift work recognition day-2011

